

## LOCAL MARINE NOTICE

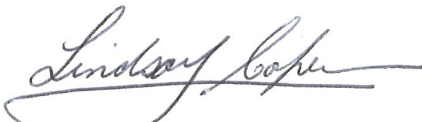
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### PORT TOWAGE GUIDELINES

**Date:** 18 January 2019  
**AUS Chart:** Port and Terminal Hand Book

In consultation with Marine Pilots, KPA has amended the Port towage requirements to provide clearer guidance on the requirements and to ensure that Port safety and efficiency is maintained in light of the steadily increasing size of visiting vessels.

The attached guideline for tugs and thrusters requirements should be used by Vessel Masters and Agents when booking tugs for vessels berthing or sailing from the Port to eliminate the possibility of operational delays.



Lindsay Copeman  
HARBOURMASTER

**Marine and other port users are requested to notify the Kimberley Ports Authority on the discovery of new dangers or suspected dangers to navigation.**

## PORT OF BROOME TOWAGE GUIDE

All vessels berthing at the Port of Broome will require towage in accordance with the table below.

For vessels of less than 90 m LOA, towage requirements will be at the discretion of the Harbour Master.

In certain circumstances the Harbour Master may require additional towage after considering a particular vessel's situation including characteristics, e.g. prevailing tide cycle, anticipated weather conditions, berth congestion and vessels berthing displacement in relation to allocated berth capacity.

TYPE OF VESSEL	WIND ≤ 15 KNOTS (10 minute mean average)		WIND ≥ 15 KNOTS (10 minute mean average)	
	IN	OUT *	IN	OUT *
Vessel less than 130m LOA	1 tug	nil	2 tugs	1 tug
Vessel less than 130m LOA with bow thruster	nil	nil	1 tug	nil
Vessel 130m to 160m LOA	2 tugs	1 tug	2 tugs	2 tugs
Vessel 130m to 160m LOA with bow thruster	1 tug	nil	2 tugs	1 tug
Vessel over 160m LOA	2 tugs	2 tugs	2 tugs	2 tugs
Vessel between 160m to 250m LOA with bow and/or stern thrusters	1 tug	1 tug	2 tugs	1 tug
** Highly manoeuvrable vessels less than 160m LOA	nil	nil	nil	nil
Product tankers (and vessels carrying hazardous cargo such as Ammonium Nitrate).	2 tugs	2 tug	2 tugs	2 tugs

The towage tables above should be taken into consideration when making Port bookings.

\*Outward towage requirement assumes vessel berthed starboard-side-to on the outer berth face, or stemming the tide at time of the manoeuvre for other situations.

\*\*Highly manoeuvrable vessels includes:

- Vessels of less than 130m LOA vessel fitted with twin ASD propulsion systems or equal equivalent;
- Vessels greater than 130m LOA require a bow thruster in addition to above;
- Vessels with operational DP systems.

In determining towage requirements conventional twin screw vessels with or without high-lift rudders are not regarded as highly manoeuvrable.

## **BOW AND STERN THRUSTERS**

Vessels fitted with bow and/or stern thrusters may be eligible to seek dispensation from the towage requirements outlined in the previous table provided the thrusters are compliant.

A compliant thruster to be considered as a substitute for the provision of towage:

- Will be required to be in good working order and capable of operating at 100% efficiency, that is, to operate at its stated power output for a period of 15 minutes without disruption and;
- Meet the KPA's minimum power to length ratio as outlined in the following bow thruster compliancy table.

<b>THRUSTER COMPLIANCY TABLE</b>	
Vessel LOA (up to and including)	Thruster Power
120 m	460 kW
135 m	650 kW
160 m	910 kW
180 m	1150 kW
210 m	1500 kW
245 m	1950 kW
275 m	2300 kW
300 m	2600 kW