



10.1. Port of Broome Towage Requirements

All vessels berthing at the Port of Broome will require towage in accordance with the table below. For vessels of less than 80 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, vessels berthing displacement in relation to allocated berth capacity.

PORT OF BROOME TOWAGE GUIDE

**AFTER A RISK ASSESSMENT COMPLETED Nov 2024 THE FOLLOWING TOWAGE
GUIDELINES ARE RECOMMENDED BY THE HARBOUR MASTER**

(Variation can only occur with the permission of the Harbour Master)



For Highly maneuverable vessels (*HMV) of LOA up to 180 m:

Type of vessel	Wind ≤ 15 knots (10 minute mean average)		15 knots < Wind ≤ 25 knots (10 minute mean average)	
	IN	OUT	IN	OUT
HMV less than 100m LOA	Nil	Nil	Nil	Nil
HMV between 100m and 180m LOA	1	1	1	1

***Notes**

For a vessel to be considered a Highly Maneuverable vessel (HMV), the following 3 requirements must be met:

- The vessel must have twin engines or twin 360° Azimuth Thrusters.
- The vessels must have a bow thruster of at least 650 KW for vessels up to LOA 130m, and at least 950 KW for vessels greater than 130m LOA. The thrusters must be working in good condition and capable of operating at 100% efficiency for a period of 15 minutes without disruption.
- The vessel must not have any defects in the main engines, auxiliary engines, steering gear, thruster systems and navigational equipment.

Notwithstanding any of the above, an additional tug may be requested by the PEC Master, the Pilot, or mandated by the Harbour Master if deemed necessary due to weather or any other circumstances which may affect safety of navigation.



For all other vessels:

Type of vessel	Wind ≤ 15 knots (10-minute mean average)		15 knots < Wind ≤ 25 knots (10-minute mean average)	
	IN	OUT	IN	OUT
Vessel less than 80m LOA	Nil	Nil	Nil	Nil
Vessel between 80m and 130m LOA	2 ^{*A}	1	2 ^{*A}	2 ^{*A+B}
Vessel 130m to 180m LOA	2	2 ^{*A+B}	2	2 ^{*A+B}
Vessel over 180m LOA	2	2	2	2
Product tankers, or vessels carrying hazardous cargo	2	2	2	2

Notes

^{*A} Vessels fitted with bow and/or stern thrusters may seek dispensation from the Harbour Master for 1 tug. The request must be made in writing with the below information:

- Confirmation that the thrusters are working in good condition and capable of operating at 100% efficiency for a period of 15 minutes without disruption.
- Details/capacity of the vessel's thrusters. As a minimum the vessel must have bow thruster(s) of at least 650 KW for vessels up to LOA 130m, and at least 950 KW for vessels greater than 130m LOA.
- The vessel must not have any defects in the main engines, auxiliary engines, steering gear, thruster systems and navigational equipment.

^{*B} Dispensation request for 1 tug will only be considered when the vessel is departing from the outer berths, when the vessel is berthed starboard side too.

Other points:

No dispensation requests will be considered for any vessel scheduled to berth or depart from/to the inner berths of the KPA port jetty (Berth 1/2/3/11).

Notwithstanding any of the above, an additional tug may be requested by a PEC Master, the Pilot, or mandated by the Harbour Master if deemed necessary due to weather or any other circumstances which may affect safety of navigation.



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.

The Harbour Master may vary the above requirement for a vessel upon completion of an appropriate risk assessment. – Appropriate vessels where possible are to be set up in Class 2 DP mode.