

NOTICE TO MARINERS

No 20 of 2020 - Amendment

Port of Southampton – Escort towage requirements for Ultra Large Container Vessels

1. This notice details requirements for escort towage of Ultra Large Container Vessels (ULCVs) in the Port of Southampton.
2. ULCVs are pure container carriers of category 4 or above as defined in the Southampton Port Users Information and Navigational Guidelines (PUNG), section 5.3.3. The table in that section is hereby cancelled and replaced by table 1 of this notice.

Table 1 – Pure container carrier categories

Category	Pilot	LOA	Beam	DWT
0	Non-specialist	≤170m	n/a	<60000T
1	Non-specialist	<280m	n/a	<60000T
2	Specialist Container	≥280m	<45m	<105000T
3	Specialist Container	>351m	≥45m	≥105000T
4	Specialist Container	>365m	>45m	>140000T
5	Specialist Container	>390m	>53m	>180000T
6	Specialist Container	>397m	>55m	>190000T
7	Specialist Container	>400m	>60m	>210000T

3. Certain ULCVs – identified in table 2 of this notice - are considered at risk of not being able to generate, unassisted, a sufficient rate of turn to complete the turns at the West Bramble Buoy and/or Calshot Lightfloat with an adequate margin of safety. An escort tug is, therefore, required to be made fast at the aft of the vessel to provide an indirect tow to assist the turn.

Table 2 – Categories of ULCV requiring escort towage

Category	Draught (m)	Escort Towage Required
Cat 7	≥ 13.0m	Yes
Cat 6	≥ 15.0m	Yes
Cat 5	≥ 15.0m	Yes
Cat 7	< 13.0m	See notes a-c
Cat 6	< 15.0m	See notes a-c
Cat 5	< 15.0m	See notes a-c
Cat 4	≥ 14.0m	See notes a-c
Cat 4	< 14.0m	No

Notes - Vessels meeting these criteria shall be required to use escort towage:

- a) inbound and outbound on the first call of the class of vessel
 - b) inbound or outbound where a particular vessel or class of vessels is/are known to have manoeuvring characteristics which may restrict their ability to complete the West Bramble turn unassisted
 - c) inbound or outbound at the conducting Pilot's discretion, taking account of environmental conditions and vessel specific factors as detailed in the pre-arrival questionnaire including, but not limited to, main engine load control features.
4. Tugs assigned to escort ULCVs must be certified for escort towage and be capable of generating an indirect steering force ≥ 100 tonnes at the speed v given in the tug's classification society notation. Such tugs are identified in Notice to Mariners 02 of 2020. Towage operators are advised that the harbour authority may require a tug to undergo manoeuvring trials and/or simulation and for the operator to provide a statement attesting to the crew's competence in performing escort towage prior to it being permitted to undertake such duties.
 5. These provisions shall apply to both inbound and outbound vessels. Inbound the escort tug should meet the vessel in the vicinity of the South Ryde Middle Buoy and remain available to provide escort assistance until the vessel has passed the Hook Buoy. Outbound the escort tug should meet the vessel in the vicinity of the the Hook Buoy and remain available to provide escort assistance until the vessel has completed the turn at the West Bramble Buoy.
 6. When secured to the ULCV, an escort tug should display, in addition to her normal steaming light, the appropriate shapes and lights required by Rule 24(a) and 27 (b) of the International Regulations for Preventing Collisions at sea 1972 as amended.

7. Navigators of small vessels, including recreational craft, are to exercise extreme caution when passing around the stern of a ULCV and are not to pass between the ship and its escorting tug.

**Vessel Traffic Services Centre
Ocean Gate, Eastern Docks
Southampton**

**Captain I M Lawrence
Harbour Master**

27 August 2020

**Owners, Agents, Charterers, Marinas, Yacht Clubs and Recreational Sailing
Organisations should ensure that the contents of this Notice are made known to
the masters or persons in charge of their vessels or craft.**