



Towage Information

This document contains information that will be used for risk assessment purposes only. Written confirmation from the underwriter is necessary to obtain valid insurance coverage.

Company

Location

Country

Local contact person

E-mail

Telephone

Weather Criteria

Maximum wave height 2.5 meters

Maximum wind speed 12 m/s

A reliable weather forecast must be obtained for at least 24 hours ahead during the course of the voyage.

Weather reports for towage

Prior to departure, a reliable long-term weather forecast must be obtained for the first 48 hours of the towage. Departure from the port of: shall not take place before the above mentioned weather criteria are met.



Description of the Towage

In addition to the information mentioned below, this sheet shall be complemented with the following detailed drawings: stowage plan, lashing plan and drawings of the cargo in question. These can be substituted with a towage manual from where the same information can be found. The manual should also include, in addition to that mentioned above, a risk assessment which shall be separately made for each and every transport.

All of the sea fastenings must be made in accordance with the rules and regulations and good seamanship (e.g. **IMO Code of Practice for Cargo Stowage and Securing, 2011**; **DNVGL Noble Denton rules and technical guidelines**).

Guidelines such as but not limited to **Safe Ocean Towing by IMO/MSC/Circ. 884**; **Nobel Denton Guidelines for marine transportations 0030/ND** and **DNV Towing Recommendations** must be complied with when planning the barge operations.

Time schedule, ETD & ETA	ETD:	ETA:
Port of departure and destination:	from:	to:
A short description of the cargo, the number of units, transport supports (i.e. stanchions, the use of SPMT, the use of a crane)		
A general description of the intended lashing configuration (i.e. wires, chains, stopper plates, welding etc.).		
A short description of the draft and trim for/aft of the pontoon in towage:		
The P&I insurance of the barge that includes Cargo-Liability		



A Description of the Tug and the barge

The intended tug and barge must hold valid statutory certificates and trading permits. The tug shall be of sufficient strength to maintain control over the towage under the designed environmental conditions. The barge must be of sufficient capacity and it must fulfil all of the stability criteria during all phases of the voyage (e.g. The International Code on Intact Stability, Resolution A 749(18)).

	Tug	Barge
Name		
IMO number		
DWT		
GT		
Flag		
Classification		
Loa		
Beam		
Draught		
Main engine		kW
Bollard pull		ton
Main towline	length	MBL
Spare towline	length	MBL

The contact details of the company and Key Personnel responsible for the towage

The name of the towing company	
Address	Mobile phone
The contact details of the tugboat	E-mail
The main contact person/persons of the freight forwarder	
Telephone	Mobile phone
E-mail	



Towing Route

From:

(departure port)

To:

(destination port)

A brief description of the intended route including the main waypoints

Route destinations (WP) From:	Route destinations (WP) To:	Distance (nautical miles)	Expected travel time (Hours)
		Total distance:	Total time:

Wind keeping and emergency ports

Port 1:

Port 2:

Port 3:

Port 4:

Port 5:

Reporting

Reporting to all of the relevant parties shall be carried out daily at 12:00 CET during the towing operation

The following information should to be included in the daily report:

- position
- speed
- current weather
- ETA to destination port
- Weather forecast for the next 24 hrs
- Possible sheltering due to the weather conditions (immediate reporting)



Third party marine warranty surveyor (MWS)

The appointed marine warranty surveyor has to comply with guidelines such as but not limited to the Joint Cargo Committee Marine Project Cargo Surveyors' Code of Practice (CoP) or the Joint Rig Committee's Marine Warranty Surveyors Code of Practice and Scope of Work (JR 2010/010).

If a third party marine warranty surveyor has been involved in the loading, lashing and discharge operations, the relevant reports should also be available to the underwriters. In addition, a so called sail away certificate should be provided after the acceptance for a safe departure is granted.

An Independent loading survey was conducted by:

date:

