Holyhead – Marine Safety & Information Circular v5 04/2025

Temporary Operating Procedures and Criteria for Vessels Using Terminal 5

First Issued 13th January, 2025
Updated 7th of May 2025
Expires 31st December 2025

The tug, Inchcolm has been chartered and stationed within the Port for use by ferries. The tug is an Azimuth Stern Drive tug of 70t bollard pull. The tug must be on stand by and ready to assist the Master of the ferry to moor and unmoor at all times irrespective of weather conditions. The actual use of the Inchcolm lies entirely with the Master.

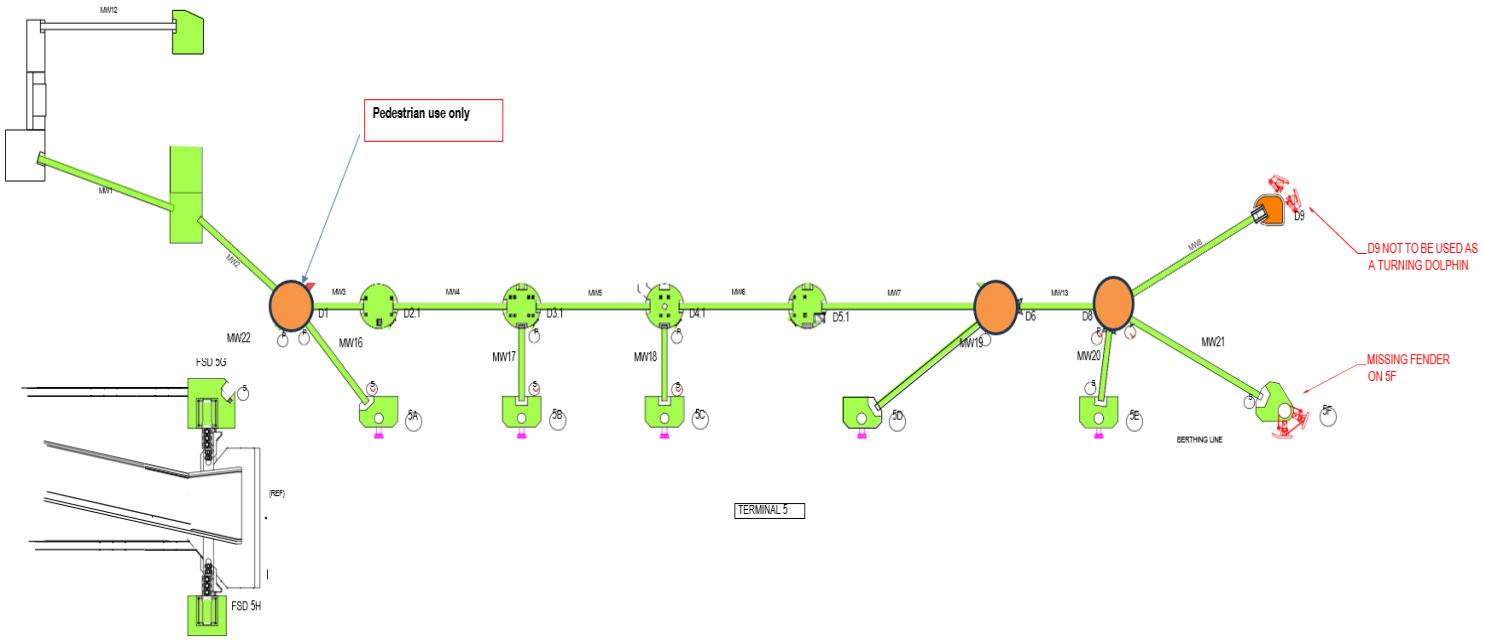
Towage will be carried out as per United Kingdom Standard Conditions for Towage and Other Services (Revised 2024).

Current Situation

a) This MISC adresses the temporary mooring arrangements in place whilst repairs are ongoing.
b) T5 fender Dolphins 5A through to 5F are assessed as suitable for use within their design criteria.
c) Some limitations to the dolphins on the central spine do exist with the following criteria being applied:
    i) Dolphin D1 is now suitable for pedestrian access only. This dolphin cannot support the aft breast lines from the vessel operating from T5.
    ii) Dolphin D6 is assessed as suitable for 1 x 100t mooring hook.
    iii) Dolphin D8 is assessed as suitable for 2 x 100t mooring hooks.
d) The remaining piles on the central spine are safe for pedestrian access and operation.

OPERATIONAL FUNCTIONALITY OF T5 AS OF 7 MAY 2025

Fig. 1



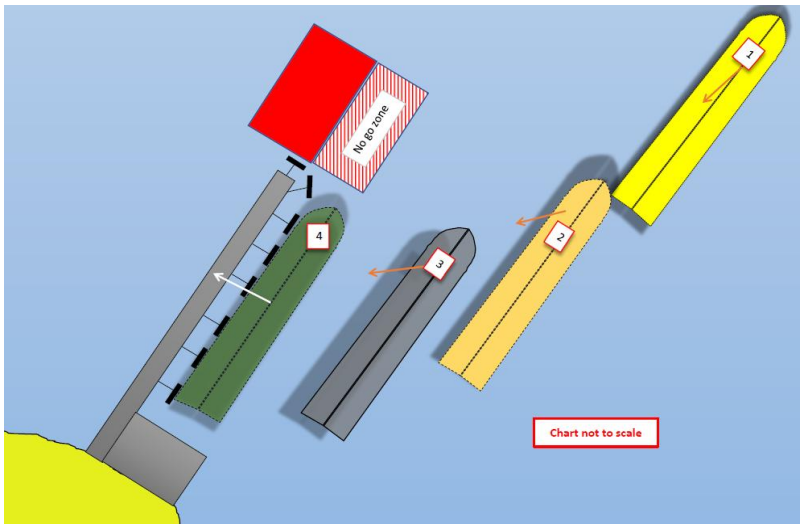
Restrictions

a) Vessels are not permitted to exceed their safe manoeuvring operating parameters
b) Notwithstanding the above the ultimate discretion to operate (up to the imposed port maximums) are at the sole discretion of the Master.
c) The use of engines and thrusters do not form part of any mooring arrangement. Byelaw 23 strictly prohibits the running of engines and thrusters alongside other than for arriving/departing.
d) Masters always have the option to use engines and thrusters to assist the vessel in maintaining position alongside for the purposes of safety, but not for routine cargo opertions.

Berthing at T5

a) The turning fenders at Pile 5F and D9 are not to be used.
b) The landing alongside of the vessels must be transverse and in such a way that velocity is shared by all fenders simultaneously as per Fig. 2
c) At no times should landing speed on any of the fenders be at a velocity higher than 0.2 knots laterally.

Fig.2

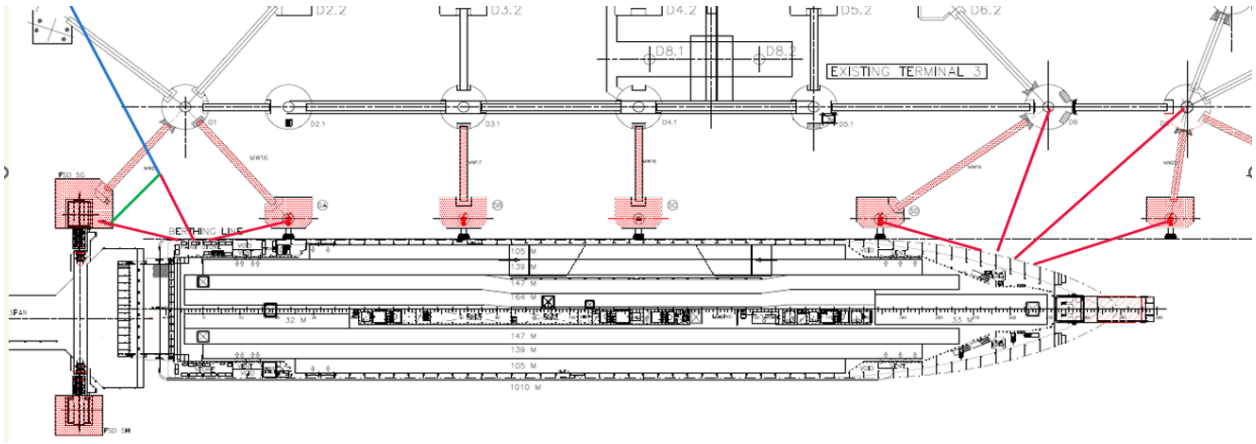


Mooring Solution

a) Vessel brought alongside laterally at 5B and manoeuvres astern.
b) Vessel passes one or two springs to 5A as they come astern. Vessel proceeds cautiously astern using the backsprings as required to control approach towards ramp.
c) Vessel shall utilise an endless whip system to pass the remaining breast and stern lines from 5A to 5G
d) The aft breast mooring arrangement is to the existing T3 linkspan starboard mooring dolphin via 5G as per Fig. 3

Fig. 3

Mooring Plan Example:



Harbour Master

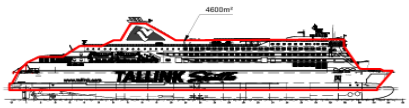
7th of May 2025

Appendices

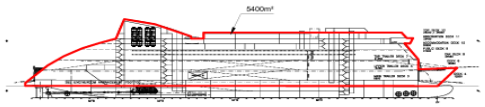
Appendix 1 – Wind Loading Area by Vessel

Appendix 2 – Tug ‘Inchcolm’ Particulars

JAMES JOYCE

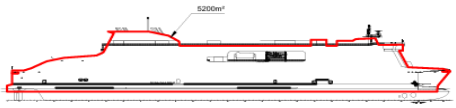


ULYSSES



ADVENTURER

EFLEX



NOTE:

- ALL MEASURES ARE APPROXIMATE

Stena Line	DRAWN PS		WINDAGE AREA
	REV A	SIGNED 2024-12-23	
	SIZE A1	SCALE	DWG NO 82150
	REG NO P20288		SHEET 1

Appendix 2 – Tug ‘Inchcolm’ Particulars

INCHCOLM

Damen 2312 Next Gen Twin Fin Tug

GENERAL

Classification	Bureau Veritas I✠HULL✠MACH Escort Tug - Unrestricted Navigation
Flag	British
Owner	Targe Towing Limited
Built	2020

DIMENSIONS

Length overall	22.8m
Beam overall	12.03m
Max Draught	5.7m
Gross tonnage	262t

PERFORMANCE

Bollard pull	70t
Max Speed	12.2kn

PROPULSION SYSTEM

Main engines	Caterpillar 3512c TA HD/D
Total power	3804kw (5102bhp) at 1800rpm
Azimuth thrusters	Rolls Royce US 205S
Propeller diameter	2800mm

TANK CAPACITIES

Fuel Oil	78.4 m3
Fresh Water	7.80 m3

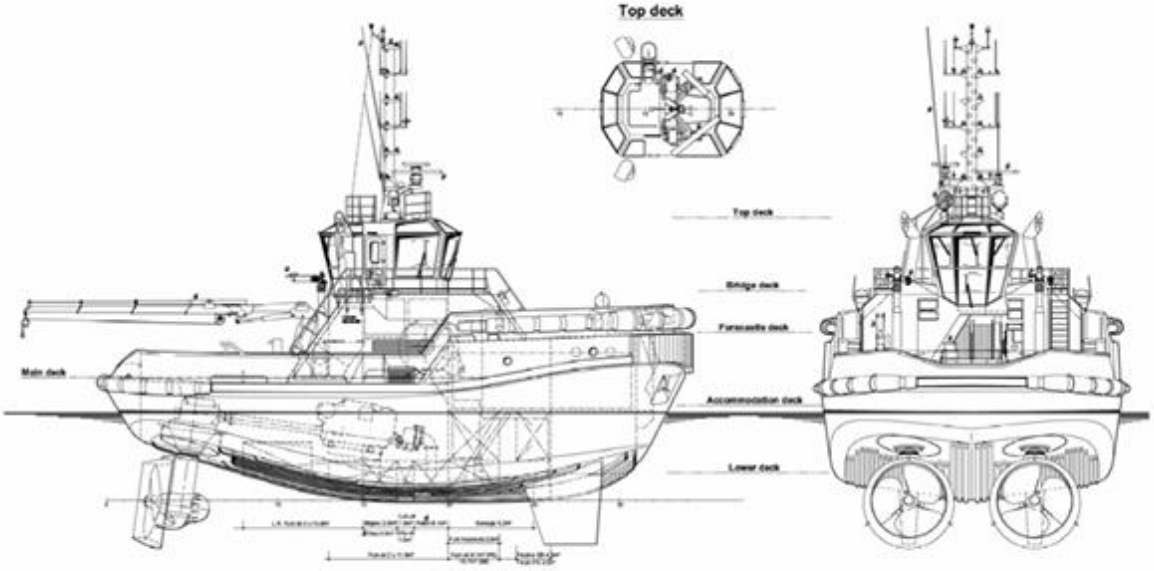
AUXILIARY EQUIPMENT

Generator sets	2 x Caterpillar C4.4 TA, 230/400 V, 100 kVA, 50 Hz

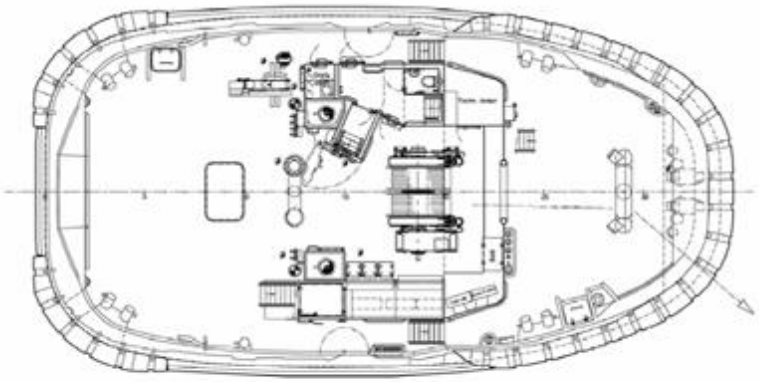
DECK EQUIPMENT

Main Towing Winch	DMC Hydraulic driven escort winch 175t brake holding force. Split independent drums.
Tow Hook	Mampaey SWL 750kn 75t
Capstan	Electrically driven 5t at 15m/min

Top deck

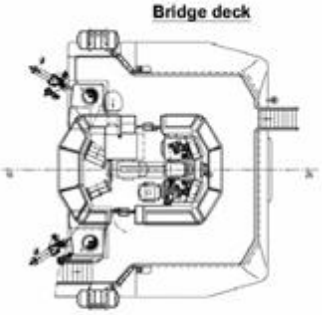


Main deck

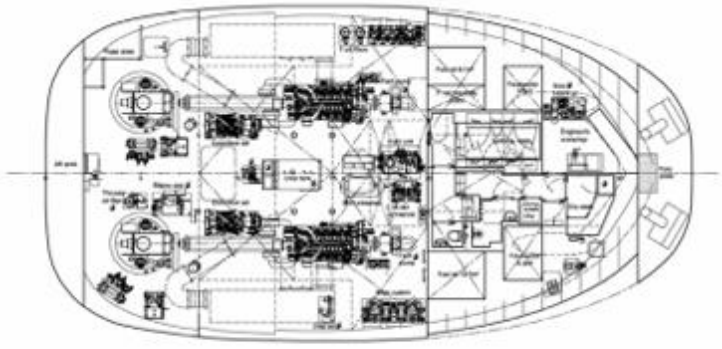


Forecastle deck

Bridge deck



Below Main deck



Lower deck

Accommodation deck