

TUG BOATS

Rosario – San Nicolás – Villa Constitución – Ramallo



ROSARIO

- TPR:
 - No tugs required
- UNIT VI / VII
 - No tugs required
- VGG Cargill:
 - No tugs required
- Alvear Cargil:
 - No tugs required
- LDC Terminal Gral Lagos:
 - Grain Elevator berth: Compulsory (in/out)
 - Oil/liquid berth: Compulsory (in/out)
- ADM Agro A. Seco:
 - Compulsory if in LDC berth there 's a vsl berthed at oil/liquid berth
 - Compulsory w/ knots over 20 km



SAN NICOLÁS

- Puerto Nuevo Port:
 - Strongly suggested by pilots when loa over 190 Mts, for berthing.
 - Also suggested by pilots if arriving or sailing in draft of 9 metres or more, then tug to be used in spite of the LOA
 - When LOA over 198.9 mts, and vsl need to berth starboard side then tug to be used
- Central Termica – AES
 - Tug in if LOA over 180 Mts
 - Tug out if vsl sail southbound
 - If arriving or sailing in draft of 9 metres or more, then tug to be used in spite of the LOA.
 - If vsl over LOA 230, then 2 tugs to be appointed for either moanouvering
- Ramallo:
 - Bunge Berth 3 – Tug boat for berthing appointed by terminal (daylight)
 - Bunge Berth 1 - No tug required
 - Xstorage – No tug required
- Siderar:
 - Commercial berth - No tug required
 - IORE berth -No tug required
 - Coal berth – No tug required



VILLA CONSTITUCIÓN

- Villa Constitucion:
 - Acindar IORE berth – No tugs to be used
 - Acindar Commercial: 1 tug in + 1 tug out (daylight)
 - Unit II: 1 tug in / 1 tug out (daylight)

However: When wind blows over 11 knots 2 tugs to be used for both maneuvering