

# OSPR San Francisco Bay Region Clearinghouse

## **Rules for Bollard Pull Tests**

### **Location**

1. Port of Richmond, Terminal R6/2  
(Kaiser Richmond Shipyard, Crane way #2)
2. Tests will be conducted off the south end of the terminal with the load cell connected to the vertical capstan of a steam winch.

### **Time**

1. Tests will be scheduled between 0800 and 1500 hours. Other test times may be possible upon special request, additional charges may apply.
2. No tests on weekends or holidays.
3. No night time tests.
4. Tests must be scheduled at least 2 weeks in advance. Contingent on all required parties being available for the test.

### **Procedures**

1. The tug will operate at all times in a safe and proper manner. The tug is expected to check in with USCG VTS before each test.
2. Beacons #10, #12 & #14 in Potrero Reach must be visible at all times during the test.
3. Tides and Currents, which are light off Terminal R6/2, are not considered a factor.
4. Winds must not exceed 30 knots during the test.
5. The Clearing House will schedule and monitor all tests.
6. A representative of the Clearing House, the American Bureau of Shipping or other member in the International Association of Classification Societies (Surveyor), and Carpenter Rigging Supply Company or other approved load cell vender must be in attendance for a test to be valid.
7. The tugboat company must provide a representative with a radio to stay in touch with the tug during the test.
8. Each test will consist of one 15 minute pull. For tractor tugs the braking force is measured as the ahead bollard pull. For conventional tugs the braking force is measured as the astern bollard pull.
9. Auxiliary equipment (e.g., pumps, generators, etc.) which are driven from the main engine(s) or propeller shaft(s) in normal operation of the vessel must be connected and in operational condition during the test.
10. The propeller(s)/blades fitted when performing the test must be the same as those used when the vessel is in normal operation.
11. The results of the test will be authenticated by a surveyor from the American Bureau of Shipping or by any member in the International Association of Classification

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Societies. The surveyor must be given full access to the tug and its equipment before, during and immediately following the test.

12. A vendor will provide a load cell and all necessary equipment to setup, operate the load cell.
13. The load cell vendor will have the necessary equipment to record readings as noted in this document.
14. The strain cell used for the test will be approved by the surveyor and be calibrated at least once a year.
15. The tug boat will be allowed to reposition, with a pause in the strain cell readings, when the boat falls 45 degrees of center. The tug must reposition as quickly as possible.
16. The tugboat is required to provide the line for the test. The line supplied by a tug boat must meet all safety requirements and standard operating practices for the load placed on it.
17. Tugs will be tested a minimum of 200 feet off Terminal R6/2. The tug must be in the shipping channel during the test.
18. The figure "certified" as the vessel's bollard pull capacity shall be the average of the forces recorded of a period of not less than fifteen (15) minutes. During the test, reading will be taken about every five (5) seconds except during approved repositioning periods.
19. Should it not be possible to comply with the above certification criteria or with one or more of the following recommendations, a notation of the fact should be made in the Remarks Section. Any request for deviation from the above noted procedures must be made in writing at least 2 weeks prior to the requested testing date.
20. If conditions do not fall into the above parameters the test will be canceled. The tugboat will not have completed a certified test.

## **Scheduling**

1. Applications for testing must be completed and submitted to the Clearinghouse before a test can be scheduled.
2. An individual tug will be scheduled for a test period of 1 hour between the hours of 0800 and 1400. However, a tug company can reserve a whole test day, from 0800-1400, and schedule tests and tugs as they see fit during those hours.
3. Hours beyond those mentioned above might be available upon prior agreement with the Clearinghouse, the surveyor, and the load cell vendor.
4. A tug must be ready in all respects to begin the test at its scheduled start time and finish within the 1 hour time frame set forth above. Failure to complete the test in the allotted time may cause the tug to be a non-certified by the test.
5. A tug may schedule a re-test for a future date.
6. A test may be canceled without charge if the Clearinghouse is contacted before 0700 the day of the test or a time set by prior arrangement with the Clearinghouse. All

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parties should contact the Clearinghouse at 0700 the day of the test confirming the test has not been canceled unless another check in time has been arranged.

7. Any cancellation during a test will result in a rescheduled and re-test.
8. All tugs wishing to participate in the San Francisco Bay tug escort program must be tested in San Francisco Bay by the Clearinghouse.

## **Costs**

1. All charges from the Port of Richmond, the Surveyor and the load cell vendor are the responsibility of the tugboat company testing. The Clearinghouse will charge a fee for each completed tug test.

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Company: \_\_\_\_\_

Date: \_\_\_\_\_

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## Escort Vessel Information

Vessel Name \_\_\_\_\_  
Owner or Operator \_\_\_\_\_  
Official Number \_\_\_\_\_  
Call Sign \_\_\_\_\_  
Port of Registry \_\_\_\_\_  
Year Built \_\_\_\_\_

## Escort Vessel Profile

### Hull

Length \_\_\_\_\_  
Breadth \_\_\_\_\_  
Forward Draft \_\_\_\_\_  
Aft Draft \_\_\_\_\_  
Trim \_\_\_\_\_  
Gross tonnage \_\_\_\_\_

### Machinery

Main Engines \_\_\_\_\_  
Number of engines \_\_\_\_\_  
Mfg./Model \_\_\_\_\_  
Rated Horse Power \_\_\_\_\_  
Cumulative HP \_\_\_\_\_

### Reduction Gear

Mfg./Model \_\_\_\_\_  
Ratio \_\_\_\_\_

### Steering: Rudder Type

Conventional \_\_\_\_\_  
Flanking \_\_\_\_\_  
Other \_\_\_\_\_

### Propulsion

#### Conventional

Number of Propellers \_\_\_\_\_  
Propeller Diameter \_\_\_\_\_  
Propeller Pitch \_\_\_\_\_  
Number of Blades \_\_\_\_\_  
Composition \_\_\_\_\_  
Open/Kort nozzle (circle one)

#### Tractor

Cycloidal/Z-Drive (circle one)  
Number of drives \_\_\_\_\_  
Mfg./Model \_\_\_\_\_  
Drive Location Fwd/Midship/Aft  
(circle one)  
Number of Blades (each drive) \_\_\_\_\_  
Blade length (Cycloidal) \_\_\_\_\_  
Pitch Dip (Cycloidal) \_\_\_\_\_  
Blade Diameter (Z-Drive) \_\_\_\_\_  
Pitch (Z-Drive) \_\_\_\_\_