Tug-boat Dispatching

Charting your course of tug-boat dispatching

Responder w Battleship New Jersey 2025

Situational Awareness

One Step Ahead

This booklet is not meant to be inclusive. This booklet introduces best practices of tug-boat dispatching

Captain Ray Head of Tide N Branch

"This booklet is designed to help dispatchers new to maritime operations, especially in the Mid-Atlantic region (Delaware River, C & D Canal, Chesapeake Bay, Port of Baltimore).

This booklet is viewed as an asset in assisting dispatchers who may not be fully familiar w the local, regional, national and global maritime, the role of tug-boats and cargo movements and as background to America's National Marine Highways. Its focus is regional. Material provides insights into different areas of operations, promotes an understanding of local and regional waterways and emphasizes situational awareness, professionalism and self-motivation.

This booklet's content has been drawn together from the accumulated best practices and experiences of many in the maritime industry. It is meant as a general tool for dispatchers . It is not meant to replace hands-on real-time dispatching. This booklet is a pivot-point introductory resource for best practices in day-to-day tug-boat dispatching.

Self motivation, self interest is crux to successful tug-boat dispatch-

Booklet Provides General Information on Best Practices for Tug-boat Dispatchers

This booklet allows dispatchers to gain an understanding of dispatchers role in the maritime industry. Maritime transportation of water borne freight is the least expensive way to move cargo. Ships move cargo 24/7/365. Ships require tug-boats to move cargo, to maintain shipping schedules and to address any emergency's, including and not limited to a bridge collapsing.

- Nomenclature
- Distance
- Times
- Local Knowledge
- Transits Issues
- Delaware River
- Chesapeake Bay
- Tug-boats
- Maritime Highway
- Vessels
- Community
- Other

Dispatching is demanding. It's easy to get confused. Its easy to get over-whelmed. Dispatching is a puzzle. Dispatching is a "puzzle" that you as a dispatcher guide together. Dispatching will cause stress. Dispatchers perform their duties in an efficient, honest, professional, business like manner.

There is an organized, collaborative process to tug-boat dispatching. Tug-boat dispatching takes place in a busy and at times in a fast-paced hectic work environment. Dispatchers learn best practices from criticism, by doing and by asking questions and collaborating.

Tug-boat dispatching requires confidence, independence, accountability and sound judgements. Tug-boat dispatching has its own language (nomenclature), its own rules, its own protocols and its own way of communication. Tug-boat dispatchers have their own best practices.

What's "Beta"? "Beta is information, communication and situational awareness. "Beta" is professionalism, accountability and the life blood of dispatching. It is the data you need to assign tug-boat jobs.

"Tugboats are necessary for the economical and proper handling of contracts" (Fowler, U. of Washington 1909)

In order to help you succeed as a tug-boat dispatcher this booklet is designed to introduce you to the best practices of dispatching tug-boats and tug boating. Its goal is to enhance your understanding of tug-boat dispatching. Beta is communication. Beta is observing. Beta is listening.

Best Practices are cultivated by using tools like a computer and the internet to help you gather information to make a decision. Beta is using your experiences to guide tug-boats. Beta is using your experiences to guide tug-boats and allows you as the dispatcher to make decisions as to where and when you send a tug-boat for a job. Making use of best practices so it's functional requires experience. One doesn't get dispatching best practices right off.

Self-motivation is a big part of gathering beta for dispatching tug-boat jobs. Confidence is cultivated. Resources are available 24/7/365 to navigate your way on safe, efficient and appropriate dispatching.

This booklet "Dispatching for Tug-boats" introduces one to the world of tug-boat dispatching. It's a unique career. Maritime commerce runs 24/7/365. So do tug-boats.

Dispatching brings a feeling of satisfaction when numerous tug-boats and ocean going vessels move with precision, accuracy and routine. Because a shift as a dispatcher is not always routine. Dispatchers organize tug-boat operations and schedules in a fast-paced, vibrant and dynamic atmosphere.

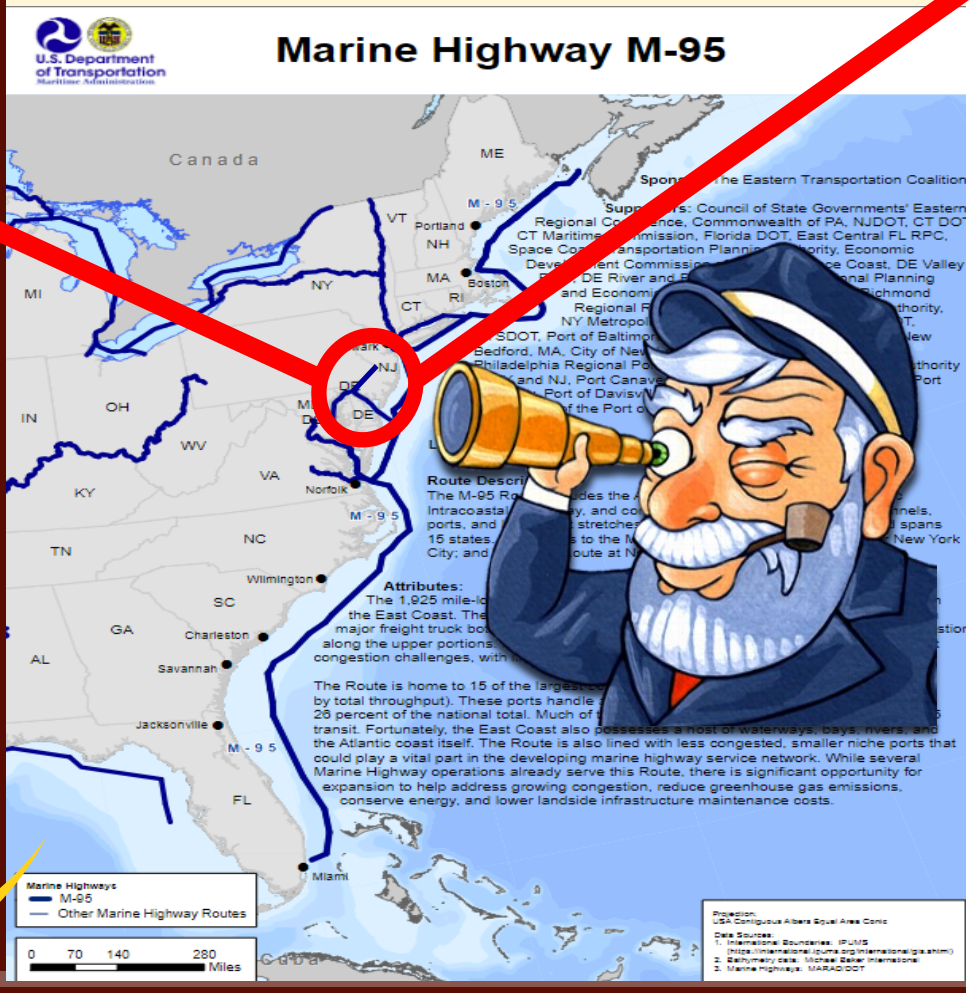
Self motivation, self interest is crux to successful tug-boat dispatch-

- 15 of the 50 largest American Ports
- Handle 582 million tons of cargo per year

- 26% total of Americas Freight

- Location of smaller niche Ports.
- Using waterways consistently creates public benefits and incentivize shippers to use these critical transportation channels.

Ref: Marine Highways MARAD



America's Marine Highways: Delaware River, C & D Canal, Chesapeake Bay

Nomenclature

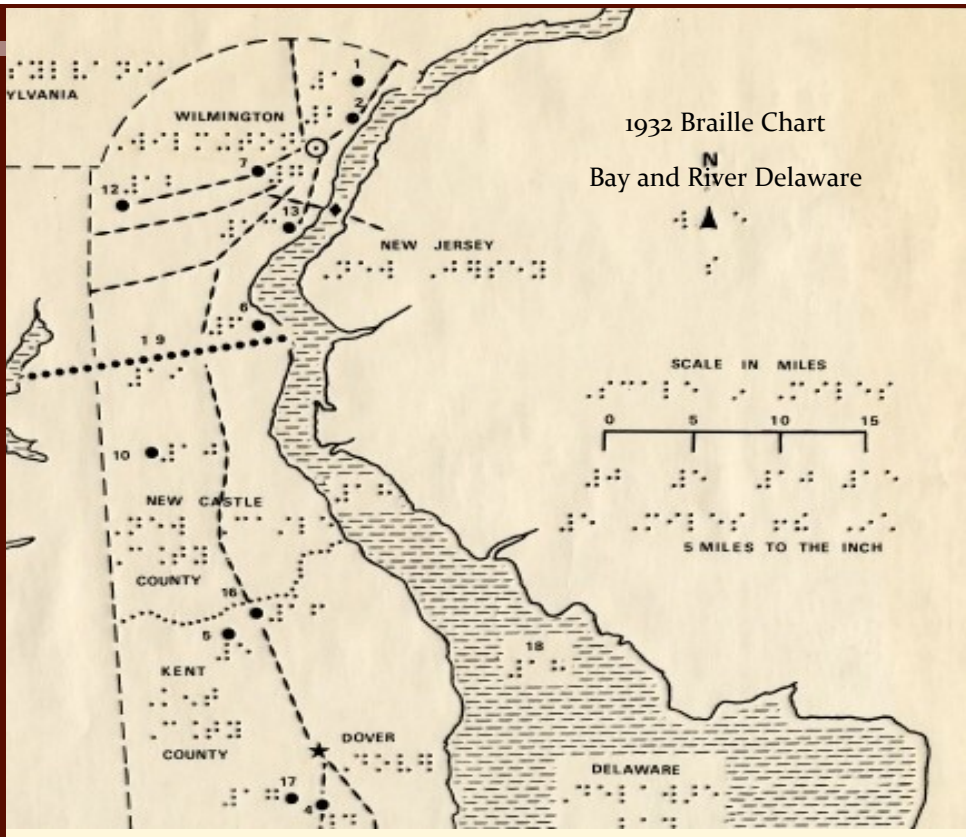
Tug-boat dispatching has its own language and uses of communication. A few examples are provided:

Situation for Dispatching: Ocean going cargo vessel offloading Packer, 1430F, SST. 1250. Working BT 800 HP. / McAllister Sisters (COB) require assist to dock at 4 SMT, then shift to Trade Point East.

This translates to: A container ship at Packer Marine Terminal, which is on the Delaware River in Philadelphia. The docking master is to be at the pier with tug-boats at 2:30 PM. The vessel is Starboard Side To, with a 800 HP working bow thruster.

Container on barge (COB) is a weekly service to Baltimore and docks at 4 Seagirt Marine Terminal then moves over to the Trade Point Piers.

"Salty" language and maritime slang are used to communicate on a regular basis.



1932 Braille Chart

Bay and River Delaware

Decision Making, Collaboration, Accountability

Blind individuals see (communicate) by feeling, hearing, listening. A tug-boat dispatchers situational awareness requires the same attention to detail. A single tug-boat job or dispatch movement involves or could involve:

- **Shipping Agents**
- **Shipping Companies**
- **Docking Masters**
- **River Pilots**
- **Tug-boat Crews**
- **Line Runners**
- **USCG**
- **EMS**
- **Other Maritime Dispatchers**
- **Day to Day Issues**
- **Others**

Ref: Annie Moran, 1942

Knowing where to go to get beta is crux. Dispatchers desk tops have links to the National Weather Service, the Maritime Exchange, to the River Pilots, to docking masters, to other McAllister Tug-boats and other stakeholders found in the Mid-Atlantic Marine Highway ports and harbors. If you thrive on bringing order to complexity, of doing a job well done well then check out tug-boat dispatching.

Go Beyond Traditional; Presence and Ability

Distances

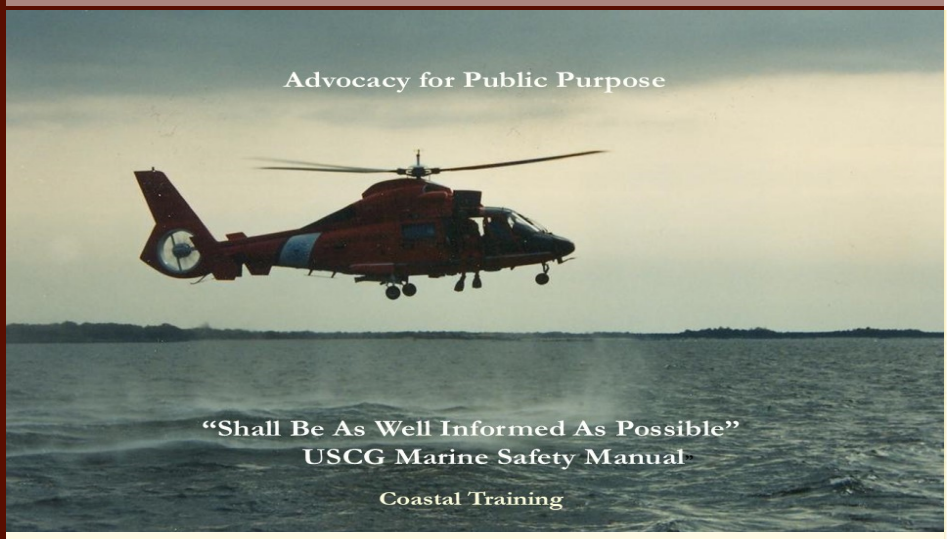
Knowing the distances along the Delaware River and the Port of Baltimore anchors dispatching. Dispatching is the process that keeps cargo moving in the maritime. Dispatchers play an important role in ensuring vessels arrive and depart.

Muti-Tasking

Multi-tasking is an area new dispatchers struggle with. In the beginning you are not alone. It takes time to develop the skills to handle multiple issues at the same time. You can work to improve multi-tasking by mastering individual skills and then connecting them.

Geography

Learning the lay of the land, where tug-boat operations are taking place is a huge help in dispatching. Become familiar with the areas of operations, discover and explore other areas. As you learn you will find out knowing the area of operations is most important information to have to dispatch.



Decisions in Dispatching

Your decision as a dispatcher engages three interacting sources of information. Local knowledge, transit/job specific information and knowledge of tug-boats.

Local knowledge permits you to maintain orientation to tug-boats, fix and anticipate tug-boat operations and anticipate fast moving tug-boat jobs.

Transit and Job Specific "beta" builds on before, during and after a job. Transits "beta" is a source of constant review. Its "beta" about the day to day, hour by hour, minute by minute dynamics of tug-boat jobs and areas of operations.

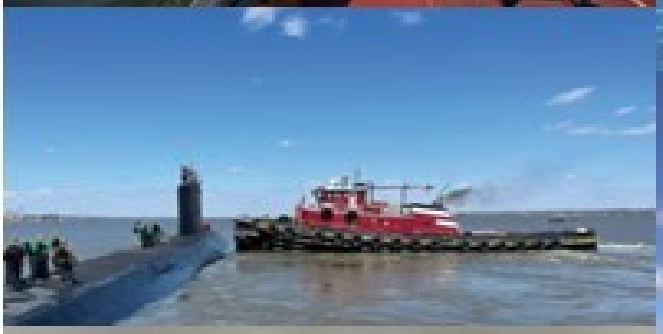
Tug-boat knowledge serves as background to all your decisions.

Ref: Amended ACOE, Port of New York. Operations Study. 1976.

Dispatchers connect various aspects of transportation, including scheduling, tracking and managing resources along shipping routes. They serve as a crucial link between customers, carriers and others.

Clear, timely communications, keeps operations smooth and tug-boats moving

Any time you think you have the game conquered, the game will turn around and punch you right in the nose. Mike Schmidt, Philadelphia Phillies (like it even had to be said...)



Clockwise: Delaware River, Port of Baltimore, Delaware River, Port of Baltimore, Port of NYC (1949), Delaware River, Port of Baltimore

Tug-boat dispatchers are responsible, versatile and knowledgeable. Tug-boat dispatchers co-ordinate tug-boats to vessel movements and jobs across a broad spectrum of maritime, port, terminals, shipping, container on barge and other cargo areas.

Shipping agents act on a clients behalf. Dispatchers are the link to ensure cargo moves. Agents negotiate for their clients needs for the efficient movement of cargo, help their clients navigate cargo and vessel movements, connect clients to resources and speak frequently with dispatchers. Dispatchers provide advice to shipping agents and others.

October 2025
Partial List of Shipping Agents and Tugboat Ops on the Delaware River and the Port of Baltimore

Norton Lilly NL
Moran
Terminal
Sandpiper
JS Conner
Atlantic Ship
New England Steamship
GAC Shipping
K3 Maritime
Wilhelmsen Shipping WWP
EMR
Trans Atlantic
Host
Biehl
Inchcape Shipping
Gulf Harbor
Capes
New England Shipping
Miami Tugboat
Wilmington Tugs WMT
Moran Tugboats
Hayes Tugboats
Vane Brothers Tugboats

Dispatchers coordinates and communicates activities between the captains and numerous others in maritime commerce Dispatchers are responsible for and not limited to :

- **Directly interfacing with customers to provide the best possible level of service and satisfaction.**
- **Processing job/work requests which includes generating work orders and issuing orders to the assigned tug-boat.**
- **Dispatching information (beta) to Captains.**
- **Tracking tug-boats and other vessels coming and going to terminals.**
- **Maintaining a log of all job orders issued**
- **Reconciling discrepancies**
- **Other**

Company's are often referred to through initials

Port of Baltimore

Common Cargo Vessels

Bulk Carrier

Oil Tanker

Container Ship

Chemical Tanker

LNG Ship

VLCC

RORO Ship

General Cargo

Livestock Ship

DISPATCHING IS INTENSE

Always ask self how can I do better !

Your pencil and eraser are your best tools.

Dispatching

Anchors

Opportunity.

Assignments

Dispatching requires intense focus, politeness, and listening

Dispatching is Fast Paced

The art of successful dispatching involves analysis alongside technical aspects.

Always ask self how can I do better !

Tug-boat Characterizations:
Classification/Horsepower/Bollard Pull w Types of Tug-boats

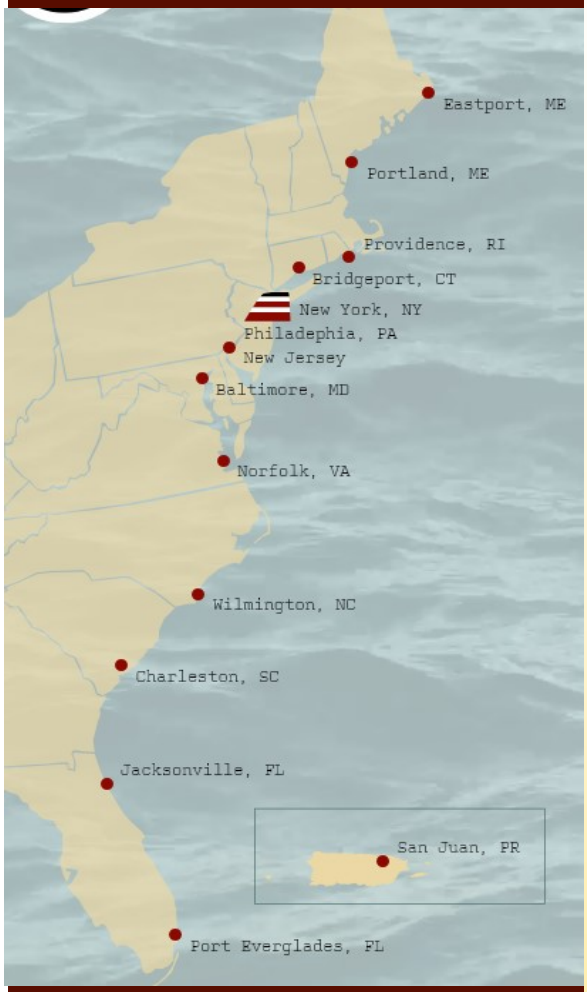
Philadelphia	Horsepower	Bollard Pull in Tons		Tug Type
		Ahead	Stern	
Bevelry	4,400	61		Tractor
Responder	2,800			Twin Screw/Kort
Reid	4,000	50		Tractor
Robert	4,000	50		Tractor
Suzanne	6,700	80		Tractor
Teresa	2,200			Single Screw
Point Comfort				Utility Launch
Total	24,100	241		
Baltimore	Horsepower	Bollard Pull in Tons		Tug Type
		Ahead	Stern	
Isabel	6,770	81.6		Tractor
Vickie	4,650	60		Twin Tractor
Bridget	5,080	65	62	Twin Tractor
Total	16,500	206.6		

Dispatchers Note:

Delaware River Pier H/BWC Jobs Must be Reid or Robert

McAllister Tug-boats

Area of Operations



McAllister Tug-boats

McAllister Tug-boats operate a fleet of more than 60 tug-boats, crew boats, and barges in 13 locations along the U.S. East Coast from Eastport, ME to San Juan, PR. The fleet includes 38 Z-Drive/ tractor tugs and 20-plus vessels involved in coastal towing with more than a combined 270,000 H.P. In each port, McAllister is engaged in ship docking (servicing more than 1,000 steamship companies), general harbor towing, coastal towing, windfarm support, and bulk transportation.

McAllister Towing is one of the oldest and largest family-owned marine towing and transportation companies in the United States. Founded by Captain James McAllister in 1864 with a single sail lighter, the company has served the maritime community continuously, earning a reputation for unsurpassed excellence.

McAllister operates a balanced and extensive fleet of tugs, barges, and ferries in the major ports on the U.S. East Coast and in Puerto Rico. B. Buckley McAllister is the Chairman and CEO and a great-great-grandson of the founder, representing the fifth generation of McAllisters at the helm.

McAllister's tradition is one of being the vanguard of an innovative force in marine transportation.


OVERVIEW MAP
Philadelphia
University City
Southwest Schuylkill
Society Hill
Bella Vista
Grays Ferry
Point Breeze
Pennsport
"Horseshoe"
Girard Point
Packer Marine Terminal
Schuylkill River
Port of Philadelphia
Delaware River
Navy Yard
3
95
76
611
291
LEGEND (APPLIES TO ALL MAPS)
Terminal Territory
Facilities Within Terminal Territory
Roads Within Terminal Territory
Railroad
Interstate Highway
Route
Train Station
Main Area Focus*
Sub Area*
*(Main and Sub area focus' will differ by map)

Tug-boats

Classifications

Conventional Tug-boats have fixed propellers, double screws and good bollard pull

Azimuth driven tug-boats use pitch propellers

Tractor tug-boats propulsion of a fully controllable pitch propeller blades. Maneuver deep draft limits at specific areas.

Rotar tug-boat or Triple "Z" Drive

Ocean Tug-boat—Offshore

Situational Awareness

Outline of a typical Dispatcher Watch

Arrive 15 minutes before your watch

Get Pass Through Report from prior dispatcher.

Maintain continuity of tug-boat operations

Reviewing assignment sheet

(see next page for sample assignment sheet)

Ask questions and clarify issues w other dispatcher and operational concerns. Review operations log book. Take notes on assignments.

Log into dispatchers programs. Check e-mails. Reviewing Baltimore Maritime and Philadelphia Maritime and Pilots data bases.

Coordinating with port partners to maintain up to date information, telephone calls, texts, e-mails, radios, data sheets and more.

Log into Port Vision. Comparing assignment sheet w databases. Regularly check and update vessel traffic based on maritime reports.

Monitoring vessel progress as the transit areas of operations.

Set priorities.

Commence Watch.

Any time you think you have the game conquered, the game will turn around and punch you right in the nose. Mike Schmidt, Philadelphia Phillies (like it even had to be said...)

A sampling of Dispatch/Run times

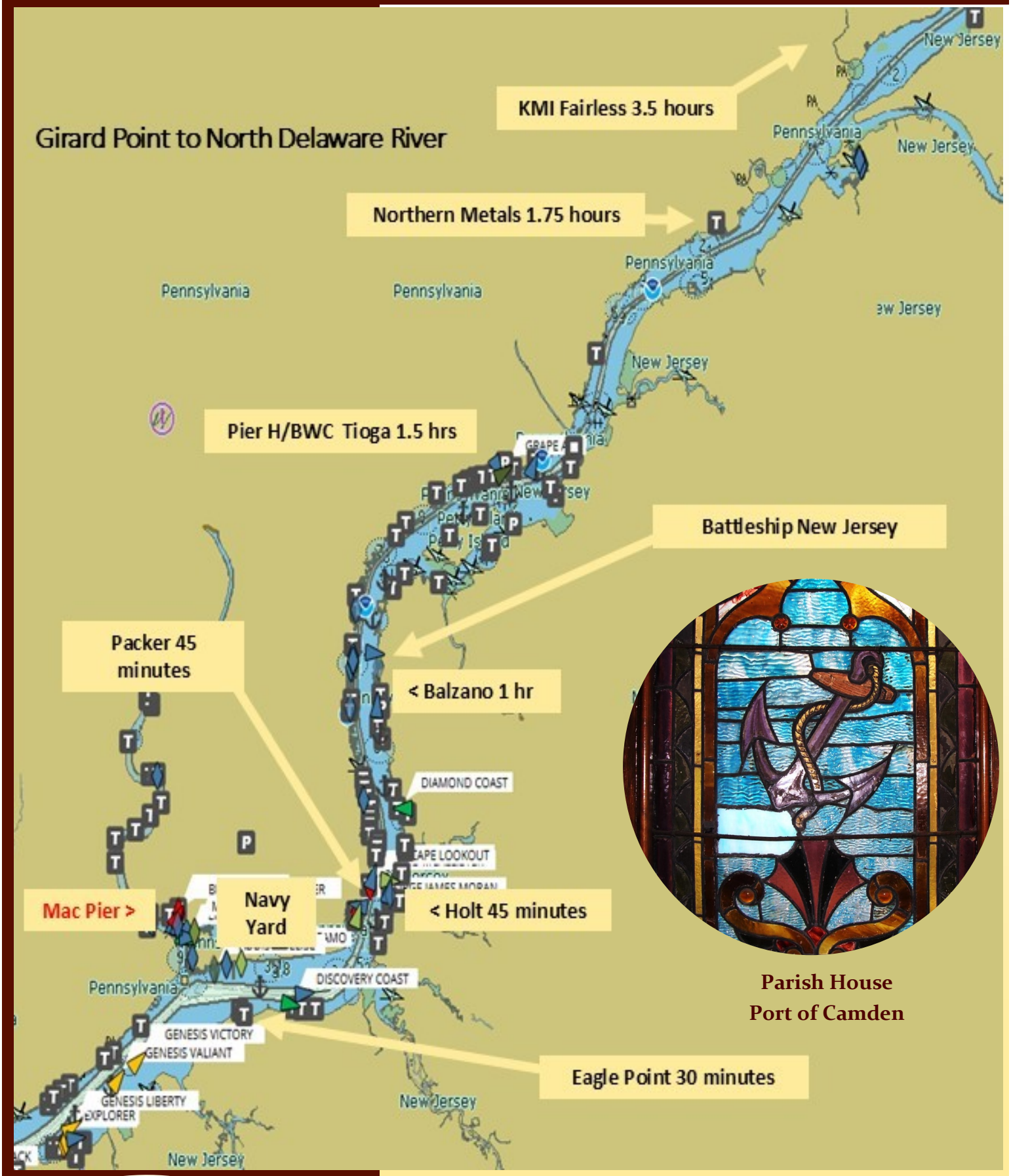
Dispatch/Run Times:

Mac Pier Girard Point to North Delaware River Berths

Dispatch/Run times are the foundation of dispatching

For Docking Pilot pickup, add 30 minutes to the dispatch/run time

Northern Berths	Dispatch/Run Times
Grows/KMI Fairless	3.5
Riverside (Bristol)	3
Croydon	2.5
Northern Metals	1.75
Pier H/Pier 179/BWC	1.5
Ben Franklin Bridge	1
Penn's Landing	1
Balzano Terminal	1
Broadway Terminal	1
Pier 122/Holt/Packer/80-84	45
Eagle Point Terminal	30
Navy Yard	15



Parish House
Port of Camden

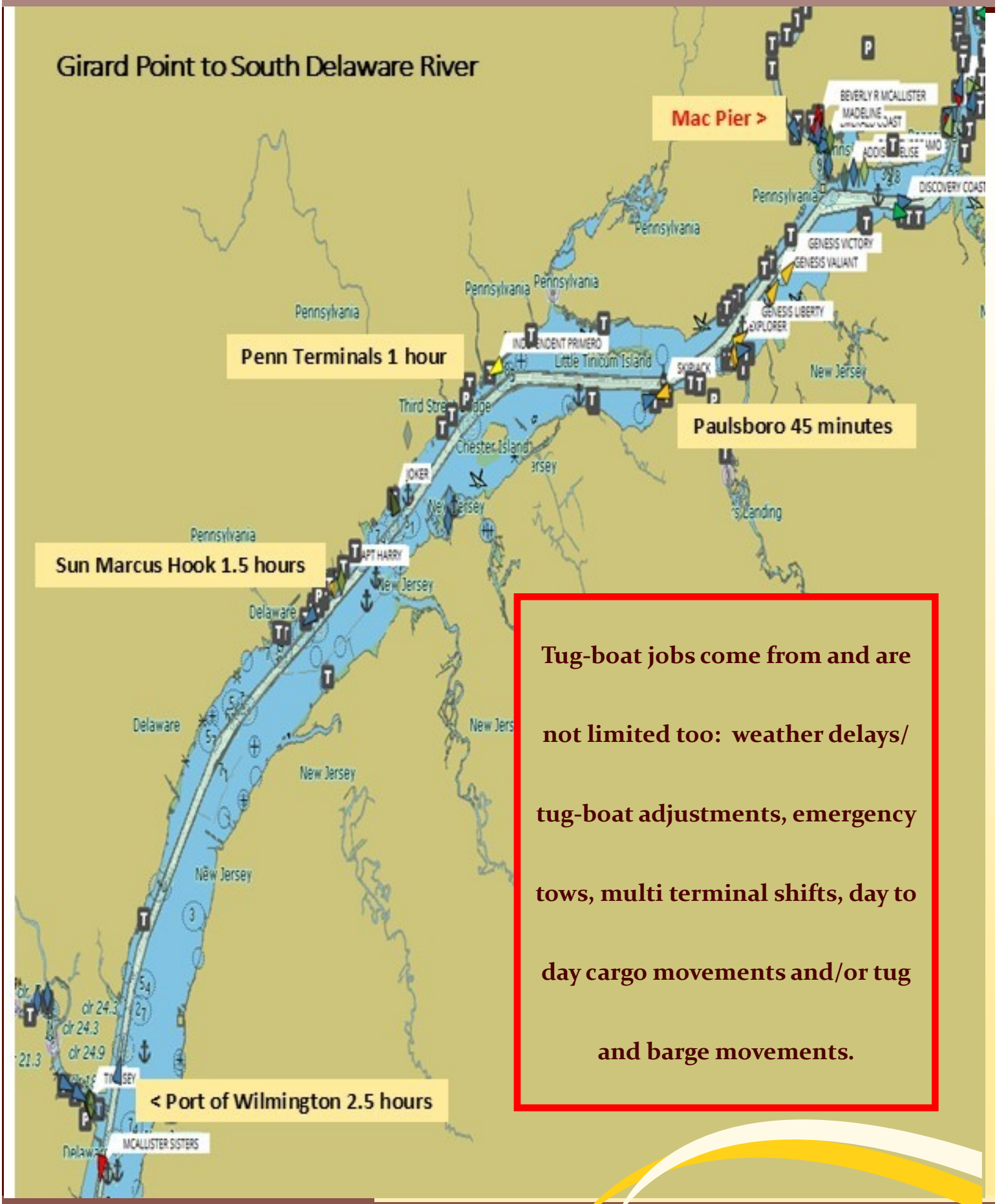
A sampling of Dispatch/Run times

Dispatch/Run times are the foundation of dispatching

Dispatch/Run Times: Mac Pier Girard Point to South Delaware River Berths

For Docking Pilot pickup, add 30 minutes to the dispatch/run time

Southern Berths	Dispatch/Run Times
Schuykill	15
PBF Paulkboro/Crown Point	30
Repauno Terminal	45
Penn Terminal/Eddystones	1
Monroe Terminal	1.5
Sun Marcus Hook	1.5
Oceanport/Claymont	1.5
Port of Wilmington (POW)	2.5
Delaware Memorial Bridge	2.5
PBF Delaware City	3.5
C & D Canal	3.5
POW to Big Stone Anchorage	6


Girard Point to South Delaware River
Mac Pier >
Penn Terminals 1 hour
Paulsboro 45 minutes
Sun Marcus Hook 1.5 hours
< Port of Wilmington 2.5 hours
Tug-boat jobs come from and are not limited too: weather delays/ tug-boat adjustments, emergency tows, multi terminal shifts, day to day cargo movements and/or tug and barge movements.

Examples of Different Situations that you might encounter as a dispatcher.

There are many solutions to many situations. You as a dispatcher establish common ground as a starting point. These listed situations come from real life dispatching. They are presented to allow you to review examples real-life scenarios, to get a peek into dispatching and allows you to practice problem solving and decision making.

As a dispatcher you get a call from the docking master at 0915. *Catfish* moored to 4/5 Widget Terminal. Underway at 1325. Moored directly ahead a chemical barge. Stern *Evergreen Turning*. Two tug-boats are present, required to sail the *Evergreen* ship at 1015F. Docking Master needs barge moved in under 30 minutes. How many tug-boats does a *Evergreen* vessel require? What additional action would you take?

It is called into dispatch that a coal cargo hatches has caught on fire in Baltimore mid-channel, Curtis Bay . Tug-boat calling in report requests immediate assistance. All other tug-boats in the harbor are currently on jobs. Where is the closet tug-boat? How long will it take to get the closet tug-boat to the requested location? What steps are taken in this situation? What actions did you take? And why ?

Tug-boat captains, Docking Master, Line Runners and a River Pilot dispatcher ask to be called when a specific vessel carrying flagged cargo reaches Buoy 61 of the Delaware River Federal Navigation Channel. Who is called first? In what precedence? What information that is common-ground is presented to all parties?

1 hour before a 2345 docking on a Delaware River tide-job, a shipping agent calls and changes arrival time to 0300. Your assignment sheet is booked solid. Describe how you will resolve this situation?

You flub completely assignments in Baltimore. Crews are voicing varying levels of agitated aggravation. The issue is corrected, jobs are completed. What is the next thing you need to do? How do you report your screw-up to operations.

There are many acceptable solutions to situations. The acceptable one that suits all party's is the acceptable one. It takes training, experience and self-evaluation to communicate common ground among at times often competing requirements.

Typical Dispatcher Watch Assignment Sheet

McAllister Towing of Philadelphia

MARCUS HOOK - 1HR 23M
TIDES-PHILADELPHIA HIGH:

Condor	Teresa	Reid	Beverly	Robert-OOS

Asterisks Show that Jobs and Tugs are Assigned

TUGS LEFT	HELM	TIME	SHIP	FROM	TO
	Y	0100F*	MSC Shristi NO BT	4/5 Packer/SST 2700'	Stream
	Y	0300F*	Jordan Rose/RCM-252	Stream	Buckeye Pensauken
	Y	0645F*	Independent Quest 1200 HP BT	Stream	Penn Terminal North Berth SST
	Y	1230F	Sifnos Lady	Stream	1A Sun MH/PST
	Y	1430F	AS Camellia	Stream	2/3 Packer/PST 1175'
	Y	???	Jordan Rose/RCM-252	Buckeye Pensauken	Stream
		1800F	B. Franklin/RTC-81	Stream	Buckeye Wilmington
	Y	1800t	Sunshine State	Paulsboro	Stream
		1900F	Pequeco II	Chester	W.R. Grace
		2130t	Clipper sky	stream	3C sun mh
			ROBERT-OOS AT 0700; CREW ON TERESA		

Billing

Dispatch Times

Vessel Name/

Sailing/Docking

Escort/Other

1HR 07M
OW:

Asterisks Show that Jobs and Tugs are Assigned

PILOTS
MC
DW-OFF/JC-O/N
KS

023

	FINISH	TUGS	MASTER IN CHARGE	DRAFT	OWNER OR CHARTERER	REMARKS
01115 0115	0130 0130	2. Beverly* Reid*	DW*	11.4M		DP requested 2 tractors for sa
0300	0335	Teresa*	**		Rose Cay	Teresa OOT after this job
		2. Beverly* Responder>*	BH/0615*		ICL	Mike Edwards will get on Beve this job
		2. Reid* Responder>	KS	26'3	BP Shipping?	591ft long
		1? Beverly	MC	10.5m	msc	
		1	**		Rose Cay	
		1	**		Reinauer	
			KS			
		Responder	**			
		2	JC			
					UNTIL FURTHER	*NEXT PQ deliveries:* *9/27(leaving 26th)*

Times on Job

Tug-boat and Docking Master

Customer

Assignment Notes and Remarks

Any time you think you have the game conquered, the game will turn around and punch you right in the nose. Mike Schmidt, Philadelphia Phillies (like it even had to be said...)

Note: Compare with Delaware River Area of Ops

BALTIMORE

Tug Name	Isabel		Bridget		Vicki		(Spare)		Order
Crew Member:		2hr		2hr		2hr			Isabel
		2hr		2hr		1/2hr			Bridget
		O/B		O/B		2hr			Vicki
		O/B		O/B		O/B			

Note➪

Tugs Left	JOB READY	NAME OF VESSEL	FROM	TO	TUGS ALONG SIDE	START	FINISH	TUGS
C	0030F*	Grande Lagos	Stream	13DMT	0030	0035	0140	Bridget*
					0030	0035	0145	Vicki*
C	0340F*	Atlantic Sun	Stream	12 DMT	0345	0350	0445	Isabel*
xxxx	0500F	Sluisgracht	Canton 11	Stream	xxxx	xxxx	xxxx	xxxx
C	0600F*	ARC Defender	5DMT	Stream	0545	0600	0640	Isabel*
					0550	0610	0640	Bridget*
	1500F	Bravey Ace	Chesapeake	Stream				Vicki
								Isabel
	1730WC	Mandarin Penghu (X- CL Rizhao)	Balt. Anch.	ConsolW				Vicki
								Isabel
	1900F	Heroic Leader	Stream	1DMT				

Billing

Assignment time

Vessel Loading/Docking/Escort/Other

Job Times

Tugboa

Pilots and Docking Masters

BALTIMORE

Note: Compare with Delaware River Area of Ops

MASTER IN CHARGE	DRAFT	ORDERED BY	RECEIVED BY	TIME RECEIVED	LOCAL AGENTS	OWNER OR CHARTERER	REMARKS
	29'6			1635/25th	N/L	Deepsea	FOLLOWS GRANDE DAKAR
	29'			1900/25th		ACL	0305 - 0700 Vicki OOS
	23'4			1950/25th 26th 0030		Moran	cancelled 0
	28'10			1210/24	WPS	ARC	
				1030/26th	Host	Moran	
	25'3				Host		Following Magic Thunder
	27'11"			1730/25th	N/L	NYK	

Vessel Draft

Shipping Agents

Remarks Comments

A sampling of Dispatch/Run times

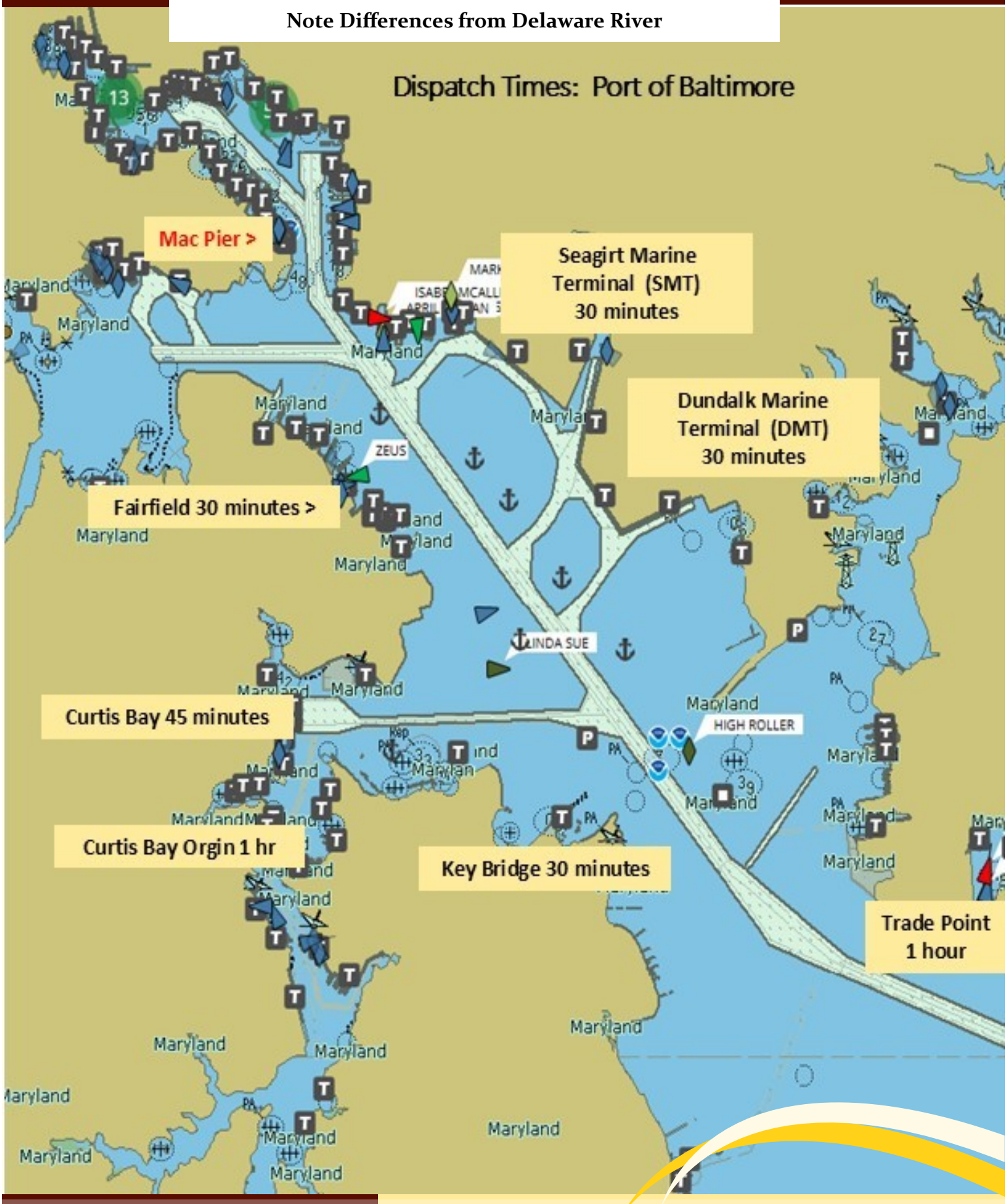
Dispatch/Run Times: Port of Baltimore

Dispatch/Run Times are the Foundation of Dispatching

Baltimore Harbor	Dispatch/Run Times
North Locust Point	15
Seagirt Marine Terminal	30
Dundulk Marine Terminal	30
Fairfield Terminal	30
Curtis Bay	45
Curtis Bay Orgin	1
Key Bridge	30
Trade Point`	1
The "Y"	90
South Locust Point	30
Annapolis Anchorage to Bridge	2

Note: Compare with Delaware River Area of Ops

Note Differences from Delaware River



Baltimore

Delaware River & Bay: Ports

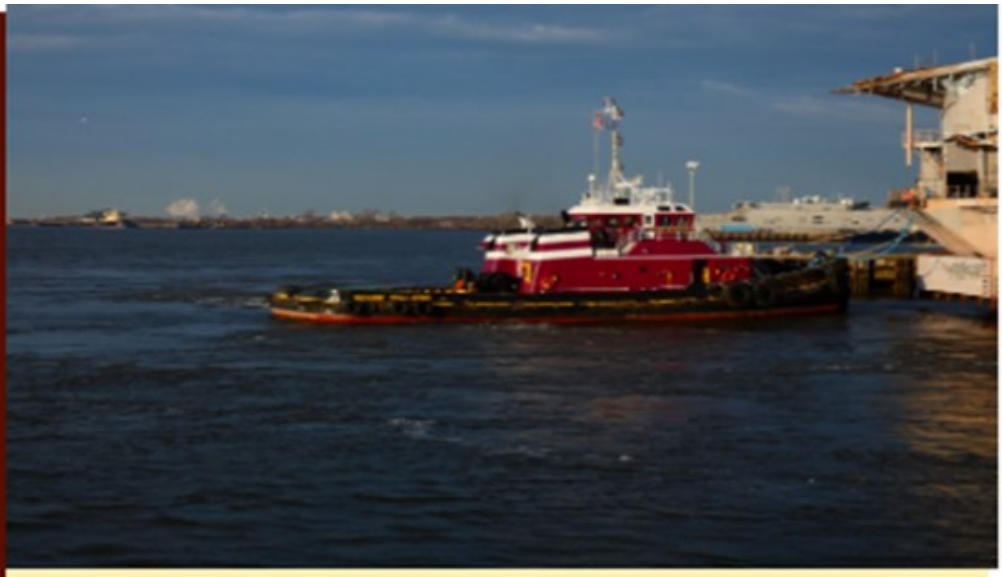
Tugboat Dispatchers cover different areas of operations, ports and harbors. 80 nautical miles connects Delaware River Harbors and Ports via the C & D Canal to the Chesapeake Bay's Port of Baltimore. This is the core region of tugboat areas of operation on the Mid-Atlantic Marine Highway.

Times

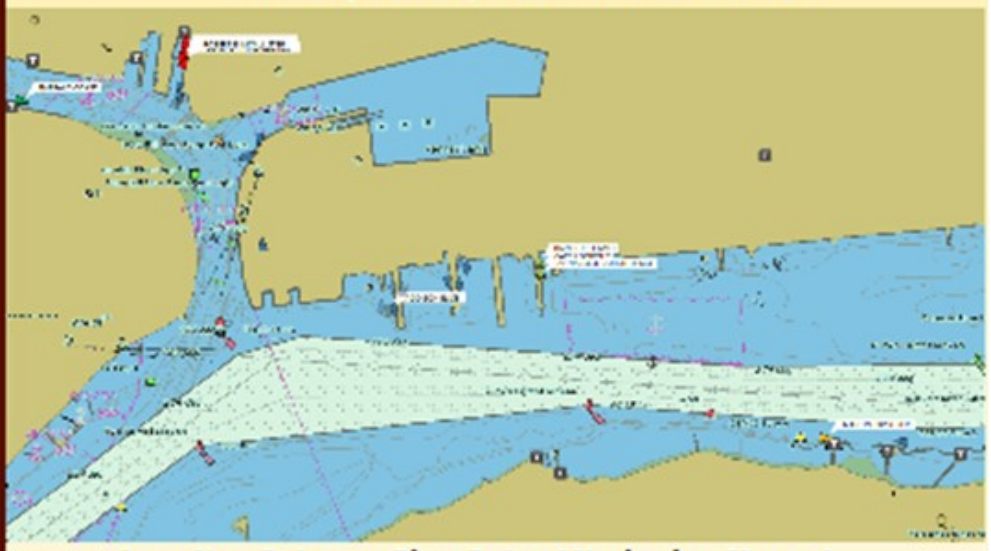
Delaware River is home to several key ports, that play a vital role in regional shipping and trade, contributing significantly to the local economy. The ports along the Delaware River are crucial for facilitating trade and commerce in the region. They serve as vital links for importing and exporting goods, supporting local industries, and contributing to the overall economic vitality of the area.

Future of Dispatching

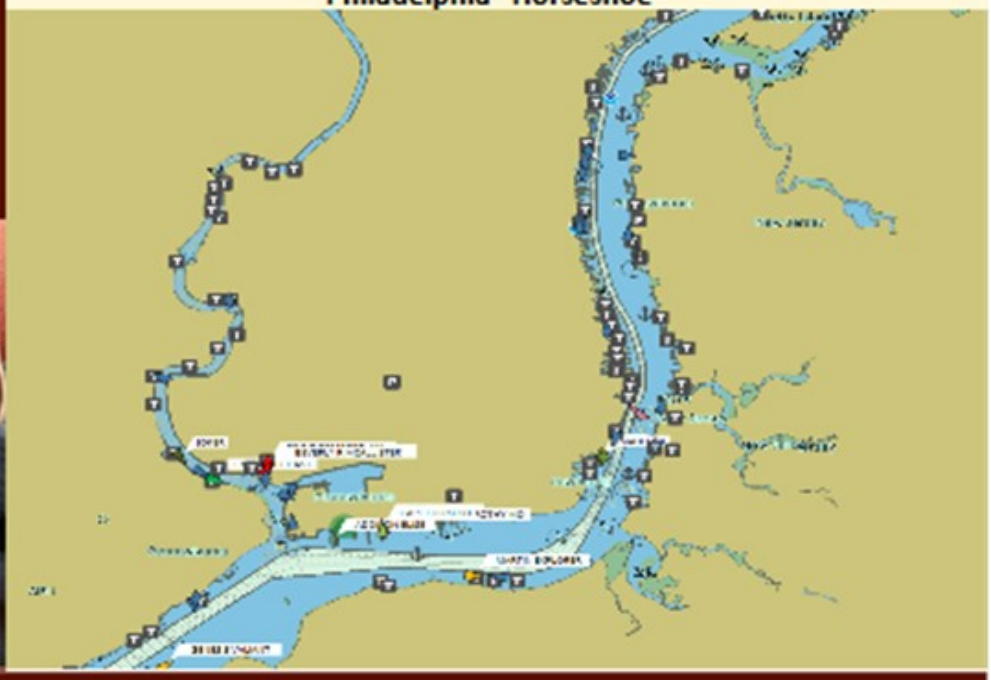
The Delaware River serves as a vital waterway for marine transportation and economic activity. Several significant ports are located along the Delaware River, including the Port of Philadelphia, the Port of Wilmington, and the Port of Camden. These ports collectively form one of the most busily navigated river systems in the country.



Snap Shot Delaware River Federal Navigation Channel
Philadelphia Navy Yard and River Terminals



Snap Shot Delaware River Federal Navigation Channel
Philadelphia "Horseshoe"



Location

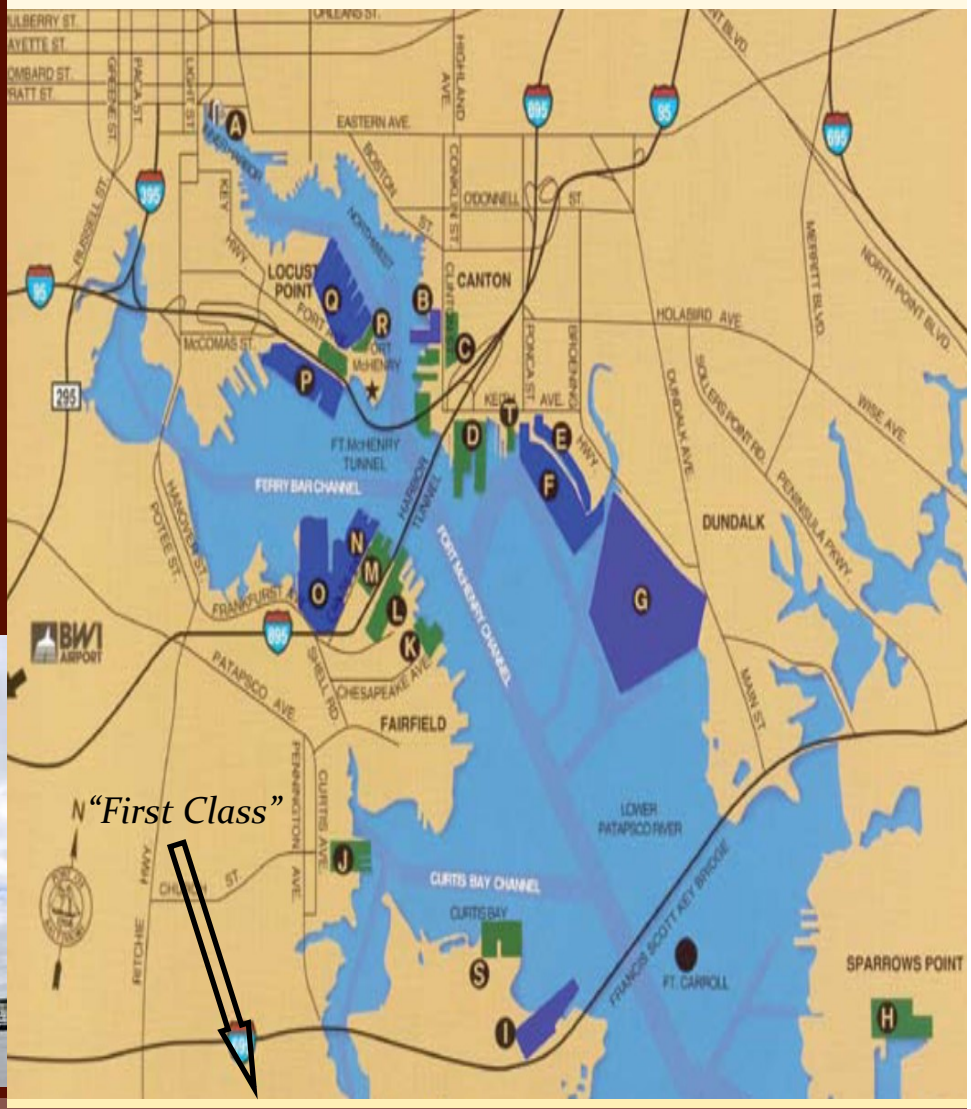
Port of Baltimore Info. The Port of Baltimore's location shows why Baltimore's unique geographic advantage as the closest East Coast port to the Midwest is a tremendous asset.

The Port is an economic engine for Greater Baltimore, the State of Maryland, and the Mid-Atlantic region as a whole. It is a major contributor to the economy .

It is the provision of employment and income to individuals; revenues to businesses engaged in handling cargo. Tax revenues go to local governments; custom fees to the Federal government.

Port of Baltimore allows business to get their goods into the marketplace quickly and with competiverates. Tug-boats are one of the cogs of cargo movements and day to day port operations.

Port of Baltimore: Ref: State of Maryland



Helene Delrich Bently Port Terminal Map

DELAWARE RIVER 101

Frequently Used Acronyms

A/LM
Bureau of Administration, Office of Logistics Management

ABS
American Bureau of Shipping

ACE
Automated Commercial Environment

ACOE
Army Corps of Engineers

ADA
Actual date of arrival

ADD
Actual date of departure

AI
Artificial Intelligence

AIS
Automatic Identification System

AMS
Agricultural Marketing Service (USDA)

APHIS
Animal Plant and Inspection Service (USDA)

AQI
Agriculture Quarantine Inspection (USDA)

ATA
Actual time of arrival or American Trucking Assn.

ATB
Articulated Tug & Barge

ATD
Actual time of departure

ATF
Bureau of Alcohol, Tobacco, Firearms and Explosives

BCO
Beneficial Cargo Owner

BIS
Bureau of Industry and Security

BLS
Bureau of Labor Statistics

BOEM
Bureau of Ocean and Atmospheric Management

BTS
Bureau of Transportation Statistics

BUDM
Beneficial Use of Dredged Material

CBP
Customs and Border Protection

CDC
Center for Disease Control and Prevention

CFS
Consolidated Freight Station or Container Freight Station

CISA
Cybersecurity and Infrastructure Security Agency

CPSC
Consumer Product Safety Commission

DCMA
Defense Contracts Management Agency

DDTC
Directorate of Defense Trade Controls

DEA
Drug Enforcement Administration

DelDOT
Delaware Department of Transportation

DEMA
Delaware Emergency Management Agency

DHS
Department of Homeland Security

DIS
Document Imaging System (CBP)

DNREC
Delaware Department of Natural Resources & Environmental Control

DWT
Dead Weight Tonnage

EDA
Estimated date of arrival

EDD
Estimated date of departure

EDI
Electronic Data Interchange

EIA
Energy Information Administration

ETA
Estimated time of arrival

FDA
Food and Drug Administration

FEU/FFU
Forty-foot Equivalent Unit

FinCEN
Financial Crimes Enforcement Network

FMC
Federal Maritime Commission

FMCSA
Federal Motor Carrier Safety Administration

FSIS
Food Safety and Inspection Service (USDA)

FTZB
Foreign Trade Zones Board

FTZ
Foreign Trade Zone

FWS
Fish and Wildlife Service

GIS
Geographic Information System

IA
Import Administration

ILA
International Longshoremen's Association

ILO
International Labor Organization

ISO
International Organization for Standardization

ITB
Integrated Tug and Barge

ITC
International Trade Commission

LO/LO
Lift on/Lift off

LOA
Length Overall

MARAD
U. S. Maritime Administration

MHW
Mean High Water

MLW
Mean Low Water

MS/MV
Motor Ship/Motor Vessel

NRC
Nuclear Regulatory Commission

NOAA
National Oceanic and Atmospheric Administration

NOS
National Ocean Service

NVOCC
Non-Vessel Operating Common Carrier

OEM
Original Equipment Manufacturer

OES/OCM
Bureau of Ocean and Internal Scientific Affairs

OFAC
Office of Foreign Assets Control

OFE
Office of Fossil Energy

OGC
Office of General Council

OSW
Offshore Wind

PADEP
Pennsylvania Department of Environmental Protection

PEMA
Pennsylvania Emergency Management Agency

PennDOT
Pennsylvania Department of Transportation

PHMSA
Pipeline Hazardous Material Safety Administration

PIDP
Port Infrastructure Development Program

PPQ
Plant Protection and Quarantine (USDA)

PSGP
Port Security Grant Program

RO/RO
Roll-On/Roll-Off (vessel)

RTG
Rubber-Tired Gantry (crane)

SCAC
Standard Carrier Alpha Code

TEU
Twenty-foot Equivalent Unit

TTB
Alcohol and Tobacco Tax and Trade Bureau

TWIC
Transportation Worker Identification Credential

ULCV
Ultra-Large Container Vessel

USACE
U.S. Army Corps of Engineers

USAID
U.S. Agency for International Development

USCB
U.S. Census Bureau

USCG
U.S. Coast Guard

USDA
U.S. Department of Agriculture

USTR
U.S. Trade Representative

VECS
Vessel Entrance and Clearance System

Collaboration

Tug-boat dispatching requires collaboration among different firms, agencies, organizations and others entities.

Dispatchers should have a working understanding of other tug-boat firms and their resources.

Dispatchers get to know others in the spirit of presence and abilities.

This attitude organizes and carries out the carriage of goods as efficiently as feasible.

Other tug-boat firms on the Delaware River and the Port of Baltimore. Common everyday interactions take place among dispatchers on the Delaware River and in the Port of Baltimore. A partial list is shown.

Moran Tug-boats

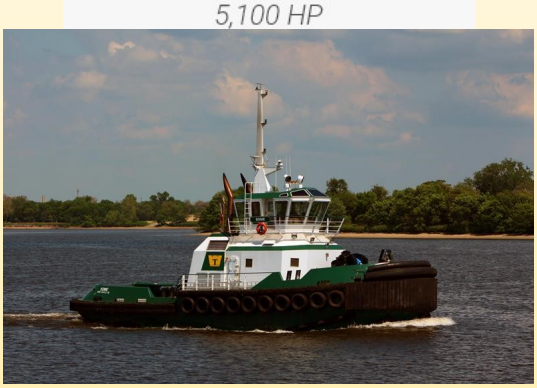
Wilmington Tug-boats

Hayes Tug-boats

Philadelphia Barge

Crowley

Annabelle Dorothy Moran
ASD Tractor Tug
5,100 HP



Tug dispatching is a multifaceted process that requires a comprehensive understanding of Delaware River Ports, the Port of Baltimore and the C & D Canal.

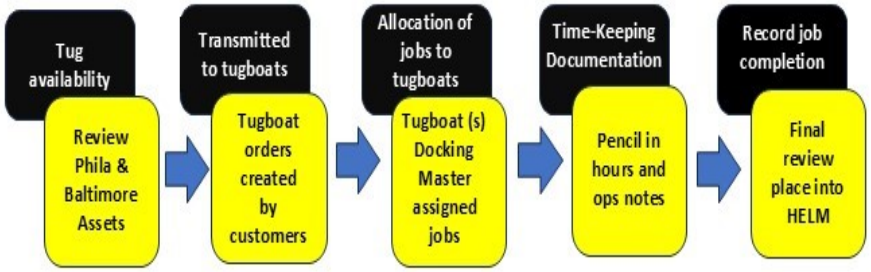
Tug-boat allocation/assignments involves determining where and when what type of tug-boats are needed.

Port dynamics vary from the Delaware River to the Port of Baltimore. Different Port dynamics create additional issues for tug-boats. The volume of incoming vessels, the size, and types of vessels, and port-specific infrastructure all contribute on how tug-boats are assigned to different jobs.

Youve made it this far in your reading! Remaining is an appendix of maritime terms, the heritage of respective maritime exchanges, sketches of tug-boats maneuvers and comments on professionalism. A career in the maritime is robust, enjoyable and a challenge. Discover ways to wind down after your watch.

The demand for tugs is inherently variable and influenced by the type and frequency of vessel arrivals and departures. Operational requirements tied to vessel movements impact tug-boat assignments. Port regulations, shipping agents and the docking masters dictate the number of tug-boats needed for specific jobs. Only certain tugs can perform specific jobs at specific piers and terminals.

Flowchart illustrates the general process of dispatching



This is an inclusive listing of maritime terms. There are some terms you will never use.

DELAWARE RIVER 101
Key Maritime Terms

Adrift	Without motive power and neither anchored or moored
Aft	At or toward the back/stern of the vessel
Allision	The striking of a vessel against a fixed object
Anchor	A heavy object attached to a vessel which is thrown overboard to prevent drift
Anchorage	An area suitable for a ship to lay anchor
Army Corps of Engineers	The department of the U.S. Army responsible for flood protection and providing safe navigation channels, building and maintaining shipping channels and levees, floodwalls, and spillways that keep major rivers out of low-lying communities
Backhaul	To haul a shipment back over part of a route which it has already traveled; a marine transportation carrier's return movement of cargo, usually opposite from the direction of its primary cargo distribution
Barge	A large, flat-bottomed boat used to carry cargo from port to shallow-draft waterways; barges that are not ocean-going have no locomotion, pushed by towboats, and carry dry bulk and liquid bulk cargo
Berth	The wharf space at which a ship docks; a wharf may have one or multiple berths
Bill of lading	A contract between a shipper and carrier listing terms for moving freight between specific points; document of title
Bollard	A line-securing device on a wharf around which mooring and berthing lines are fastened
Bonded warehouse	A building designated by customs & border protection for storage of goods without payment of duties until goods are moved
Box	An alternative term for shipping container
Bow	The front of the vessel
Breakbulk cargo	Non-containerized general cargo stored in boxes, bales, pallets, or other units to be loaded onto or discharged from ships or other forms of transportation (examples: iron, steel, machinery, and wood pulp)
Bulk cargo	Loose cargo (dry or liquid) that is loaded (shoveled, scooped, forked, mechanically conveyed, or pumped) in

double facing page

	volume directly into a ship's hold (examples: grain, coal, or oil)
Bulkhead	A structure used to protect against shifting cargo and/or separate the load
Buoys	Floats that warn of hazards such as rocks or shallow ground to help ships maneuver through harbors
Capacity	The available space for or ability to handle freight
Captive cargo port	A term describing when most of a port's inbound cargos are being shipped short distances and most of its export products come from nearby areas
Cargo	The freight (goods) carried by a ship, barge, train, truck, or plane
Carrier	An individual, partnership, or corporation engaged in business of transporting goods or passengers
Chandler	A supplier (groceries, paper products, engine parts, electronics, hardware) to a ship or its agent
Chock	A piece of wood or other material put next to cargo to prevent it from shifting
Clerk	An individual who checks the actual count of the goods (number of boxes, drums, bundles, pipes, etc.) Versus the amount listed on the ship's manifest when cargo is unloaded, noting shortages, overages or damage to make claims if needed
Common carrier	A shipping, trucking, railroad, barge line and some pipelines, licensed to transport goods or people
Consignment	A shipment of goods, the buyer of which is the consignee, the seller is the consignor
Consolidator	A person or firm that combines cargo from a number of shippers into a container that will deliver the goods to several buyers
Con/RO	A hybrid of a RO/RO (see below) and a container ship that has a below-deck area used for vehicle storage while stacking containerized freight on the top decks
Container	A box made of aluminum, steel, or fiberglass used to transport cargo by ship, rail, truck, or barge
Container freight station	The facility for stuffing and stripping a container of its cargo
Container crane	A large piece of equipment used in ports and shipping terminals to move cargo containers from ships to the shore and vice versa

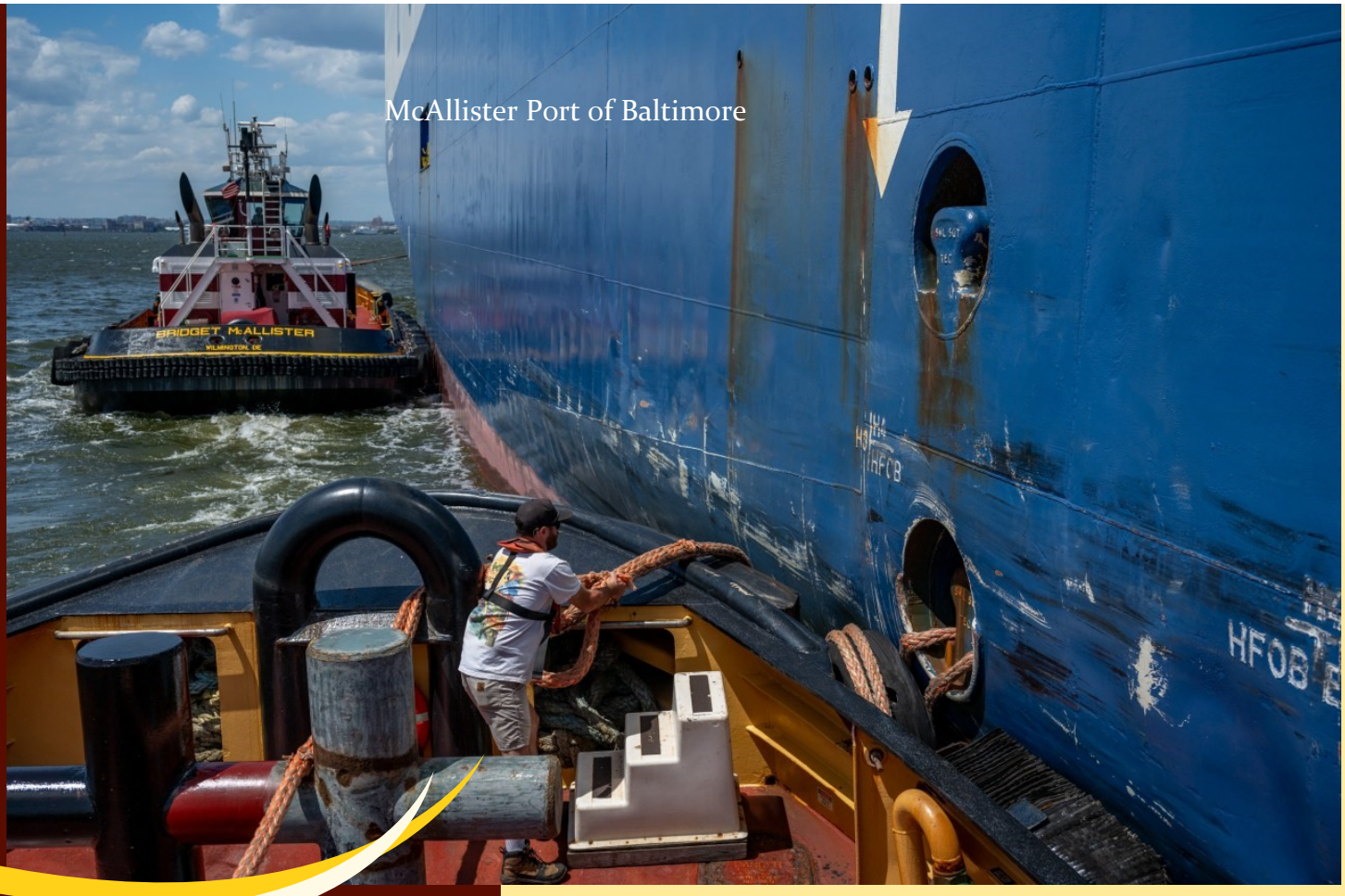
Container terminal	A specialized facility where ocean container vessels dock to discharge and load containers, equipped with cranes with a safe lifting capacity
Containerization	The technique of using containers to store, protect, and handle cargo while it is in transit, a shipping method that has expedited the speed at which cargo moves from origin to destination and lowered shipping costs
Contraband	Goods prohibited in trade (weapon going to Iran, anything to Cuba), smuggled goods
Craft	A boat, ship, or plane
Customs	A duty tax on imported goods
Customs broker/ Customhouse broker	A licensed individual who prepares needed documentation for importing goods (as a freight forwarder does for exports.), filing entries and other information related to documentation, cargo clearance, trade/quote requirements
Dead weight tonnage (dwt)	The maximum weight of a vessel including vessel, cargo, and ballast; the difference between a ship's displacement light and displacement loaded
Deck barge	A vessel which transports heavy or oversize cargos mounted to its top deck instead of inside a hold (examples: machinery, appliances, project cargos, recreational vehicles)
Demurrage	A penalty fee assessed when cargo remains on a wharf after the free-time allowance ends
Dock	A structure built along or at an angle from a navigable waterway so vessels may lie alongside to receive or discharge cargo
Dockage	A charge by a port authority for the length of water frontage used by a vessel tied up at a wharf
Draft	The depth of a vessel in the water taken from the level of the waterline to the lowest point of the hull of the vessel; depth of water, or distance between the bottom of the ship and the waterline
Dredge	*(Noun)* a waterborne machine that removes unwanted silt accumulations from the bottom of a waterway; *(verb)* the process of removing sediment from harbor or river bottoms for safety purposes and allow for deeper vessels
Dry bulk	Cargo (e.g., minerals or grain) stored in loose piles moving without mark or count

	vessel's enclosed spaces; it applies t cargo
Harbor	A place of security and comfort, refuge; a water protected and deep enough to furnish anchorage
Heavy lift	Very heavy cargo that require specialized equipment to move, such as shipboard or shore cranes, floating cranes, and lift trucks
Hopper car	A freight car used for handling dry bulk, with an openable top and one or more openings on the bottom through which the cargo is dumped
Intermodal	Involving two or more different modes of transportation in conveying goods
Intermodal shipment	When more than one mode of transportation is used to ship cargo from origin to destination
Knot	A measure of ship's speed equaling one nautical mile per hour
Labor union	An organization of workers formed to serve members' collective interests with regard to wages and working conditions, including such maritime unions as the ILA and ILWU
Launch service	A company offering "water-taxi" service to ships and anchorages
League	A measurement of depth equal to three nautical miles
Length overall (LOA)	Linear measurement of a vessel from bow to stern
Lift on/ lift off (LO/LO)	A cargo-handling technique involving transfer of commodities to and from the ship using shore side cranes or ship's gear
Long ton	A unit of measure equaling 2,240 pounds
Longshore worker	An employee who loads and unloads ships or performs administrative tasks associated with the loading or unloading of cargo
Manifest	The list of individual goods that make up the ship's cargo
Marine surveyor	A person who inspects a ship hull or cargo for damage and quality
Master	The officer in charge of the ship, usually the captain
Marshalling yard	A container parking lot or open area where containers are stored in a precise
Mean low water (MLW)	The lowest average level water reaches on an outgoing tide

Project cargo	Large/oversized, heavy-duty, high value, or complex pieces of equipment, such as wind turbine blades and tractors
Reefer	A container or ship with refrigeration for transporting perishable and frozen foods (meat, ice cream, fruit, etc.)
Refrigeration or reefer units	The protective cooling of perishable freight by ice, liquid nitrogen, or mechanical devices
Roll on/roll off (RO/RO)	A ship designed with ramps that can be lowered to the dock so cars, buses, trucks, or other vehicles can drive into the hold rather than be lifted aboard
Rubber-tired gantry (RTG) crane	Cranes designed for the swift movement and stacking of containers in ports, with the added advantage of mobility on rubber tires
Sheddage	A one-time fee charged to a ship for use of shed space and/or waterside rail track space
Short ton	A measure equaling 2,000 tons
Spreader	A device for lifting containers by their corner posts
Starboard	The right side of vessel when facing forward
Steamship	Ships powered by steam, sometimes used generically to refer to cargo ships of any type
Steamship agent	A local representative acting as a liaison among ship owners, local port authorities, terminals, and supply/service companies and handles details for ship arrival/departure, cargo inspections, arranges pilots/tugs, and other functions; ensures crew is supplied with food, water, mail, medical services, etc.
Steamship company	A business owning ships that operate in international trade
Steamship line	An ocean carrier service running on a specific, scheduled international route
Stern	The rear of a vessel
Stevedore	The act of loading/unloading cargo or a company that hires labor to do so
Stripping	The process of removing cargo from the container
Straight bill of lading	A document that covers the shipment of goods from the point of origin to the final destination without any stops in between
Stuffing	The process of packing a container with loose cargo prior to inland or ocean shipment

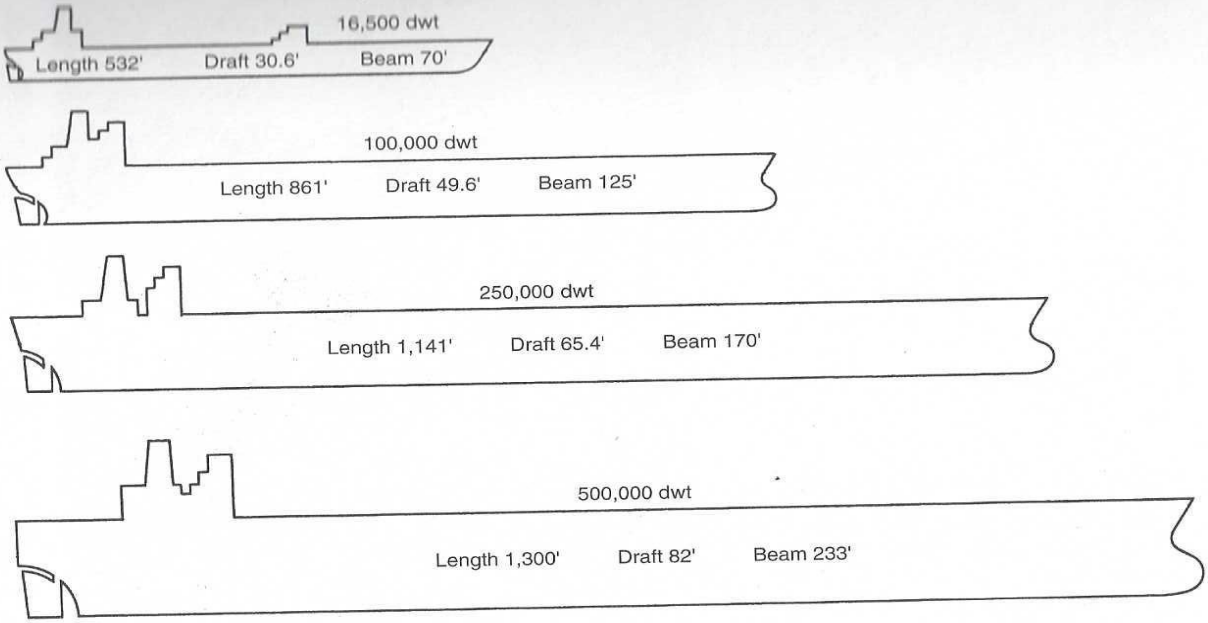
Tank barges	Used for transporting bulk liquids, such as petroleum, chemicals, molasses, vegetable oils and liquefied gases
Tariff	A schedule of duties imposed by a government on imported/exported goods; also, the charges, rates and rules of a transportation company as listed in published industry tables
Terminal operator	The company that manages cargo handling activities at a port, overseeing unloading cargo from ship to dock, checking the quantity of cargos versus the manifest, transferring of the cargo into a warehouse, shed, checking documents authorizing truckers to pick up the cargo, overseeing the loading/unloading of railroad cars, etc.
Through bill of lading	A document that covers the shipment of goods from the point of origin to the final destination (door-to-door or door move)
Tow boat	A snub-nosed boat with push knees used for pushing/pulling barges
Tramp ship	A ship operating with no fixed route or published schedule
Transit port	A place from and/or to which the majority of cargos are not coming or destined, also known as a "through port"
Transshipment	The unloading of cargo at a port or point where it is then reloaded, sometimes into another mode of transportation, for transfer to a final destination
Tug boat	A strong v-hull shaped boat used for escorting, guiding, docking, and undocking ships
Twenty-foot equivalent unit (TEU)	A unit of measurement equal to the space occupied by a standard twenty-foot container; used to define the capacity of container vessels or storage area
Forty-foot equivalent unit (FEU/FFE)	A unit of measurement equal to the space occupied by a standard forty-foot container
Unit weight	A term frequently used in break bulk shipping where commodities are inherently unitized, (e.g. Pallets of fruit, bags of cocoa, bales of wood pulp, coils of wire rod, et al) knowledge of average unit weight is helpful in determining stevedoring production and projecting work hours for vessel operations. Knowledge of actual unit weight is absolutely necessary to properly prepare lifting gear and equipment so as to stay within load weight limitation.
Vessel	A craft for traveling on water, usually larger than a rowboat; a ship or boat

Vessel operator	A firm that charters vessels for its service requirements, handled by their own offices or appointed agents at ports of call; may also manage vessel on behalf of the owners
Warehouse	A place in which goods or merchandise is stored
Way bill	The document used to identify the shipper and consignee, present the routing, describe the goods, present the applicable rate, show the weight of the shipment, and make other useful information notations
Wharf	The place at which ships tie up to unload and load cargo, typically having front and rear loading docks (aprons), a transit shed, open (unshedded) storage areas, truck bays, and rail tracks
Wharfage fee	A charge assessed to a vessel for using space along the wharf



McAllister Port of Baltimore

Dispatchers Note: Diagrams of different size vessels.



Relative Size of tankers. Different tankers require different number of tug-boats

Tug-boating is complex.

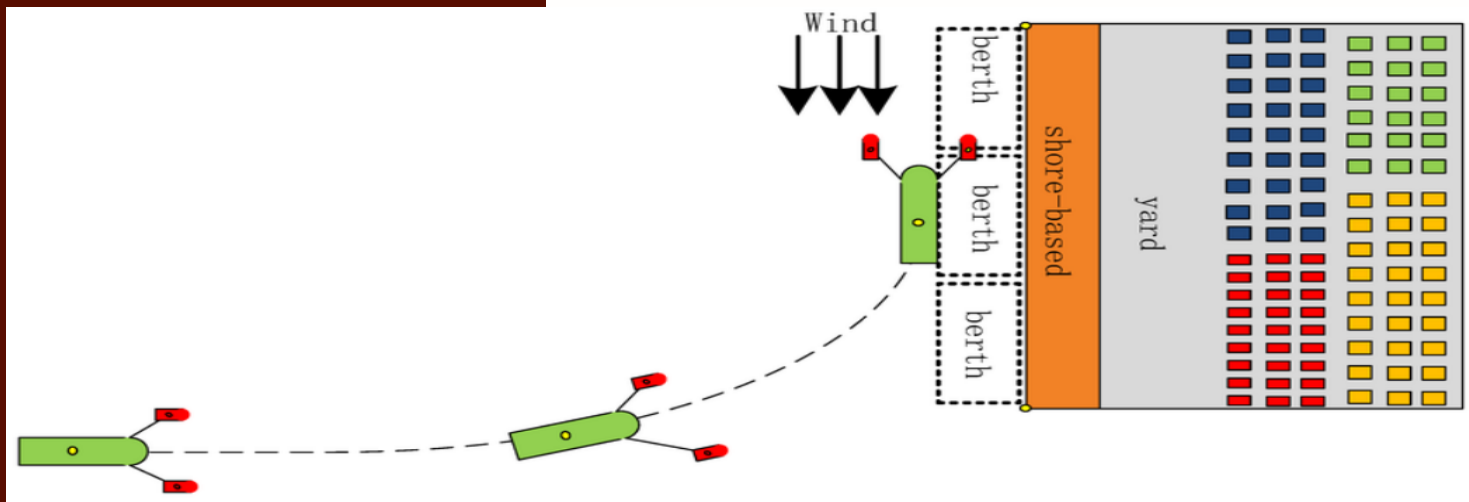
It is beyond the scope , purpose and intent of this booklet to discuss anything related to day-day to tug-boat operations.

That is best left for those on the boats, in operations and engineering, proper.

These drawings show the scale of tankers, how tug-boats work, how tug-boats are involved in mooring complexities. Dispatchers need to be aware that different vsls require different tug-boats

Tug-boat crews operate under a very fixed schedule. Best practice is not to disrupt established tug-boat crewing and other operational considerations.

Dispatchers Note: Diagrams of tug-boat operations.



Schematic diagram of tugboat assisting ship maneuvering.

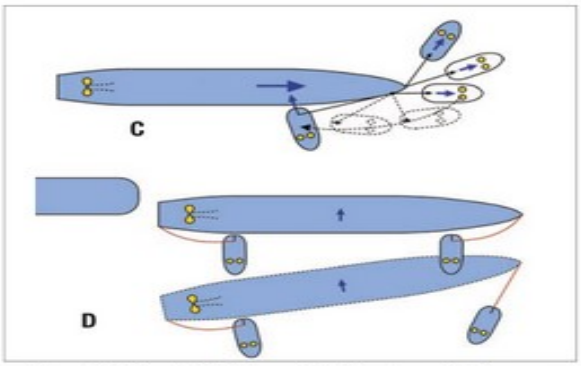


Figure 2B.25C and D: Fast forward/aft: Changing position to come alongside for pushing. To be done at low speeds, up to about 2 knots.

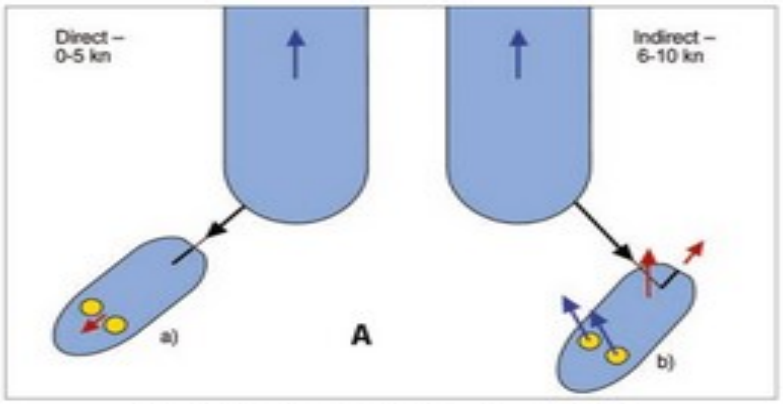


Figure 2B.25A: Direct and indirect assist modes.

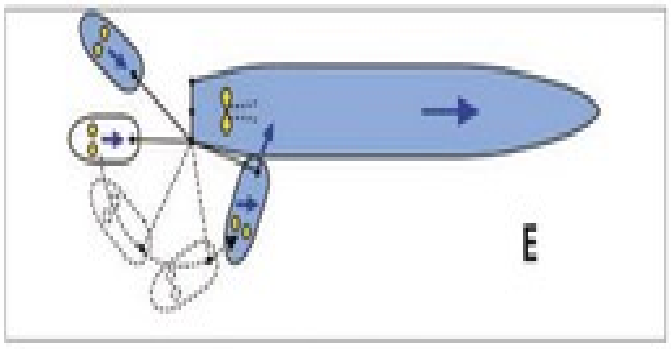


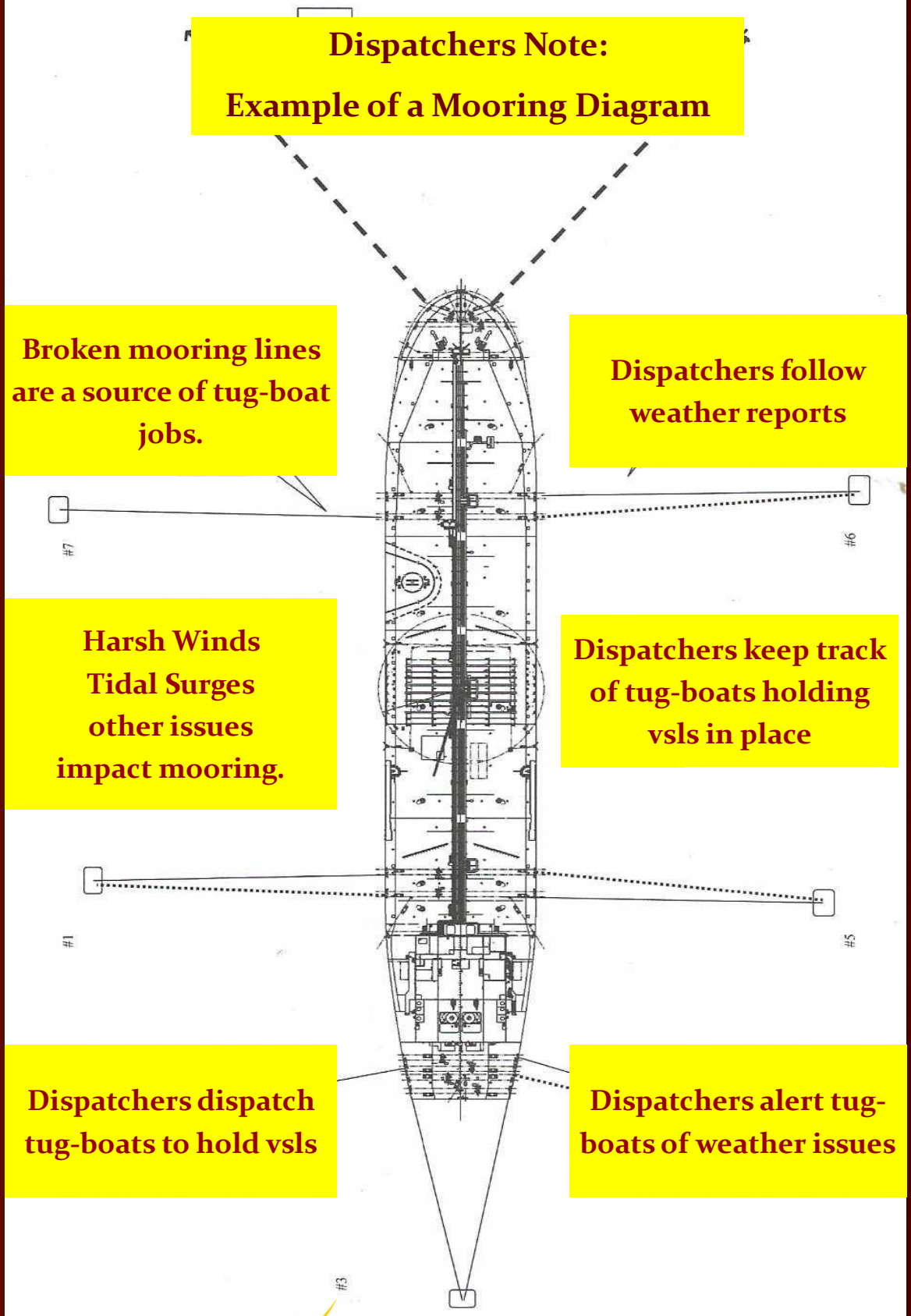
Figure 2B.25E: Push-pull while berthing.

Dispatchers frequently have to relay on various parties to know what side a vessel is being berthed or tied off for loading/ unloading.

That info comes from the agents, Ship Captains, Docking Masters and Pilots.

Port Side To (PST)
Starboard Side To (SST)

Dispatchers Note:
Example of a Mooring Diagram



Broken mooring lines are a source of tug-boat jobs.

Dispatchers follow weather reports

Harsh Winds
Tidal Surges
other issues
impact mooring.

Dispatchers keep track of tug-boats holding vsls in place

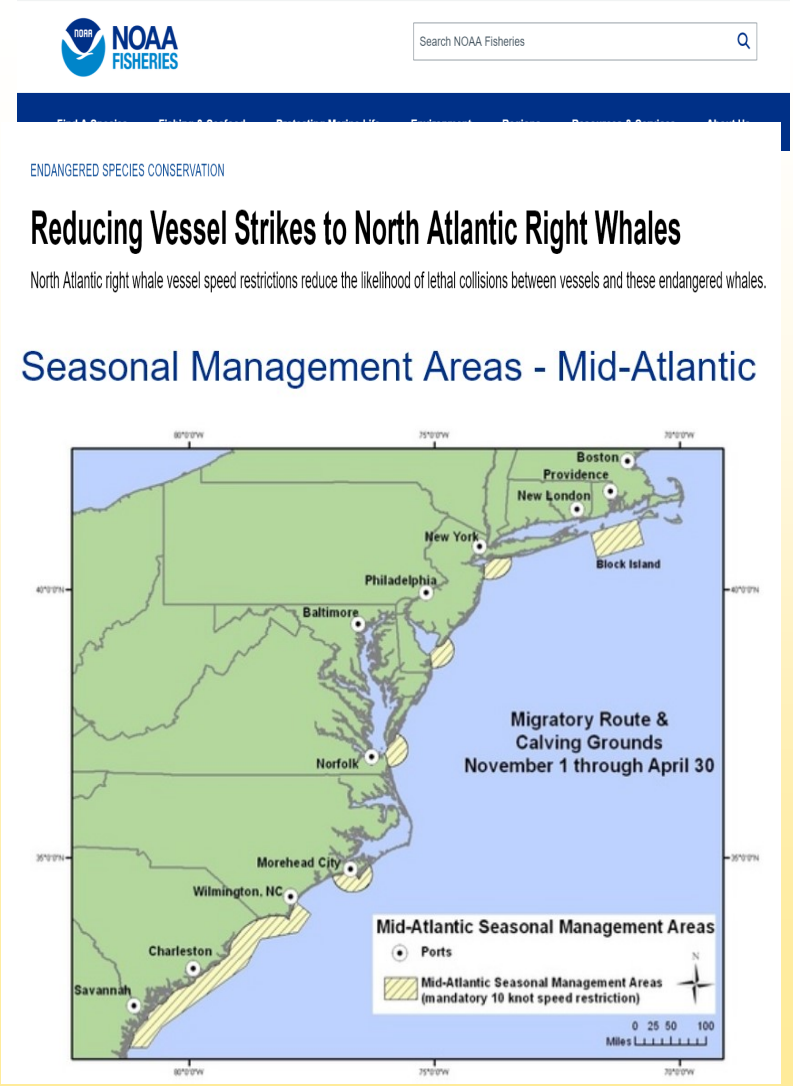
Dispatchers dispatch tug-boats to hold vsls

Dispatchers alert tug-boats of weather issues

Dispatchers Stay Informed

Dispatchers are the "nerve center" of tug-boat operations . You will have numerous e-mails and messages that pass across your desk. The relevance of this information, "beta" , is dependent on the message itself . Some messages have little or no relevance to actual dispatching. Some messages/e-mails require additional skills, education and practical knowledge. Reviewing material that you encounter enhances your awareness of issues and concerns around these Ports .

As an example: NOAA Bulletins are posted in the messages, A common one concerns the Northern Right Whale.



Dispatchers Note: Where do vessels come from? Where do vessels go? What does their vessel name mean?

When you get comfortable with dispatching there are always ways to enhance your knowledge of the maritime.

One fun, little, ole mental exercise to work out are vessels names. Look up the vessel name. See where they are coming from, what cargos might they be carrying into what terminals. Background info allows you see these connections first hand, anticipate the number of tugs needed and introduces you to ULCV - Ultra Large Container Vessels.

Knowledge of Territory and Areas of Operations

Dispatchers should be familiar with locations around the Delaware River and the Port of Baltimore. Dispatchers should know time required of jobs, locations of terminals, where tug-boats are going, what information is needed to provide times of jobs and are used. Dispatchers should be aware of what areas have navigation limits, or where special instructions are required for tug-boat operations, for instance “tide-jobs”.

Dispatchers Note:

New York Harbor
North River also called the Hudson River

This chart is an example of an area outside of the Philadelphia Area of Operations

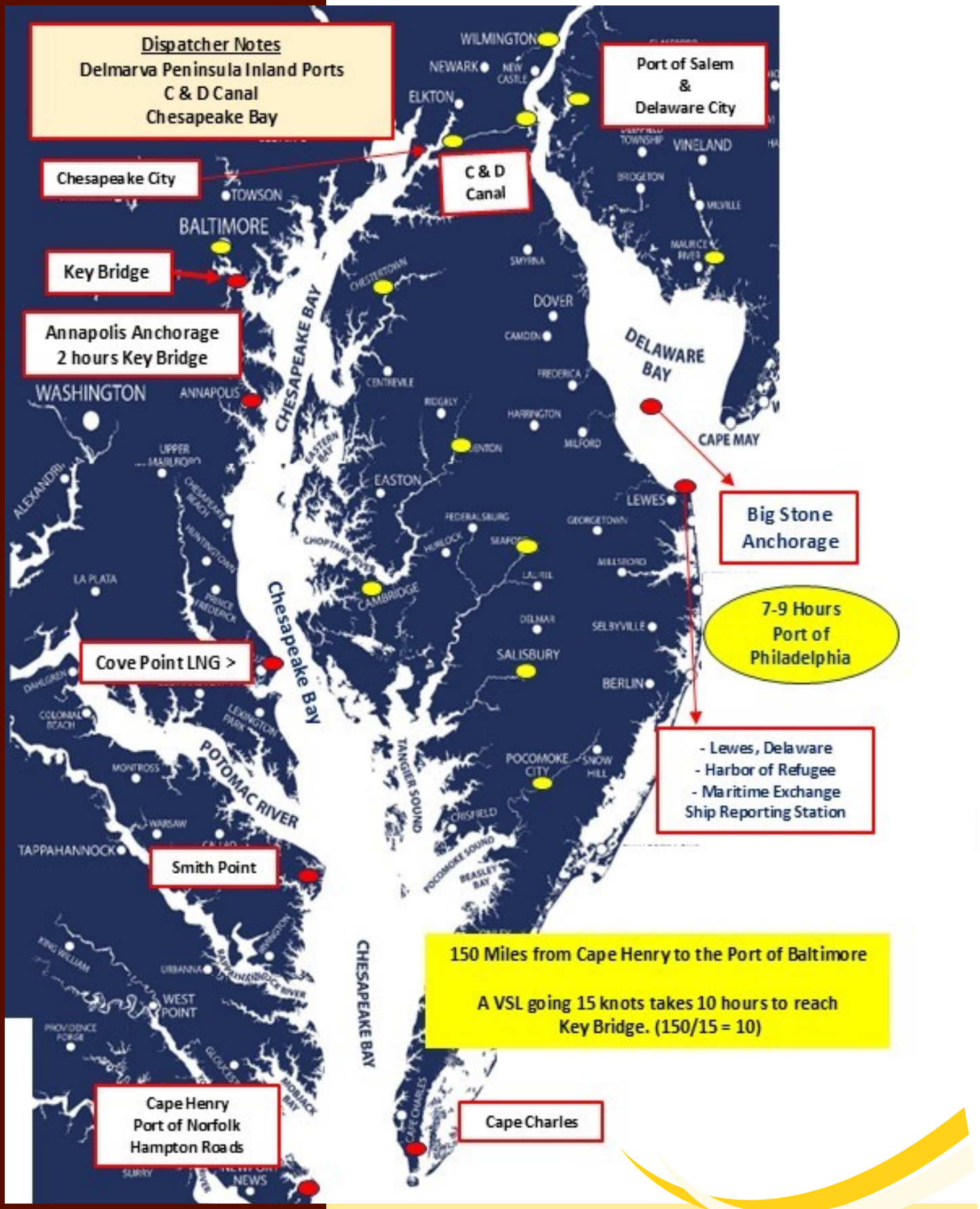
Dispatchers Stay Informed

Dispatchers should stay informed about issues that are taking place in and around areas of operations. Dispatchers have to plan in advance and take into consideration details that will impact tug-boats and vessel movements.

Plans change. Plans are flexible. Plans are updated. Plans guide your actions as a dispatcher.

Dispatchers knowledge of area of operations extends beyond the Delaware River and Port of Baltimore. A dispatcher should be aware of what local and regional issues affect tug-boat movements.

Dispatching is critical to the safety and efficiency of tug-boat and maritime operations. Dispatchers work out ways to anticipate areas that change, monitor maritime traffic, tug-boat movements and anticipate further actions, consult w numerous others to gain an early indication of dispatching issues and concerns, and are proactive.


Dispatcher Notes
Delmarva Peninsula Inland Ports
C & D Canal
Chesapeake Bay
Chesapeake City
C & D Canal
Port of Salem
&
Delaware City
Key Bridge
Annapolis Anchorage
2 hours Key Bridge
Big Stone
Anchorage
7-9 Hours
Port of
Philadelphia
Cove Point LNG >
Smith Point
- Lewes, Delaware
- Harbor of Refugee
- Maritime Exchange
Ship Reporting Station
150 Miles from Cape Henry to the Port of Baltimore
A VSL going 15 knots takes 10 hours to reach
Key Bridge. (150/15 = 10)
Cape Henry
Port of Norfolk
Hampton Roads
Cape Charles
WILMINGTON
NEWARK
ELKTON
VINELAND
TOWSON
BALTIMORE
WASHINGTON
ANNAPOLIS
CHESAPEAKE BAY
DOVER
DELAWARE BAY
CAPE MAY
LEWES
EASTON
CAMBRIDGE
SALISBURY
BERLIN
POCOMOKE CITY
SNOW HILL
POTOMAC RIVER
TAPPAHANNOCK
WEST POINT
TANGIER SOUND
CHESAPEAKE BAY

PORT OF SALISBURY

HOME OF MARYLAND'S 2ND LARGEST PORT

The Wicomico River, specifically port terminals in Salisbury constitute Maryland's second busiest port by tonnage, after Baltimore, and the port area plays an important role in supplying fuel, aggregate, and agricultural products to the Delmarva peninsula. The Wicomico River's navigable channel is congressionally authorized to be maintained up to a depth of 14 feet, with a width up to 150 feet. Currently, the terminals on the Wicomico River are privately owned and operated, and the cargo they handle is dedicated to their respective firms. However, there may be benefits to providing additional industries on the Delmarva peninsula with opportunities to access to barge shipping through the creation of a publicly-owned multi-user port terminal. Ref: Port of Salisbury

Since 1974 the Delmarva Water Transport Committee has proudly represented hundreds of businesses on the Delmarva Peninsula. DWTC provides a collective voice in expressing concern, opposition, or support on waterway issues affecting our members that arise before various government bodies. We continue to work closely with the U.S. Army Corps of Engineers, U.S. Coast Guard, and local and state governments on matters concerning Eastern Shore waterways.

Dispatch Efficiency

Efficient dispatch operations are critical to the success of tugboat movements. Dispatchers play a vital role in ensuring that jobs are delivered on time, reducing the risk of delays, and minimizing costs. Dispatchers proactively managing potential issues, and help to maintain a competitive edge in the maritime.

Dispatch refers to the process of coordinating tugboat jobs. The full scope extends beyond just transportation and encompasses a range of activities crucial to the tugboat and shipping industry. Dispatch plays a pivotal role in ensuring timely and efficient movements of cargo vessels.

Professional dedicated tug-boat dispatchers are assigned to every maritime cargo movement as a single point of contact.

Dispatchers have an enhanced awareness of the local and regional maritime trade and marine highway that promotes organizational best practices and interests.

Tethered Tugboat for Battleship New Jersey
"Horseshoe" - Delaware River

Philadelphia Port 1859

Baltimore Maritime Exchange

Founded 1790, their mission is to provide accurate, timely, and actionable information that supports safe, efficient, and environmentally sound maritime operations.

Today, BME leverages advanced technology to track vessel movements days in advance, not just hours. 24/7 access to real-time updates on vessel arrivals, shifts, and departures—empowering them to plan ahead and respond quickly to changes.

This is the central communications hub, sharing critical updates on weather conditions, marine incidents, and other events—like the pandemic—that impact port operations.

Artwork from 1870's Soap Manufacture, Free Library of Philadelphia Port of Philadelphia

Philadelphia Maritime Exchange

Founded in 1875 the Exchange is a Delaware River maritime asset. The Exchange monitors and communicates vessel traffic, publishes a daily ship list of vessels movements on the Delaware. The Exchange is what allows dispatchers to track vessel movements; 24/7/365.

The Way of the Ship, An Abundance of Plenty

Delaware River Ports and the Port of Baltimore are the fulcrum of East Coast maritime heritage. Since the late 1600's cargos have been sailed, barged or transferred via the tidewater into and out of these Mid-Atlantic Ports.

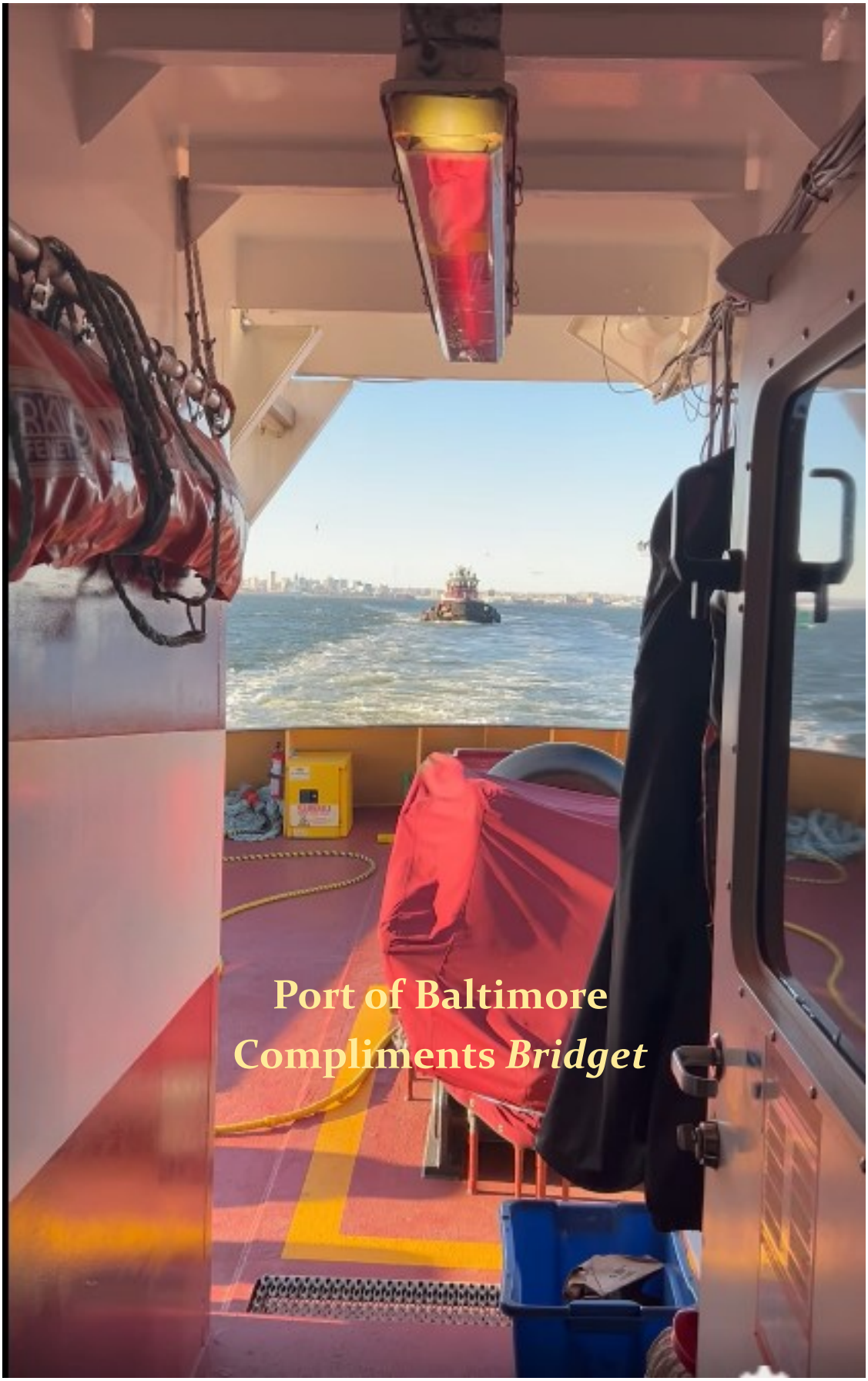
The central theme of tug-boats are people, crews, engineers' deckhands, Captains and Mates and numerous others in these port communities.

In this common ground of the maritime industry, traditions run deep.

While computers and social media eat away at these core values, ultimately your job as dispatcher is one of a pencil, a piece of paper, the connections with others and your personal interests in doing a job well done.

The general purpose of this booklet is to enhance your awareness of the maritime industry.

This booklet is a "dispatchers guide" along America's Mid-Atlantic maritime highway.



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