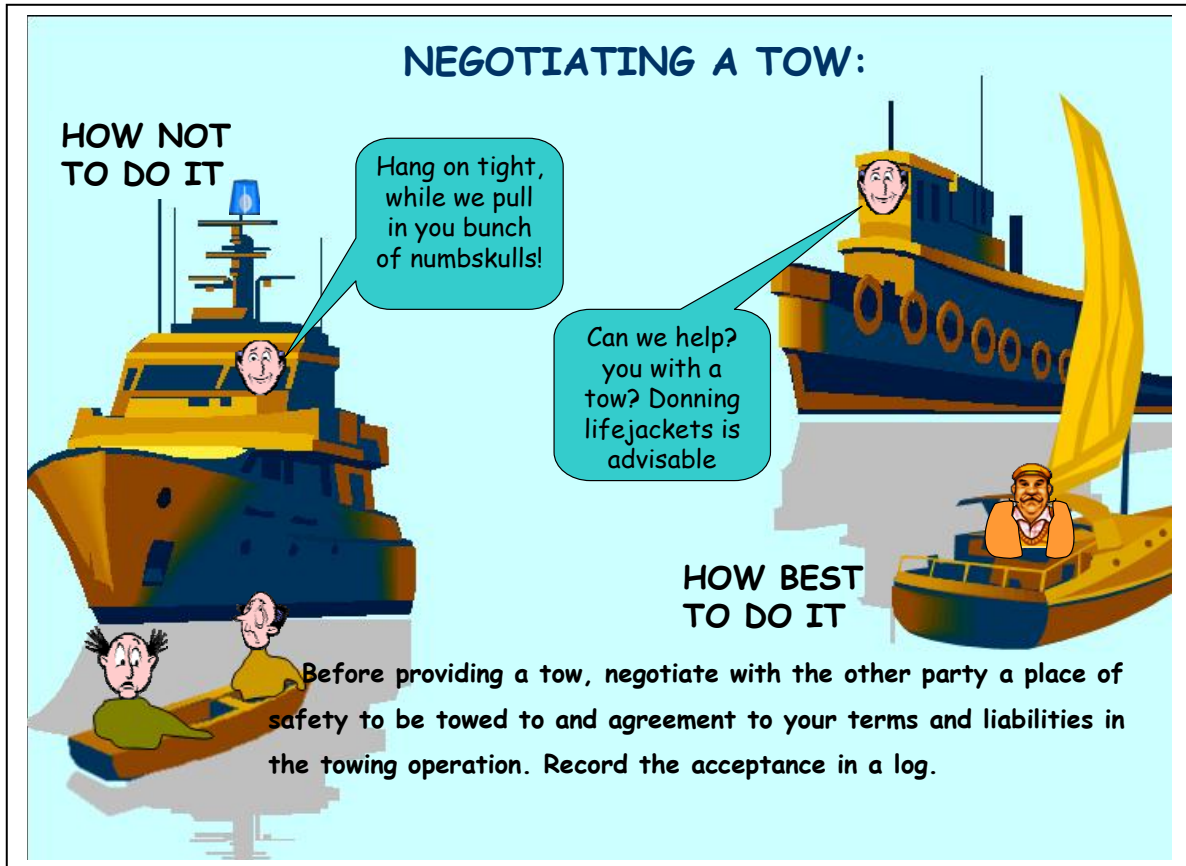


CR1 EX 7- CROWN SKIPPER- TOWING:

Task & purpose: To perform routine towing operations to SOP's



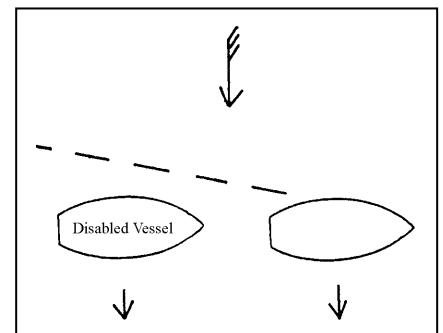
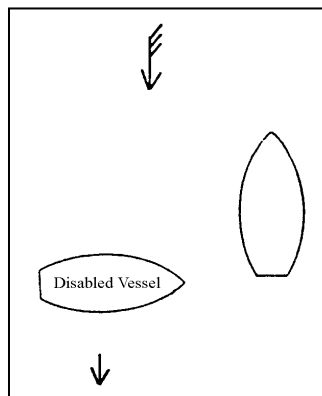
Approaching & passing a line:

The trainee skipper makes a hazard assessment of the incident scene and on non distress incidents negotiates the tow as voluntary at the assist's request and logs that agreement. The trainee skipper directs the crew to pass & secure the line as per CC Ex 6.

The crew are briefed on their duties and warned to lookout for named potential hazards.

If vessels are dissimilar, the approach is from down wind to pass the towline from the quarter.

If vessels have similar drift rates, the RV positions ahead, to pass the towline from the stern.



Drawings courtesy of Trust Publications Tafe WA

Commencing a tow:

The trainee skipper directs the securing of gear & transfers occupants with planing vessels tows. The trainee skipper ensures adequate communication with displacement tows & specifies line attachment, anti-chafing provision and lifejacket donning. The appropriate lights of tug and tow are displayed. The tow is taken up obliquely to avoid snatching and tested to determine the maximum safe towing speed. If necessary the line is lengthened to reduce yaw.

Contact must be maintained by radio or pre-arranged signals and a visual watch should be kept.

Display the lights and shapes required by the Regs.

Towing is dangerous. Keep all personnel well clear.



In heavy weather, ensure that you use a long and heavy cable, which should sag in the water.

Bar crossing:

Bars are approached, observed and a decision is taken to cross or wait. Occupants of displacement vessels are instructed to secure for heavy weather. The towline is adjusted to the swell length of the bar (ensures tug & tow will be on the face of their wave) and the nip is freshened if appropriate.

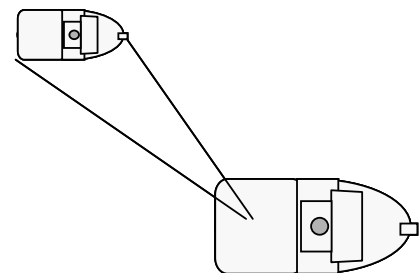
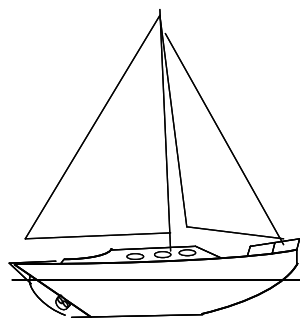
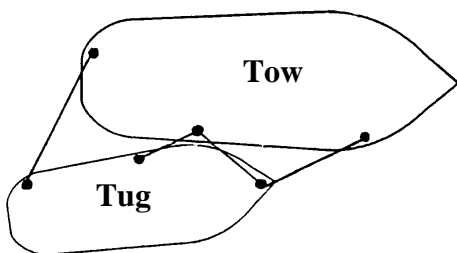
Manoeuvring:

The towed vessel is manoeuvred to a place of security.

Well fendered towing along side is accomplished and by use of springs the slot between vessels tuned for steerage in contrary conditions of wind/current.

The momentum of displacement vessels is anticipated.

Parallel towing is practiced.



Securing & completing documentation:

The towed vessel is given a call out card and the information required for the incident report is requested of the vessel and supplied to the Sarcc within 3 hours.

Training resources:

Learners Guide- "Apply seamanship skills & techs when operating a small dom. vess."
Presentation - CD Index>CR1 Lessons> Apply seamanship skills.> "Towing"
Exercises - CD Index>CR1 Lessons>Apply seamanship skills.> "Pete's toolbox"
USCG Powerboat- Videos "Towing"