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| **TOWING** | 25/05/10 |

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| Key Learning Points | **Before you start**   * You should agree some basic communications – start, stop, left, right, faster and slower * A crewman must attend the towline at all times during the towing operation, to maintain contact with the casualty vessel, to ensure that the towline does not become wrapped around the propeller if the tow rope goes slack, and to be able to cast off the tow rope quickly if the situation dictates.   **Under tow**   * Lower the sails (single hander remove the boom) * Pull up the centre/dagger board * Sit near the stern (back) and get the bow (front) lifted out of the water * Ensure the tow line is more than one wavelength long * Ensure you are able to release the tow rope in an emergency (e.g. Wrap the tow rope round the mast once and hold onto it, the mast takes the strain and the rope can be released quickly if necessary) * Towing more than one boat * Connect them in a line one after another. * All but last boat removes rudder and last boat steers   **http://www.tmsc.org.uk/Images/TowingAstern.jpgTowing the boat behind you**   * A long towing rope is to be connected to the towing bridle (loop at aft/back of rescue boat) * In heavy weather and large seas the length of tow must be adjusted so that both Safety Boat and casualty are climbing waves. If the length of tow is such that they in the same trough between successive waves, they casualty may ‘surf’ down the face of a wave, out of control, and broach or ram the stern of the Safety Boat   **towing.jpgTowing alongside**   * The Safety Boat should be positioned so that its engine is well astern of the vessel to be towed. If the Safety Boat engine is not positioned far enough astern of the vessel to be towed the safety boat will not have steerage, therefore reposition the Safety Boat. Towing should be done in a slow manner, retightening the ropes as necessary. * Boat handling will be totally different to normal. Turns to Starboard (right/clockwise) will be performed relatively easily as the engine of the Safety Boat will be pushing in the right direction, however, turns to port (left/anticlockwise) will require a different procedure and some prior planning (normally requires use of reverse to support turning). |
| Activities |  |
| Cross Reference | [Additional information (CSG009)](http://chamberssailing.org/Documents/CSG009%20Towing%20%28Powerpoint%29.pdf) |