

Chapter 6

Anchoring, towing and berthing

6.1 General

The design of the arrangements should be in accordance with the requirements of a Classification Society.

6.1.1 A primary assumption made in this chapter is that high speed craft will only need an anchor for emergency purposes.

6.1.2 The arrangements for anchoring, towing and berthing and the local craft structure, the design of the anchor, towing and berthing arrangements and the local craft structure should be such that risks to persons carrying out anchoring, towing or berthing procedures are kept to a minimum.

6.1.3 All anchoring equipment, towing bitts, mooring bollards, fairleads, cleats and eyebolts should be so constructed and attached to the hull that in use up to design loads, the watertight integrity of the craft will not be impaired. Design loads and any directional limitations assumed should be listed in the craft operating manual.

6.2 Anchoring

6.2.1 High speed craft should be provided with at least one anchor with its associated cable or cable and warp and means of recovery. Every craft should be provided with adequate and safe means for releasing the anchor, its cable and warp.

6.2.2 Good engineering practice should be followed in the design of any enclosed space containing the anchor recovery equipment to ensure that persons using the equipment are not put at risk. Particular care should be taken with the means of access to such spaces, the walkways, the illumination and protection from the cable and the recovery machinery.

6.2.3 Adequate arrangements should be provided for two-way voice communication between the operating compartment and persons engaged in dropping, weighing or releasing the anchor.

6.2.4 The anchoring arrangements should be such that any surfaces against which the cable may chafe (for example, hawse pipes and hull obstructions) are designed to prevent the cable from being damaged and fouled. Adequate arrangements should be provided to secure the anchor under all operational conditions.

6.2.5 The craft should be protected so as to minimise the possibility of the anchor and cable damaging the structure during normal operation.

6.3 Towing

6.3.1 Adequate arrangements should be provided to enable the craft to be towed in the worst intended conditions. Where towage is to be from more than one point a suitable bridle should be provided.

6.3.2 The towing arrangements should be such that any surface against which the towing cable may chafe (for example, fairleads), is of sufficient radius to prevent the cable being damaged when under load.

6.3.3 The maximum permissible speed at which the craft may be towed should be included in the operating manual.

6.4 Berthing

6.4.1 Where necessary, suitable fairleads, bitts and mooring ropes should be provided.

6.4.2 Adequate storage space for mooring lines should be provided such that they are readily available and secured against the high relative wind speeds and accelerations which may be experienced.