
Q461 - Assistance Towing

1. Which is usually the most gentle way of riding out a severe storm on a larger vessel?

- Rig a sea anchor
- Hove to
- Head into the seas at slow speeds
- **Running before the seas**

Note:
Running before the seas minimizes stress on a large vessel during a severe storm by reducing pitching, slamming, and maintaining steerage, making it the most gentle approach compared to other options like heaving to, heading into the seas, or using a sea anchor.

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2. Which action reduces the yawing of a vessel in a following sea?

- **Shifting weights to the stern**
- Pumping out tanks aft
- Increasing GM
- Shifting weights to the bow

Note:
Shifting weights to the stern reduces yawing in a following sea by improving directional stability and rudder effectiveness; trimming by the stern keeps the rudder immersed and increases lateral area aft, while trimming by the bow increases yawing risk. Increasing GM affects rolling stiffness, not yawing, and shifting weights to the bow exacerbates yawing.

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3. Which is an advantage of nylon rope over manila rope?

- Can be stored on decks exposed to sunlight
- Can be used in conjunction with wire or spring-lay rope
- **Can hold a load even when a considerable amount of the yarns have been abraded**
- It gives an audible warning of overstress whereas manila does not

Note:
Nylon rope maintains load-bearing capacity even with significant abrasion, unlike manila rope.

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4. Which best describes a "fishplate" used in towing?

- A steel plate in the shape of a flat fish
- A rectangular-shaped piece of heavy steel plate with four holes
- A circular piece of heavy steel with three holes forming an equilateral triangle
- **A triangular-shaped heavy steel plate with a round hole inset from each corner**

Note:
A towing fishplate is a heavy, triangular steel plate with a round hole at each corner, used to connect multiple legs of towing gear and distribute load evenly.

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5. Where is the best location to install a towing hook?

- **Just aft of amidships**
- On the fantail
- Forward of the towing bitts
- Near the Norman Pins

Note:
A towing hook positioned just aft of amidships is optimal because it minimizes yawing and capsizing forces by keeping the towing force near the vessel's longitudinal center. This location balances steering control and reduces the risk of girting, which occurs when a tug is pulled broadside, and is consistent with standard tug design practices focused on stability and control; however, specific placement should always be verified against current guidance and company policy.

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6. What is a "carrick bend" is used for?

- be a stopper to transfer a line under strain
- join lines of different sizes
- **join two hawsers**
- add strength to a weak spot in a line

Note:
A carrick bend is specifically used to join two hawsers, which are large, heavy lines. It is a bend, designed for secure connections and ease of untying under strain, unlike hitches, stoppers, or knots used to join lines of different sizes or reinforce weak spots.

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7. Under which condition is a tug likely to be tripped?

- While making up to tow a large oil rig
- When the tug exerts maximum bollard pull with the tow close astern
- **When the towing hawser leads forward of the quarter**
- When the tow "jumps" on the line

Note:
A tug is tripped when the towing hawser leads forward of the quarter, creating a significant sideways pull that can capsize the tug.

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8. When should you conduct a visual inspection of your towline?

- Whenever its serviceability is in doubt.
- At least once a month.
- In accordance with the manufacturer's recommendation.
- **All of the above**

Note:
Visual inspection of a towline should occur whenever serviceability is in doubt, at least monthly, and in accordance with manufacturer recommendations. Therefore, the most comprehensive and correct answer is 'All of the above.'

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9. What could be used as fairleads on a towed vessel?

- Chocks
- Roller chocks
- Double bitts
- **All of the above**

Note:
All listed fittings—chocks, roller chocks, and double bitts—can function as fairleads on a towed vessel.

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10. What is the effect of excessive catenary in shallow water?

- Dragging the towing hawser along the bottom and chafing it
- Snagging sunken or submerged objects
- Slowing, stopping or endangering the towing operation by placing the tug in irons
- **All of the above**

Note:
Excessive catenary in shallow water results in hawser abrasion, snagging on obstructions, and potential operational hazards, making 'All of the above' the correct answer.
