

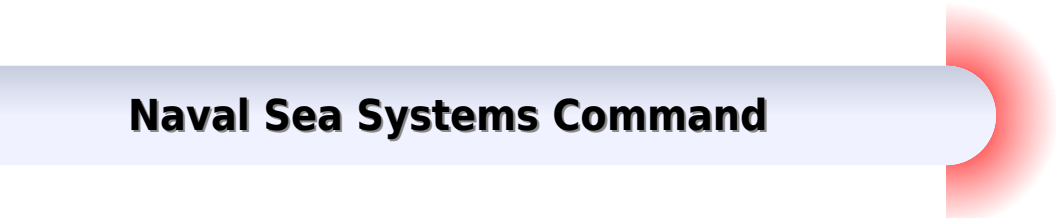
U.S. NAVY TOWING MANUAL



SL740-AA-MAN-010

Us Navy Towing Manual

Naval Sea Systems Command



Us Navy Towing Manual:

U.S. Navy Towing Manual Naval Sea Systems Command,2002 **U. S. Navy Towing Manual** Naval Sea Systems Command,2002-07-01 Modern Navy towing as we perceive it today began at the beginning of World War II Prior to WWII the Navy owned few salvage ships of its own and depended heavily on contracted assets to perform the duties of towing and salvage Merritt Chapman and Scott was one of the premier towing and salvage contractors of the day and maintained an inventory of assets They held a contract with the Navy to perform ship salvage on an as needed no cure no pay basis As the US watched the war in Europe develop the need for specialized vessels and a dedicated service became apparent The Royal Navy of Great Britain was forced into performing these tasks as German U boats inflicted damage throughout the military and commercial fleet Performing towing and salvage services on damaged vessels was most often a faster and cheaper way of putting the necessary tonnage back into service In October of 1941 Congress pressed through legislation that gave the Navy the contracting authority to obtain the salvage resources public or private necessary to perform operations that were deemed in the best interest of the country On December 7 1941 the Japanese bombed Pearl Harbor and four days later the Navy signed a contract with Merritt Chapman and Scott establishing the Navy Salvage Service This service was responsible for performing offshore salvage on east and west coasts the Caribbean Alaska and Panama To do this it utilized leased commercial assets including tugs The responsibility for towing distressed or disabled ships into port however did not lie with the Navy Salvage Service This duty was the responsibility of the tugs attached to the naval districts This arrangement made it difficult to muster a large quantity of tugs to respond to large groups of casualties that often resulted from German U boat attacks These casualties included not only fleet vessels but merchant ships which were logistically critical to the war effort The US knew the value of keeping a strong logistical force operating To help rectify these shortfalls and to better utilize the available assets the Navy formed the Navy Rescue Towing Service This service fell under the command of Commander Eastern Sea Frontier and operated exclusively on the Atlantic Coast All available tugs were organized under this service which was headed by Edmond Moran of Moran Towing Edmond Moran understood the towing industry and was enrolled in the Naval Reserve to perform this duty This organization for the most part alleviated the problems of asset allocation and allowed the rescue of many tons of ships and cargo **US Navy Towing Manual** United States. Department of the Navy. Naval Sea Systems Command,1987 **U.S. Navy towing manual** United States. Department of the Navy. Supervisor of Salvage,1971 **U.S. Army Towing Manual** ,1995 **Mooring and Towing Manual** Hans Weber,Robert Johnson,2020-12-28 Based upon the United States Navy Towing manual revised by GL Noble Denton is a 568 page guide on ocean mooring and towing procedures and systems **Faceplate** ,1981 **Fathom** ,1992 **The Ninth International Tug Convention** Kenneth D. Troup,1986 **The Eleventh International Tug Convention and Marine Salvage Symposium** Kenneth D. Troup,1991 **American Maritime Cases** ,2004 **Naval Engineers Journal** ,1997 **Transactions - The**

Society of Naval Architects and Marine Engineers Society of Naval Architects and Marine Engineers (U.S.),1989 List of members in vols 1 24 38 54 57 *Modern Marine Salvage* William I. Milwee,1996 Authored by a man with extensive experience in salvage operations this is a comprehensive treatment of ship salvage in all its aspects but written in plain language The early chapters introduce the concepts of marine salvage and explain how the parties involved in a salvage operation relate Ship construction and naval architecture as they pertain to possible later salvage of a ship are explained and the types of casualties are described The fine points of surveys salvage plans and processes rigging restoring buoyancy lifting machinery and equipment used in salvage cargo handling and the special aspects related to salvage of tankers are discussed in complete detail Casualty management is also covered The book s appendices include necessary salvage contracts sample forms and checklists for all possible situations *PCI Journal* ,2005 *Benedict on Admiralty: Jurisdiction and principles* Erastus Cornelius Benedict,2000 *Our Navy, the Standard Publication of the U.S. Navy* ,1920 **Sea Technology** ,1991

Calculation of Extreme Towline Tension During Open Ocean Towing Alexander Stephen Desroches,1997 A new data base of extreme towline tensions for open ocean towing has been developed that will be incorporated into the U S Navy s Program of Ship Salvage Engineering POSSE The extreme towline tension consists of the mean towline tension and the peak dynamic tension with a 001 chance of exceedence in a single day Mean towline tension can be estimated using methods in the U S Navy Towing Manual and is calculated in the main body of POSSE The statistics of the nonlinear dynamic tensions are determined by a numerical simulation method based on the seakeeping motion of the tug and tow This simulation method was developed by Jerome H Milgram The calculation of the statistics for the dynamic tension is computationally intensive This requires a data base of extreme tensions for specified tug tow towing speed sea state wave angle and type of towline to be developed to quickly determine peak tensions The U S Navy Towing Manual has a method of estimating extreme tension This method neglects the second order wave induced forces that have a significant influence on the surge motions A revised data base of dynamic tensions was generated that will be incorporated into the POSSE program This new data base helps tow planners to quickly analyze extreme tensions for different towing conditions and anticipate dangerous peak tensions This will result in safer open ocean towing evolutions *Proceedings* ,1981

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