



# Lesson 11c: Naval Shiphandling III

ADAPTED FROM:



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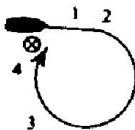

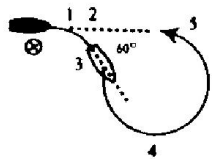
- **AGENDA:**
  - Video: “Synthetic Line Snapback”
  - Shiphandling Evolutions
    - Man overboard Procedures
    - Precision Anchorage
- Applicable reading: WOG 102-114.



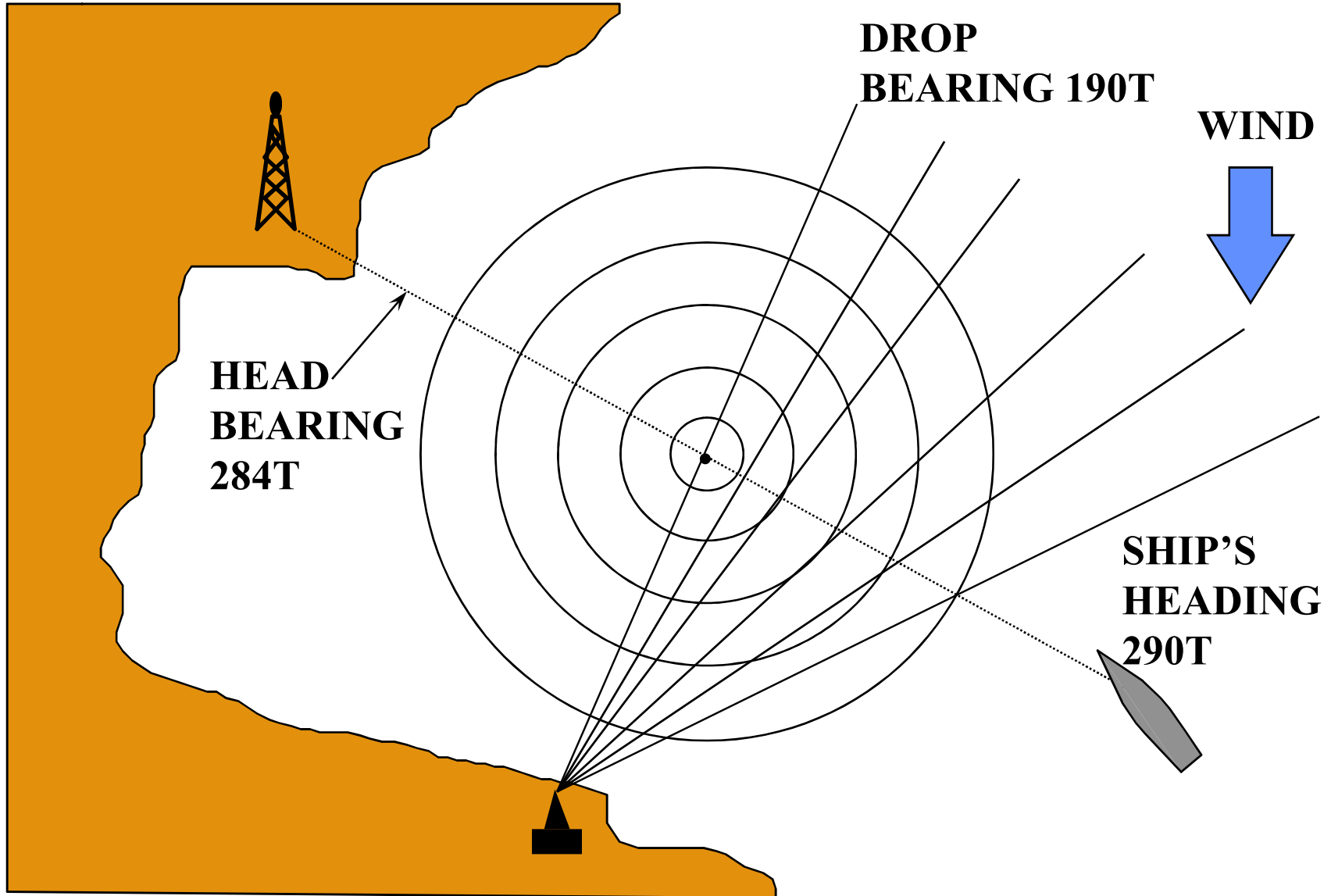


# Man Overboard Procedures

Table 6-1. Methods of Recovering a Man Overboard

METHOD AND PRIMARY CONDITIONS FOR USE	DIAGRAM OF SHIP ON COURSE 090 (NUMBERS REFER TO THE EXPLANATION)	EXPLANATION	ANALYSIS	
			ADVANTAGES	DISADVANTAGES
<b>Anderson Turn</b> Used by ships that have considerable power and relatively tight turning characteristics.	 	<ol style="list-style-type: none"> <li>1. Put the rudder over full to the side from which the person fell. Stop the inboard engine.</li> <li>2. When clear of the person, go ahead full on the outboard engine only. Continue using full rudder.</li> <li>3. When about two-thirds of the way around, back the inboard engine two-thirds or full. Order all engines stopped when the person is within about 15° of the bow, then ease the rudder and back the engines as required to attain the proper final position.</li> <li>4. Many variations of this method are used, differing primarily in respect to the use of one or both engines and the time when they are stopped and backed to return to the person. The variation used should reflect individual ship's characteristics, sea conditions, personal preferences, etc.</li> </ol>	Speed	Requires proficiency in shiphandling because the approach to the person is not straightaway. Often impossible for a single-propeller ship.
<b>Williamson Turn</b> Used in low visibility because it makes good the original track. Used when it is believed that a person fell overboard some time previously and is not in sight.		<ol style="list-style-type: none"> <li>1. Put the rudder over full to the side from which the person fell. Stop the inboard engine.</li> <li>2. When clear of the person go ahead full on all engines. Continue using full rudder.</li> <li>3. When heading is 60° beyond the original course, shift the rudder without having steadied on a course. Sixty degrees is proper for many ships. However, the exact amount must be determined through trial and error.</li> <li>4. Come to the reciprocal of the original course, using full rudder.</li> <li>5. Use the engines and rudder to attain the proper final position (ship upwind to the person and dead in the</li> </ol>	Simplicity. Makes good the original tract.	Slowness. Takes the ship relatively far from the person, when sight of him or her may be lost.

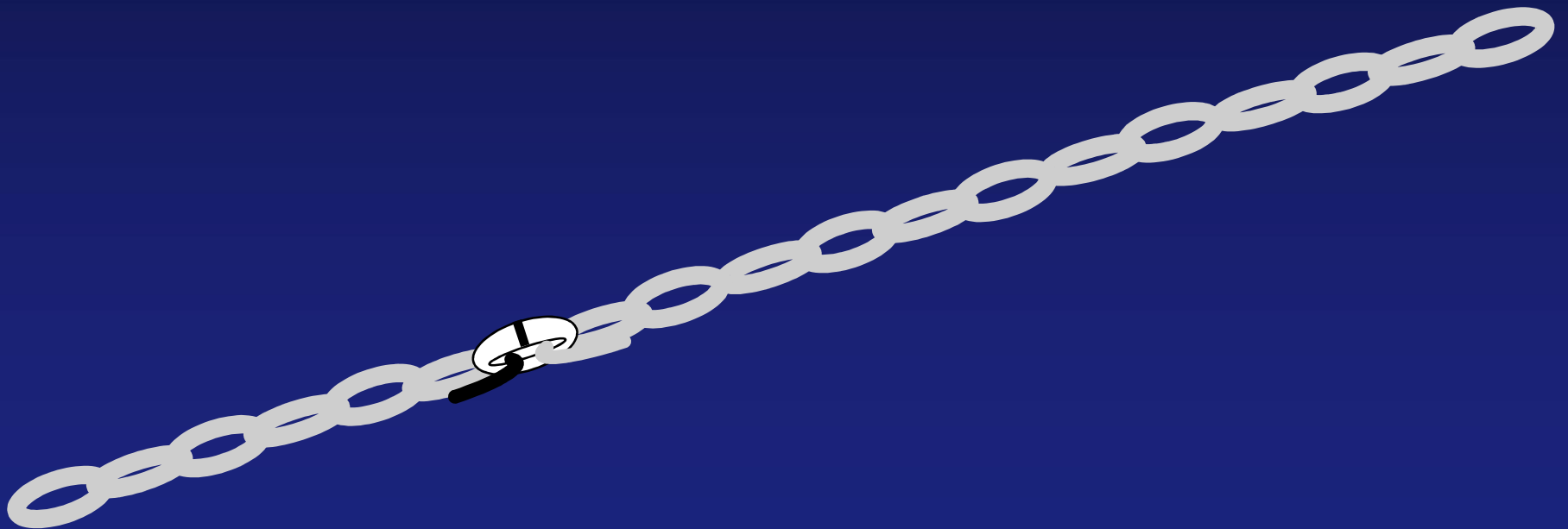
# PRECISION ANCHORING



# Chain Measurement

📄 6 feet = 1 fathom

📄 15 fathoms = 1 shot



# Anchor Chain Markings

Shot #	Color of Detachable Link	# of White Adjacent Links	Turns of Wire
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1 (15 fathoms)	red	1	1
2 (30 fathoms)	white	2	2
3 (45 fathoms)	blue	3	3
4 (60 fathoms)	red	4	4
5 (75 fathoms)	white	5	5
6 (90 fathoms)	blue	6	6

# Color Codes

 **Detachable link: Red, White, Blue, Red . .**



 **Adjacent links: # white links on either side = # of shot**



# Color Example

 3rd shot: W/W/W/B/W/W/W



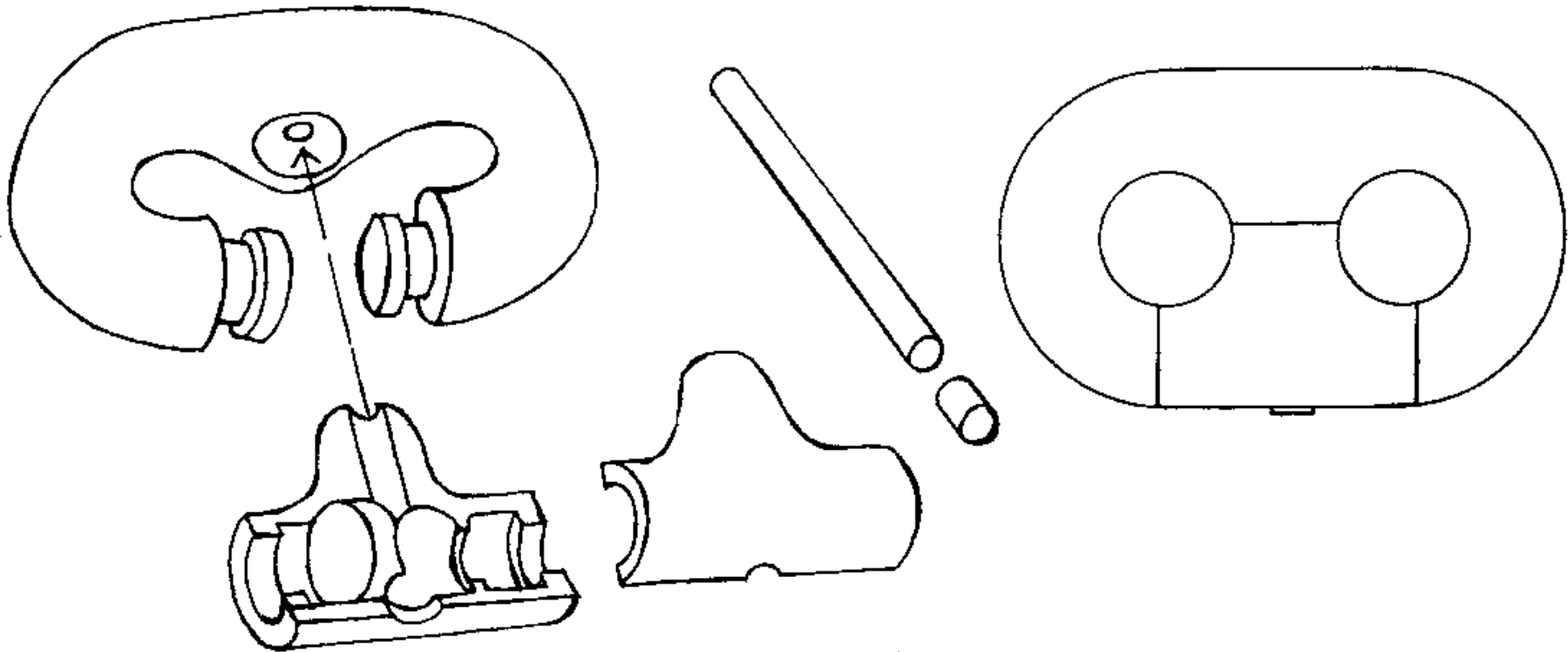
 Second to last shot: entirely yellow



 Last shot: entirely red



# Detachable Link



# Standard Commands

## Anchoring

- **Stand by the anchor:**
  - Manned
  - Ready to operate
- **Let go the anchor:**
  - Release the anchor from its stoppers or from the windlass
- **Veer to...**
  - Fathoms on deck
  - Fathoms at the hawse
  - Fathoms at the waters edge

# Standard Commands

## Anchoring

- **How's the anchor tending?**
  - Position (one o'clock...., up and down)
  - Strain (light, moderate, heavy)
- **Heave around to short stay:**
  - Weigh anchor until it's up and down but still on the bottom
- **Heave on in:**
  - Weigh anchor all the way to the hawse



# Standard Commands

## Anchoring

- **Avast heaving:**
  - Secure weighing anchor
- **Anchor's aweigh**
  - The anchor is off the bottom
- **Anchor's in sight**
  - Anchor can be seen while still below the water



# Standard Commands

## Anchoring

- **Anchor is clear/foul:**
  - Determination of whether the anchor is clear or fouled with cables, other chains or debris
- **Anchor's housed:**
  - Anchor is in the hawse
- **Secured for sea:**
  - Anchor is in the hawse with both stoppers set and the windlass brake is set

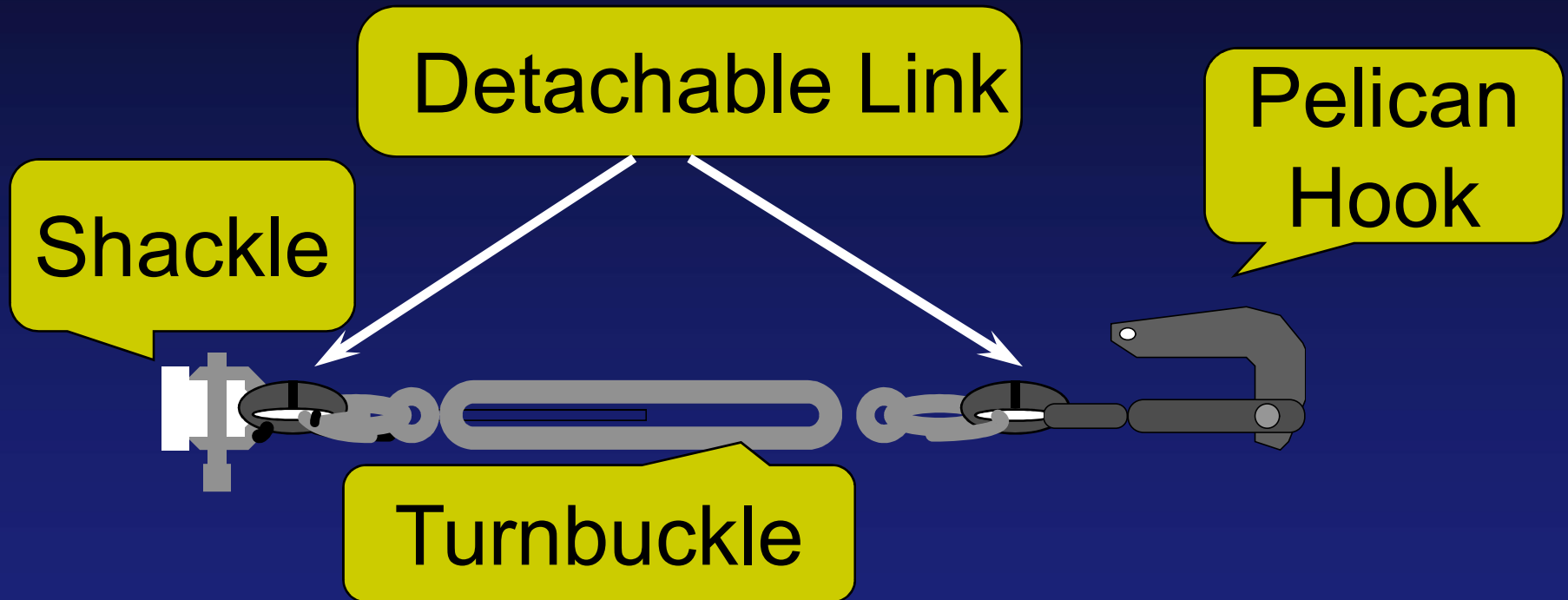


# Standard Commands

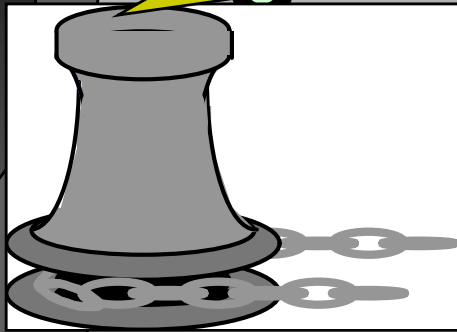
## Anchoring

- **Pass the stoppers:**
  - Set the riding and housing stoppers
- **Stopper's passed:**
  - Both stoppers are set
- **Make the anchor ready for letting go:**
  - Release the windlass brake
  - Remove the housing stopper
  - Stand-by the riding stopper with a maul

# Chain Stopper



Capstan



Dead man switch

Brake

Gypsy head

Wildcat

Housing  
Stopper

Riding  
Stopper

