

CR1 EX 2 – CR1 SKIPPER - MOORING & ANCHORING:

Tasks: To maintain full control in a variety of conditions in performing these manoeuvres.

Trainee skippers will find that the manoeuvring of CR1 is slower than that of an outboard powered vessel and must be more deliberate (planned). Brief and delegate the crew on each plan of action.

TASK 1. DEPARTING FROM THE CRADLE (Sea Rescue Slip)

Allow motors to warm up as evidenced by gauges. Check that helm is central & trims are fully up. Assess the likely windage/current drift. Brief crew to prepare fenders (do not fend off by hand) and instruct crew to let go the leeward lines first. Back away by engaging reverse and idle out, pulling the CR1 into clear water using the required bias on port or starboard throttles to counteract cross drift. When clear, select neutral, steer for new heading then apply forward propulsion to thrust into new heading.

TASK 2. MANOEVRES USING TWIN MOTORS. (River buoy)

For subsequent tasks you need to practice how CR1 reacts to changes in throttle, gearshift and helm.

- Steer using throttles only.
- Approach a buoy from N,S,E &W so it can be touched.
- Circumnavigate a buoy maintaining a constant heading.
- Back up to the jetty.

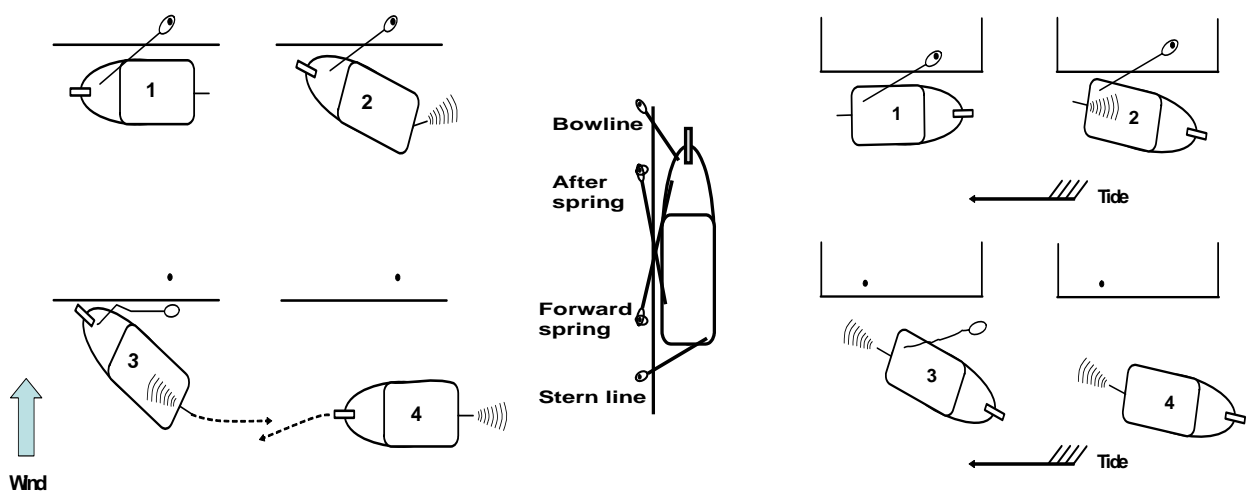


TASK 3. ARRIVAL & DEPARTURE AT A WHARF. (Country Comfort)

Arrival- Brief the crew and prepare fenders & lines. Approach the wharf slowly, stemming the stronger of wind or current at a 30 degree angle maintaining minimum control speed. When the bow is one boat length from away use astern on one to bring the boat almost parallel to the wharf. With one spring on, use helm and slow ahead to thrust the stern in.

Departure- Use springs rigged as a slip ropes, use transverse thrust **and/or** helm & throttle thrusting to practice the departures in the conditions as drawn below.

Drawings courtesy of Geoff Shelton



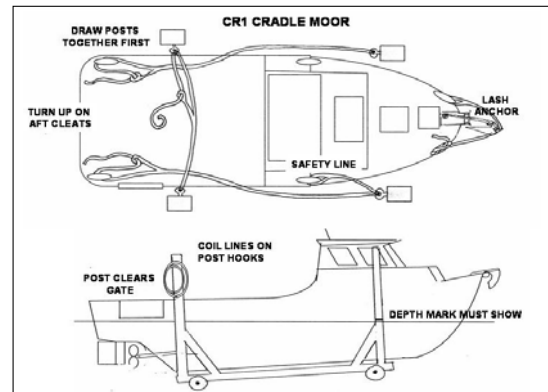
TASK 4. BERTHING ON THE CRADLE.

(Sea Rescue Jetty)

Ensure the immersion mark indicates adequate depth of cradle. If not, put a crewman ashore let it down.

Line up approach from **at least** 5 boat lengths distant. Observe your drift to assess the compensating course correction required before steerage is lost on the final dead slow approach. A fast approach will knock the cradle off the rails.

Position the vessel with the posts at their marks and distribute crew evenly for the winching. Turn off sounder and lower ariels.

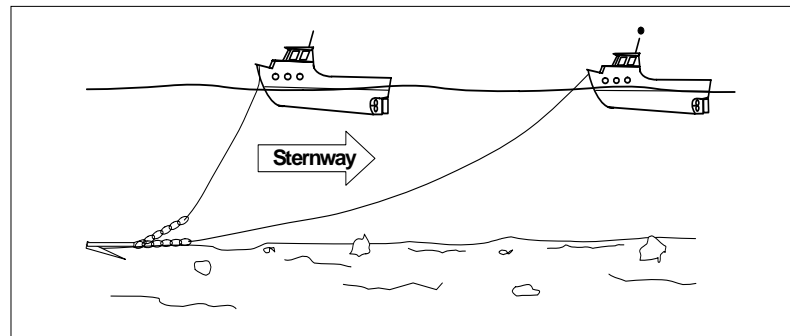


TASK 5. ANCHORING

(In River)

The parts of this task are to:

- Brief your crew for plan & signals.
- Select a safe anchorage.
- Come to anchor.
- Precautions at anchor.
- Weigh anchor.



Drawing courtesy of Geoff Shelton

Laying out an anchor cable by moving backwards.

Brief crew on the precautions of avoiding bights in a line. Check the area, approach the anchoring spot slowly, stemming the stronger of wind or current. Stop and give the order to lower the anchor - do not throw it. Pass out the anchor line as the boat drifts downwind. If the wind has too little effect, back the boat slowly while letting the line run out freely. When a scope of 10:1 is let out, make fast and reverse slowly to pull it taut.

Observe transits to ensure the anchor is not grounding. Post a lookout, display dayshapes or lights.

Drive toward the anchor rode as advised by the prearranged signals given by the deckhand. Secure anchor and display the changed lights or dayshapes in compliance to the Collision Regulations.

Training resources:

Workbooks- "Manoeuvre small commercial vessels" & "Gandy's Australian Boating Man".
Presentation - CD Index>CR1 Lessons> Assist moor & anchor > "Deck gear" "Pete's T.box"
Motorboat Simulator- Moor NE or S > Select options>boats>No Limit 1500> environ>winds.