CHAPTER 8
MISCELLANEOUS

8-1. MOORING.

Chocks and bitts are fitted directly to the deck plating. Deck stiffening is provided to allow the fittings to develop full strength. Chocks are designed to pass a splice or bight of line with two parts of the largest size line to be used with the chock, in the chock. Chocks and bitts are arranged to provide the best line handling and to clear interferences. Six 4-inch circumference nylon mooring lines, 15 fathoms long are provided. The lines are fitted with a 36-inch eye on one end and are whipped on the other end. Mooring lines are stowed in bosun's stores.

8-2. TOWING.

Towing pads are provided on the craft 12 inches aft of frame 27 and forward at frame 0 to facilitate towing another craft or for towing the Torpedo Weapons Retriever. To tow another craft the hawser is attached to the aft towing pad and led through the stern towing ring. When towing the Torpedo Weapons Retriever the hawser is led through the bow chock forward and attached to the towing pad at frame 0. A 600 foot, six-inch circumference nylon towing hawser is provided and stowed on a reel in the lazarette. The towing hawser is fitted with an eye splice with a thimble and shackle on one end and a spliced four foot eye on the other end.

8-3. DRYDOCKING.

A docking plan, NAVSEA drawing 801-600-3479, is included in the list of onboard plans. The plan includes actual dimensions taken from the craft before launching. Placement of tanks, docking plugs, zinc anodes and other hull penetrations are shown on the drawing. The following procedures are taken from NAVSEA S9086-7G-STM-000, Chapter 997, Docking Instructions and Routine Work in Drydock. Refer to this manual for additional information.

1. All commercial and Navy drydocking facilities docking Navy ships shall be certified in accordance with MIL-STD-1625, Drydocking Facilities Safety Certification Criteria for Docking U.S. Navy Ships. The purpose is to insure the safety of U.S. Navy ships during docking/undocking.
2. A docking report shall be prepared and submitted to NAVSEA by the drydocking activity for naval ships and service craft in accordance with instructions contained in NAVSEA 997/1. A copy of the report shall be furnished to the commanding officer of the ship for placement in the ships file.
3. If necessary, the vessel shall furnish working parties to handle lines.
4. The commanding officer of the ship shall furnish the docking officer with the following information:
   a. Place and date of last docking.
   b. Date and file number of last docking report.
   c. Paint history for last complete painting.
   d. History of touch-up painting.
   e. Ship weight, longitudinal and vertical centers of gravity.
   f. Tank sounding report.
5. The arrangement of blocking for the ship shall be made in accordance with the latest docking drawing. The blocking height shall be sufficient to protect the sonar transducer, propellers, and rudders.
6. Keel blocks should be arranged to prevent loads of greater than 500 PSI on the keel.
7. The draft at instability must be determined prior to starting the docking procedure.
8. While in dock no weight or liquid (fuel, ballast or potable water) shall be shifted, added or removed while the ship is in drydock, unless specifically authorized by the docking officer.
9. Prior to undocking a survey shall be made to ensure that all sea valves are closed and docking plugs are in place.
10. Personnel shall be stationed to observe tightness when the vessel enters the water.
11. Once the ship is waterborne, draft readings shall be taken to ensure the vessel is not in contact with the blocking and can be safely removed from the dock.
12. Once the ship is waterborne, soundings shall be taken of all tanks to check for leaks.

8-4. BOAT HANDLING.

A 12-foot inflated dinghy (Figure 8-1) is stowed on the bridge deck between frames 11 and 14. The dinghy is equipped with davit lifting points and is secured to the boat support with straps and hook ends. The adjustable straps are 10 feet long and are equipped with safety latches. The bow of the dinghy is slipped into a holddown located forward of frame 11. The holddown keeps the bow end of the dinghy secured in rough seas. A cover is supplied to prevent accumulation of water in the dinghy.

To launch the dinghy proceed as follows:

1. Release safety latches on nylon straps securing dinghy to support.
2. Slide dinghy out from under holddown at frame 11.
3. Attach a suitable lifting sling.

WARNING

Do not lift dinghy off the deck or out of the water with personnel loaded. If dinghy tipped, severe injury or loss of life could result.

4. Attach sling to crane boom and carefully lift dinghy over side of craft and lower to water level.

NOTE

Oars and motor are stowed in the bosun's locker.

5. Install oars and motor with gas line on dinghy and proceed carefully with boat.

8-5. LAY-UP AND STOWAGE.

The following procedure should be followed when the craft is being prepared for lay-up.

1. Piping Systems. All piping systems should be drained down. The bilge, ballast system, sea water system, hydraulic system and fuel oil tanks should be drained.
2. Diesel Engines. Refer to the Technical Service Manuals as listed in Chapter 1, Section III for procedures for preparing the diesel engines for lay-up and stowage.
3. Covers. Equipment covers stenciled to indicate usage are provided as described in Table 8-1. Covers are stowed in the bosun's locker when not in use.
4. Miscellaneous. The entire craft should be inspected for corrosion, damage, etc. and the necessary repairs made before lay-up.

Stowage space for the craft's equipment, tools, manuals and outfit is fully described in Chapters 2 and 3. Refer to Table 8-2 for list of outfit.

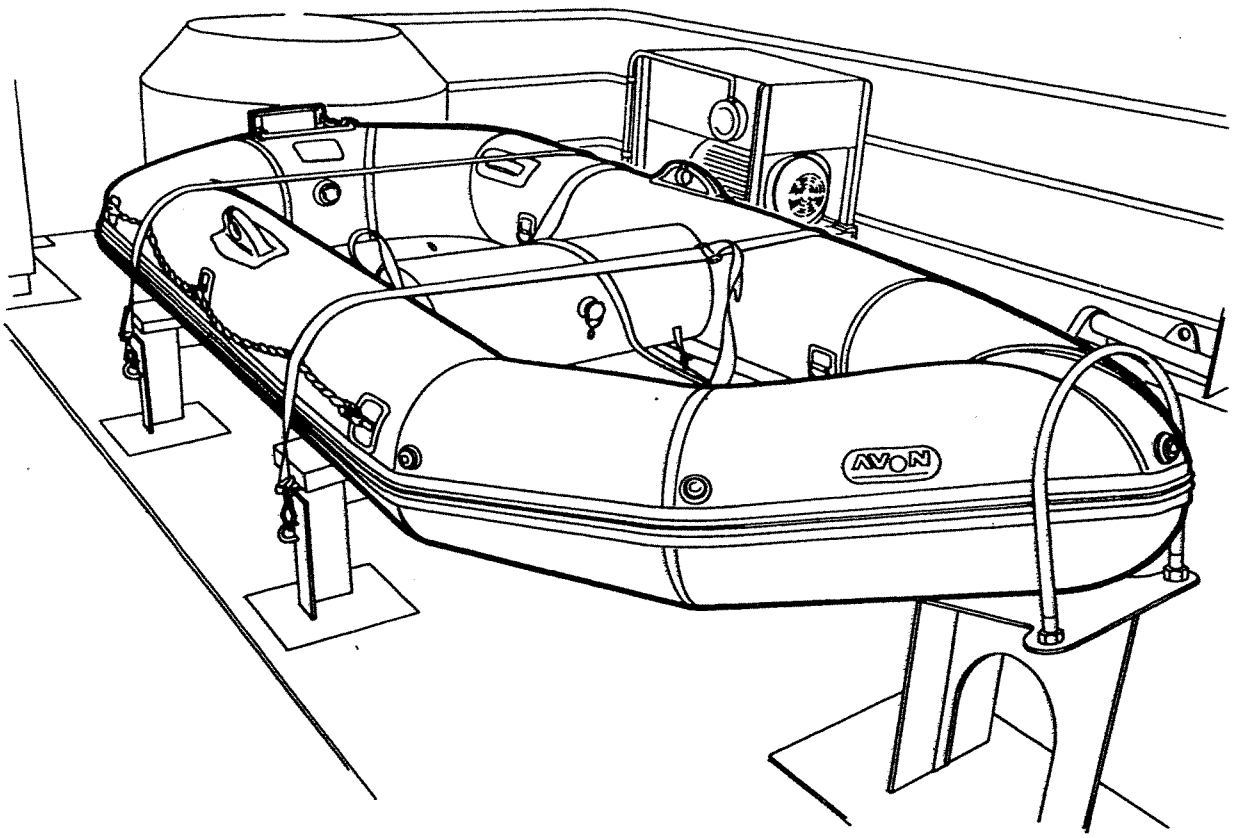

Figure 8-1. Dinghy in Stowed Position

Table 8-1. Equipment Cover List

Equipment	Location
Signal Search Lights (3)	Bridge Deck FR 10-1/2 (P/S) Bridge Deck FR 15 (S)
Auxiliary Conning Station	Bridge Deck FR 15 (S)
Winch Control Stand	Main Deck FR 16 (S)
Crane Control Stand	Bridge Deck FR 15 (S)
Anchor Windlass	Main Deck FR 2 (CL)
Torpedo Transfer Winch (2)	Main Deck FR 15-1/2 (S) Main Deck FR 28 (S)
Torpedo In Haul Winch	Main Deck FR 15-1/2 (S)
P-250 Fire Pump	Main Deck FR 15 (P)
Shore Power Cable/Plug End	Bridge Deck FR 15 (S)
Shore Power Cable/Lug End	Bridge Deck FR 15 (S)

Table 8-2. Outfit List

Item	NSN	U/I	Qty.
Gasoline and Oil for Outboard Motor and PE-250		GL	8
Rope, 5/8" Circ. Manila, 600' Coil		EA	1
Rope, 1" Circ. Manila, 600' Coil		EA	1
Can, Gas Safety, 3 gal. Terne Pltd Stl w/Flex	9Q 7240-00-248-9620	EA	1
Can, Flammable Waste, 10 gal., Cap	9Q 7240-00-256-7700	EA	1
Blade, Hnd Haksa	9Q 5110-00-277-4590	BD	1
Tool Box, Portable	9Q 5140-00-473-6260	EA	1
File, Hand	9Q 5110-00-242-5386	EA	1
Frame, Hand Haksaw	9Q 5110-00-289-9657	EA	1
Hammer, Hand	9Q 5120-00-061-8541	EA	1
Handle, File Wd	9Q 5110-00-263-0349	EA	1
Pliers, Slipjoint	9Q 5120-00-223-7396	EA	1
Screwdriver, Flat Tip	9Q 5120-99-222-8866	EA	1
Screwdriver, Flat Tip	9Q 5120-00-222-8852	EA	1

Table 8-2. Outfit List — Continued.

Item	NSN	U/I	Qty.
Screwdriver Set, Cross Tip	9Q 5120-00-357-7175	SE	1
Wrench, Adjust	9Q 5120-00-240-5328	EA	1
Wrench, Adjust	9Q 5120-00-264-3796	EA	1
Pliers, Diagonal Cut	9Q 5110-00-240-6209	EA	1
Pliers-Sht Rd Nose 5 in	9Q 5120-00-240-6195	EA	1
Puller, FZ 5 in	9Q 5120-00-224-9453	EA	1
Soldering Iron-Elec 1-4	9Q 3439-00-204-3855	EA	1
Stripper-Wi Hand Flo Hdl	9Q 5110-00-268-4220	EA	1
Line-Throwing Appliance, Shoulder Gun Type with Accessories	1/Vessel Required		
Emergency Position Indicating Radio Beacon	1/Vessel Required		
Ships Distress Signals (12 Handheld Rocket-Propelled Parachute Red Flare Distress Signals Contained in a Portable Watertight Container Required per Vessel)			
Fire Axes	2/Vessel Required		
Vessel Control and Miscellaneous Systems and Equipment, Shapes Required per Vessel: Two Balls, Black, One Diamond, Black			
One Bell Required per Vessel			

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