# CHAPTER EIGHT

# BASIC BOATWORK



## 801 CEREMONIAL BOATHOOK DRILL

Ceremonial Boathook Drill is carried out in boats when Senior Officers, in Uniform, are being conveyed to and from Official visits or functions. It may be used at events such as Regattas where Dignitaries and Senior Officers are being conveyed.

The drill is normally carried out by a Bowman and a Stern sheetsman, on a Ceremonial Barge with both crew members standing firmly on a bow and stern platform. This drill may also be carried out by a single bowman.

When coming alongside a jetty or ship, the Ceremonial Boathook Drill is carried out when the boat is approximately 50 metres away. This allows sufficient time to complete the drill without rushing, before making use of the boathook to hook on.

On leaving from alongside, the drill is carried out immediately when the boat is at least 2 metres clear of it's alongside position.

The following drill if carried out correctly will allow for boat's crew standing in a boat instead of on an upper platform, and will avoid the necessity to swing and turn the boathook thereby avoiding accidents. It is important that the Coxswain designate which side he will be coming alongside to in plenty of time for the crew to prepare.

***STAGE 1***

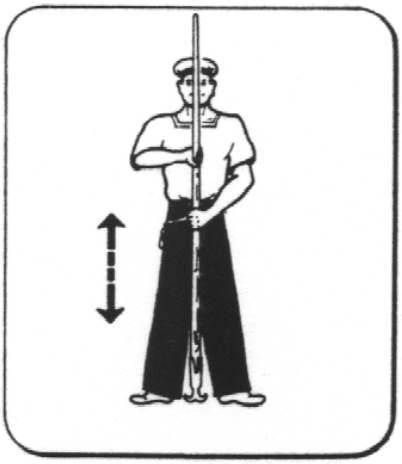
The bowman should be standing at ease with the boathook stave firmly held straight up and down, the hook facing downwards. The top hand will be either the left hand (when coming alongside Starboard Side to) or the right hand (when coming alongside Port side to). The hand is turned palm outwards so that the boathook is correctly held when raised aloft. The other hand grasps the boathook stave in the normal manner.

In the event that a Bowman and a Stern sheetsman are detailed for the Ceremonial Boathook Drill, both will be standing At Ease and in the same positions with boathooks.

The drill is carried out dwelling a pause of ***two marching paces*** between each movement.

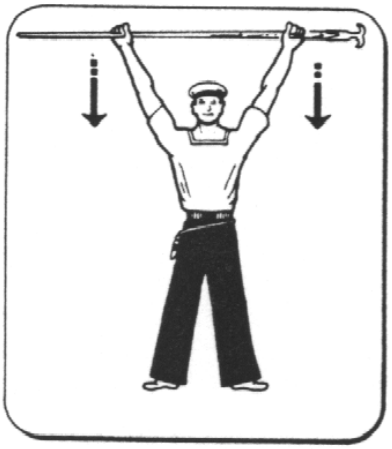
STAGE 2

The bowman taking the lead will raise and lower the boathook twice striking the deck on each lowering of the boathook. This will signal to the stern sheetsman to prepare for the drill. A pause of two marching paces are then dwelt before going to Stage 3.



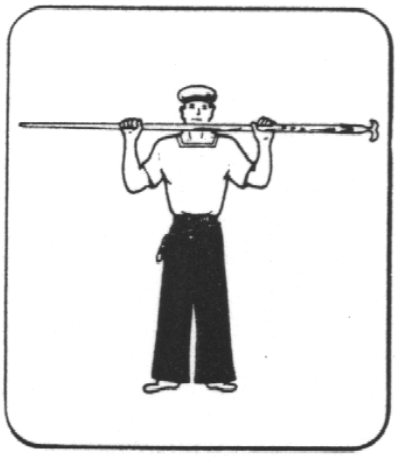
***STAGE 3***

The boathook is then raised smartly, horizontally and at full aims length above the head. (The hook will face the direction of the side going along to).



***STAGE 4***

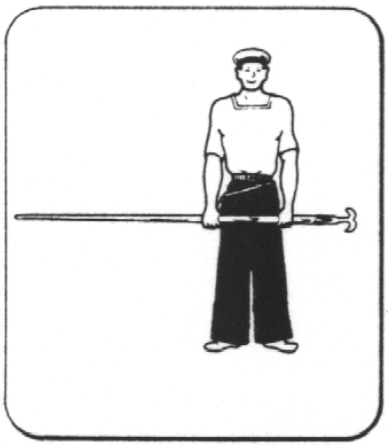
Having dwelt a pause of two marching paces the boathook is lowered to shoulder height.



***STAGE 5***

After a further two marching paces the boathook is lowered to the full extent of the arms.

The boathook is then prepared for use on the respective side.



Having left along side the crew will fall in as at Stage 1. When ordered by the Coxswain to `Fall Out' the Drill is carried out again to Stage 5 then the boathook(s) are stowed away.

## 0802 SECURING AND ANCHORING A BOAT

### 0802.1 Securing Alongside

Boats are normally secured alongside by use of ***Bow and Stern lines*** known as ***Head and Stern ropes.*** Where possible the ropes are passed from the boat, out through fairleads, around bollards or through rings in either the jetty or other boat that you are alongside. Both ropes are then returned into the boat, via fairleads, and secured to rings, cleats or round the forward thwart.

It may not be possible to pass your bow and stern lines back into the boat, so they should be secured to the jetty fixture by a round turn and two half hitches.

Care should be taken to allow for the rise and fall of the tide (Tidal Range) in tidal waters, so that sufficient slack is left in both ropes in order that the boat is not left hanging nor sunk, by them.

Fenders are positioned along the boats side to prevent damage between the boat and the jetty/other boat. Fenders are normally brought inboard when a boat is underway and so it must be remembered to order "Out Fenders" in good time before coming alongside. They must be placed where the boat is most likely to make contact with another boat or jetty, this includes not only their present position laterally but their height as well. Fenders are normally secured to inboard cleats or the risings by lanyards. A lanyard at each end of a fender thus securing it horizontally in two places offers more control, especially important in tidal waters where fenders will tend to ride up and roll with the movement of the tide.

### 0802.2 Securing for a long stay or rough weather

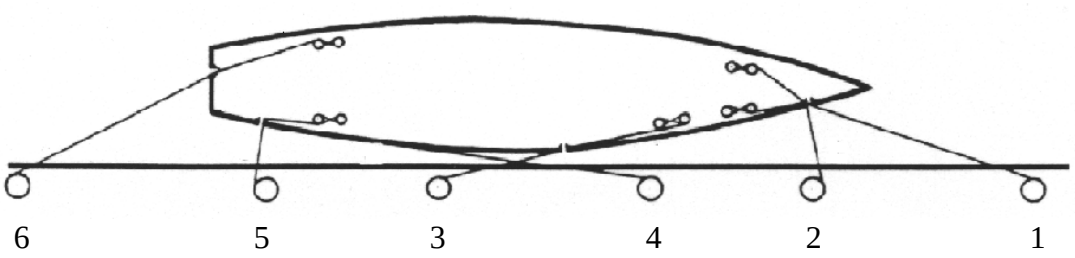
In rough weather a boat secured only by Head and Stern lines will tend to move backwards and forwards along a jetty, swinging on her lines. In order to prevent, this additional lines called ***Springs*** may be used. Additional fenders may also be required.

A ***Fore Spring*** is used to stop the boat moving forward. It is attached in the fore part of the boat then runs aft to the jetty.

A **Back Spring (After Spring)** is used to stop the boat moving backwards. It is attached in the after part of the boat and runs forward to the jetty.

An additional option may be to include two lines known as ***Breast Lines, Fore and After***.
These lines help to hold the boat into the jetty.

***Example of Securing Lines***




***6 Stern Rope***
***5 After Breast Rope***
***4 After Spring***
***1 Head Rope***
***2 Fore Breast Rope***
***3 Fore Spring***

**0802.3 Anchoring**

The type of anchor used in small boats will in most cases be either an Admiralty Plan (Fishermans), Plough or CQR or Danforth type as these are the most popular types of small boats anchor.

When anchoring the most important thing to remember is to ensure that the inboard end of the anchor cable (warp) is secured to a strong point in the boat. The outboard end of the cable should be securely fastened (bent) to the anchor ring; by shackle if using chain cable or by a Fishermans Bend for a rope warp. If using an Admiralty Pattern anchor ensure that it is correctly made up, stock in position, forelock in place and moused.

***Before anchoring*** you will need to know:

a) Direction of the current.
b) Depth of the water.
c) Nature of the Seabed.
d) Direction of the wind.

To work out the total amount of cable or warp required to anchor a boat a basic calculation is used:

a) Man-made fibre cordage - 6 times the depth of water at high tide.
b) Natural fibre cordage - 5 times the depth of water at high tide.
c) Cordage and chain - 4 times the depth of water at high tide
d) All Chain - 3 times the depth of water at high tide.

It is advisable when using warps a & b to trip the anchor before using it. To do this, take the cordage of the warp to the crown of the anchor and secure it by tying a clove hitch and racking seizing the end. (The trip can be made by using one yarn from a strand of cordage). Lay the cordage alongside the anchor and stretched chain, then allow another I/2 metre of the cordage. At this mark, join up your trip. When you have joined the trip to the cordage thread it through the end link of the chain and pull it down until the chain is about 4"(10cm) away from the cordage and secure by a series of about 4 half hitches. If the anchor jams under a rock when being hauled in the stop will part (come apart) and allow the anchor to be hauled clear and weighted by it's crown.

Some types of manufactured anchors have an eye or bar already at the crown for securing the warp, if this is the case then it would be easier to have the eye spliced to the end of the warp and shackle it direct. ***Don't forget to mouse the shackle.***

Having been given your anchor berth or selecting it, and having calculated the above, mark off the amount of warp required. If space allows fake enough cable from the anchor to reach the seabed and then fake out the remainder of the cable required for anchoring separately. (In a small boat it may only be possible to coil the warp).
***(Handy hint: A large plastic bucket can be used to hold the anchor warp. A hole should be drilled out in the bottom with the end of the warp passing through it to secure inboard If stowed correctly in the bucket the warp will be free to run out).***

Approach the anchorage either up wind (against) or against the tide, whichever is the stronger. Ensure that you are in the correct position by taking a transit bearing. When in position stop the boat, stream (cast overboard) the cable required to reach the seabed, followed by the anchor. The boat should have gentle sternway on her as the wind or tide push the boat backwards, if not gentle use of the engine (if power boat) is required. Do not go ahead as you may run over or foul (pass the cable around) the anchor. The remainder of the cable should be paid out hand over hand until it is fully paid out to the length required. As the boat drifts back with the current, the bows will pay away from the wind. When the boat has drifted the full length of its warp the bows should pull around to line up with the warp.
This is the first indication that you have got that the anchor has begun to bite. To confirm this take another transit on the beam as this is where the most movement will be noticed if the anchor is dragging.

If when at anchor, the wind or sea gets up (becomes rougher) the boat may start snatching at the anchor. If this is the case there are three options of remedy:

a) Pay out more warp, the extra weight of the cable laying on the seabed acts as a counter balance.
b) If this fails a 25kg weight could be secured to the cable by a lizard (use bow or stem line) and allowed to run half way down the cable to the seabed to increase the counter balance effect.
c) Weigh anchor and head for home.

***Examples of Small Boat Anchors***