

TECHNICAL BULLETIN

**U.S. ARMY
TOWING MANUAL**

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HEADQUARTERS, DEPARTMENT OF THE ARMY

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**U.S. ARMY TOWING
MANUAL**

REPORTING ERRORS AND RECOMMENDING IMPROVEMENTS

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CHAPTER 1

GENERAL

Section I. INTRODUCTION

1-1. PURPOSE.

Clearly, the primary mission of the Army is defense rather than commercial ocean towing or rescue salvage. It should be emphasized that U.S. Army ships are not designed to be in the commercial ocean towing or salvage business.

Section II. GENERAL INFORMATION

1-2. TYPES OF TOWING

The Navy recognizes several distinct types of towing which will be briefly listed here and discussed in more detail in the following paragraphs. These include:

- a. Harbor or inshore towing-both barge towing and docking (berthing)
- b. Ocean or offshore towing, which subdivides services into point-to-point scheduled or fixed- scenario towing, and general multi-scenario, special project towing
- c. Salvage work, including combat salvage, domestic/CONUS towing, and rescue towing
- d Tow-and-be-towed or emergency ship-to-ship towing.

1-2.1 HARBOR WORK. Harbor towing and base support, which includes berthing, is the province of what is referred to as "yard tugs." The Navy has had three classes of yard tugs: YTLs, YTM's and YTBs. The larger YTBs currently have as much as 2,000 shaft horsepower and are similar to commercial harbor tugs performing similar types of services. They are employed at major naval bases, overseas operating bases, ammunition depots, submarine bases, and in shipyards. In addition to berthing services, these tugs perform standby and safety escort duty. Of particular interest is the specially designed fender system on YTBs and YTM's configured for servicing submarines.

1-2.2 OCEAN AND OFFSHORE TOWING. The development of these activities within the Navy also depended to a large degree on the Navy's operations during WWII and thereafter.

1-2.2.1 Point-to-Point Towing. From WWII until the 1960s, point-to-point towing was performed by Auxiliary tugs, Fleet Tugs, Rescue Salvage Ships, and civilian-manned, government-owned tugs of the MARAD V-4 type. The ATAs were generally home- ported in each naval district in the continental U.S., Alaska and Hawaii, as well as at selected overseas bases. They were used for coastwise towing of various kinds of floating equipment (barges, pile drivers, dredges, etc.).

1-2.2.2 General Multi-Scenario Towing and Special Ocean Engineering Projects. General multi-scenario towing and special ocean engineering projects include the following types of missions:

- a. Fleet or Task Force standby duty and rescue towing services-Generally assigned to the Fleet Tug (ATF) and now to the Rescue Salvage Ship (ARS) and the Salvage Tug (ATS) Classes. The MSC-operated Fleet Tugs (T-ATF) also perform these tasks.
- b. Submarine Rescue and Escort-The primary mission of the ASR Class is rescuing submarine personnel. ASRs are