

CHAPTER 21

MOORING AND UNMOORING BILL

21-1 GENERAL:-

Mooring and Unmooring on the LSM will be an "All Hands" evolution. The Mooring and Unmooring Bill, therefore, assigns stations and duties for all personnel on board for these operations.

21-2 STATION ASSIGNMENTS:-

The assignment of stations for Mooring and Unmooring will be in accordance with TABLE 21-1 below:

TABLE 21-1

STATION ASSIGNMENTS

DIV.	RANK OR RATE	STATION	DUTIES
	Comdg. Officer	Bridge	Officer of the Deck.
	Exec. Officer	Forecastle	In charge forward.
	Gunn. Officer	Bridge	Assists Commanding Officer.
	Eng. Officer	Aft & Engine Room	In charge aft & engine room.
<u>CREW</u>			
<u>SHIP CONTROL</u>			
D	BM1c	Bridge	Boatswain's Mate of Watch.
SC	QM1c	Pilot House	Steersman.
S	Y2c	Pilot House	Annunciators.
SC	SM2c	Bridge	Visual signals.
SC	SM3c	Bridge	Visual signals.

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TABLE 21-1 (cont'd.)

STATION ASSIGNMENTS

21-2

DIV.	RANK OR RATE	STATION	DUTIES
<u>CREW</u>			
<u>SHIP CONTROL</u>			
SC	RM1c	Radio Room	Operator.
SC	RT2c	Radio Room	Radio repairs.
SC	RdM2c	Radar Room	Operator.
SC	RdM3c	Radar Room	Operator.
SC	RM2c	Bridge	Telephones & relief operator.
S	SK1c	Bridge	Telephones.
SC	RM3c	Bridge	Telephones.
SC	QM3c	Steering Eng. Rm.	Stand by telephone.
E	EM2c	Gyro Comp. Room	Gyro.
<u>ENGINE ROOM</u>			
E	CMoMM	Engine Room	Petty officer in charge.
E	MoMM1c	Engine Room	Starboard throttle.
E	MoMM1c	Engine Room	Port throttle.
E	MoMM2c	Engine Room	Oiler.
E	MoMM3c	Engine Room	Pumps.

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21-2

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TABLE 21-1 (cont'd.)

STATION ASSIGNMENTS

21-2

DIV.	RANK OR RATE	STATION	DUTIES
<u>ENGINE ROOM</u>			
E	MoMM3c	Engine Room	Telephones.
E	EM1c	Engine Room	Distribution board & generators.
E	F1c	Engine Room	Messenger.
<u>GUN CREWS</u>			
D	GM2c	Gun Nos. 1, 3 or 5	Gunner.
E	F2c	Gun Nos. 1, 3 or 5	Range setter, loader & talker.
D	S1c	Gun Nos. 2, 4 or 6	Gunner.
E	F2c	Gun Nos. 2, 4 or 6	Range setter, loader & talker.
<u>FORWARD MOORING PARTY</u>			
D	CBM	Superstr. Deck	Petty officer in charge.
D	Cox	Superstr. Deck	No. 1-line.
E	MoMM2c	Superstr. Deck	Windlass.
D	S1c	Superstr. Deck	No. 2-line.

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TABLE 21-1 (cont'd.)

STATION ASSIGNMENTS

21-2

DIV.	RANK OR RATE	STATION	DUTIES
<u>FORWARD MOORING PARTY</u>			
D	S2c	Superstr. Deck	No. 3-line.
E	F1c	Superstr. Deck	Telephones.
D	S1c	Forecastle	Lines.
<u>AFTER MOORING PARTY</u>			
D	BM2c	After Super. Deck	Petty officer in charge.
D	S1c	After Super. Deck	No. 6-line.
D	S2c	After Super. Deck	No. 5-line.
D	S2c	After Super. Deck	No. 4-line.
E	MoMM2c	After Main Deck	Stern anchor engine.
E	MoMM3c	After Main Deck	Brakeman.
E	EM3c	After Super. Deck	Telephones.
<u>SPECIAL DETAIL</u>			
S	SC1c	Galley	Regular.

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TABLE 21-1 (cont'd.)

STATION ASSIGNMENTS

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DIV.	RANK OR RATE	STATION	DUTIES
		<u>SPECIAL DETAIL</u>	
S	SC3c	Galley	Regular.
S	StM1c	Officer's Quarters	Regular.
S	StM2c	Officer's Quarters	Regular.
D	S2c	Galley	Mess cook.
D	S2c	Galley	Mess cook.
E	F1c	Galley	Mess cook.
S	PhM1c	Hospital Room	First aid.

21-3 KINDS OF MOORINGS:-

For the purposes of this manual, there are three kinds of moorings:-

- (a) Mooring alongside a dock.
- (b) Mooring alongside another vessel.
- (c) Mooring to a buoy.

21-4 PROCEDURE:-

The Commanding Officer will notify all heads of departments as to the time of mooring or unmooring. These officers will see that all necessary preparations in their respective departments are completed prior to mooring or unmooring; they will report their departments ready to the Officer of the Deck.

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21-4 PROCEDURE:-

The Officer of the Deck will see that the gyro-compass is started eight hours prior to getting underway. He will also be responsible for seeing that all routines and inspections for mooring and unmooring are carried out and report the ship's readiness to the Commanding Officer at least 15 minutes prior to the time set.

- (a) TABLE 21-2 below, sets forth the procedure to be followed, in the order of events, by the Officer of the Deck, when mooring.

TABLE 21-2

PROCEDURE FOR MOORING

TIME	EVENT
30 Minutes before mooring	<ol style="list-style-type: none">(1) Pass the word as to the time ship expects to moor and where.(2) Prepare mooring lines or mooring cable if buoy mooring.(3) Pipe down all scrubbed clothes and bedding.
15 Minutes before mooring	<ol style="list-style-type: none">(1) Pass the word, "Go to your stations all special sea details" (TABLE 21-1)(2) Check to ascertain if all special sea detail stations are manned and ready.(3) Test anchor windlass.(4) Test stern anchor engine.(5) Test ship control telephones.(6) Notify engine room of approaching mooring.(7) Report ship ready for mooring to Commanding Officer.

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TABLE 21-2 (cont'd.)

PROCEDURE FOR MOORING

21-4

TIME	EVENT
Mooring	<ul style="list-style-type: none"> (1) Put out lines as required. (2) Shift colors; at night turn out running lights and turn on anchor lights if used. (3) Have CBM take ship's draft; center data in ship's log and quartermaster's note book. (4) Notify engine room and gyro-room to secure main engines and gyro. (Secure only when so directed by Commanding Officer). (5) Station regular port watch details; secure special sea details.

NOTE: Whistle will not be used on mooring. For testing whistle, permission must be obtained from Senior Officer Present.

(b) TABLE 21-3 below, sets forth the procedure to be followed in the order of events, by the Officer of the Deck, when unmooring.

TABLE 21-3

PROCEDURE FOR UNMOORING

TIME	EVENT
45 Minutes prior to unmooring.	<ul style="list-style-type: none"> (1) Man and test all ship control telephones; secure after testing. (2) Test steering gear. (3) Test anchor engine and windlass. (4) Test voice tube communication. (5) Clear ship's side.

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TABLE 21-3 (cont'd.)

PROCEDURE FOR UNMOORING

21-4

TIME	EVENT
30 Minutes prior to unmooring.	<ol style="list-style-type: none">(1) Test engine room order telegraph.(2) Warm up and test main engines after securing permission from Commanding Officer.(3) Have CBM take ship's draft; enter data in ship's log and quartermaster's note book.
15 Minutes prior to unmooring.	<ol style="list-style-type: none">(1) Test wheel and bridge instruments.(2) Station special sea detail in accordance with TABLE 21-1.(3) Pass word "All departments prepare to get underway."(4) Check to ascertain if all special sea detail stations manned and ready.(5) Stand by all lines.(6) Report ready for getting underway to Commanding Officer.
When ordered by Commanding Officer.	<ol style="list-style-type: none">(1) Notify engine room to stand-by to answer all bells.(2) Cast of lines as required.(3) Shift colors, lower jack.(4) At night, turn off anchor lights and turn on underway lights or darken ship as prescribed.(5) Notify gyro-room of speed and latitude.
After clearing harbor.	<ol style="list-style-type: none">(1) Station regular sea details; secure special sea details.

NOTE: Whistle will not be used on getting underway. For testing whistle permission must be obtained from Senior Officer Present.

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HANDLING LINES:-

21-5

- (a) Mooring alongside of dock or another vessel:

Lines properly handled are of the greatest assistance in coming alongside or leaving a dock or another vessel. To prevent confusion and to make for efficient line handling while mooring and to make for lines are numbered from forward to aft according to their position on board ship. Diagrammatic Sketch 21-4 shows the location and numbering of the principal mooring lines for the LSM. Additional lines may be used as necessary in which case the numbers of the lines are changed accordingly. The following information is given regarding the various lines used in mooring a vessel to a dock or to another vessel.

- (1) Bow Line is the line run through the forward chock as close to the stem as possible and led forward up the dock. It is used to check the aft motion of the ship and to bring the bow into the dock.
- (2) Stern Line is the line run through the stern chock and led aft on the dock. It is used to check the forward motion of the ship and to bring the stern into the dock.
- (3) A Spring Line leads forward or aft and checks the forward and aft movement of the vessel.

The After Bow Spring leads aft from the bow and checks the forward movement.

The Forward Bow Spring leads forward from the bow and checks the aft movement.

The After Quarter Spring leads aft from the after quarter and checks the forward movement.

The Forward Quarter Spring leads forward from the after quarter and checks the aft movement.

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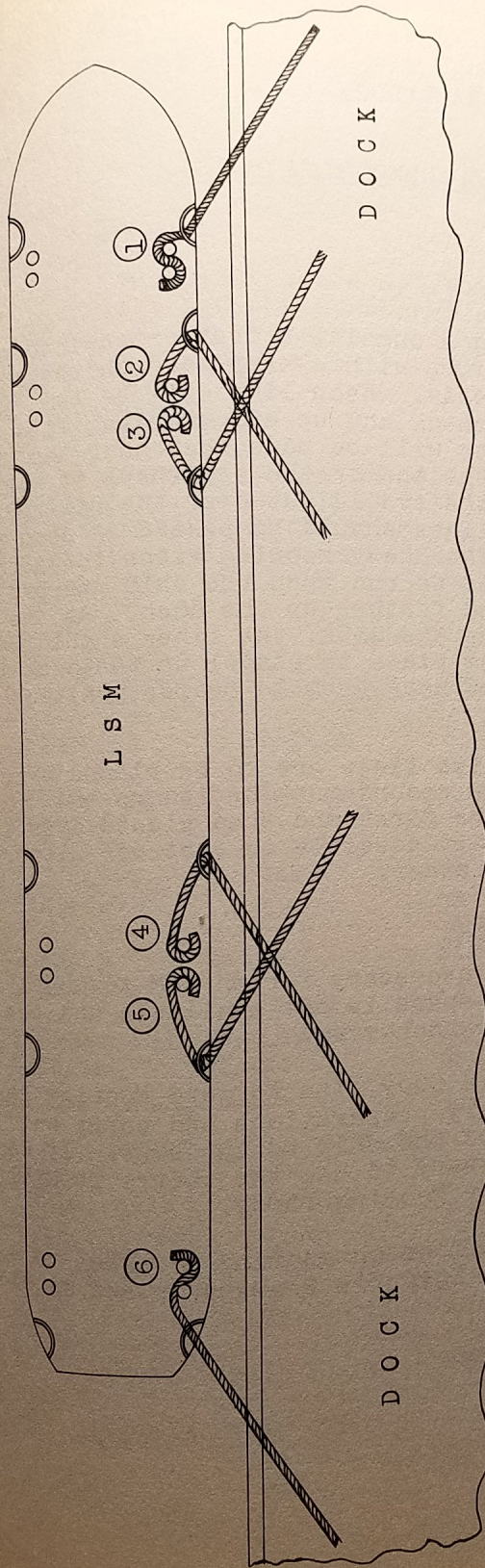
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21-5 HANDLING LINES:-

(a) (cont'd.)

- (4) A Breast Line leads out at right angles to the ship's keel and prevents the ship from moving athwartships away from the dock. If only a Breast Line is out and the ship is moving forward or aft, the ship will be sprung into the dock and the Breast Line becomes a Spring Line.

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NOMENCLATURE

- 1 - Bow Line
- 2 - After Bow Spring
- 3 - Forward Bow Spring
- 4 - After Quarter Spring
- 5 - Forward Quarter Spring
- 6 - Stern-Line

DIAGRAMMATIC SKETCH 21-4

ARRANGEMENT OF MOORING LINES ON THE LSM

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21-5 HANDLING LINES:-

(a) (cont'd.)

Prior to coming alongside a dock or another vessel, the required lines with eye splices on the shore ends will be made ready. Each line will be led through the proper chock and up and over the life lines. Heaving lines will be made fast near the eye splices and not at the end of the eye where it would become jammed when the eye is put over the ballard on the dock. Heaving lines should be passed as soon as it is possible and the heavy mooring lines to which they are attached can be run when the ship has progressed closer to and farther up the dock. As the ship works her way up the dock, the lines should be fleeted (shifted from place to place) up the dock in short fleets so as to keep them in proper position for use as required.

If the eyes of two lines are to be placed over the same ballard, the second must be led up and through the eye of the first and then placed over the ballard. This makes it possible to cast off either independently of the other.

(b) Mooring to a Buoy

It may often be necessary for an LSM to moor to a buoy where docking space is not available and the water is too deep for anchoring.

When mooring to a buoy, the Forward Mooring Party will make the necessary preparations and carry out the actual securing of the ship to the buoy. If conditions make it necessary to use the wherry it will be manned by the After Mooring Party.

Detailed instructions on mooring a vessel to a buoy are given in the Knight's Seamanship and should be carefully read.

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