

# Auxiliary Vessels

Read the transcript of the lecture about auxiliary vessels and choose the best alternative. You can listen to the lecture afterwards to check your answers.

We are going to look at some examples of auxiliary vessels.

First, we will consider **tugs/dredgers**. Tugboats are relatively **small/big** ships with a large pulling power. A common **characteristic/size** of all tugboats is their low **aft/fore** deck. This is to provide the towing wire with some **freedom/restriction** of movement.

- **Seagoing tugs** are used for:

- **salvage/drilling**
- **laying cables/towing**
- anchor handling in the offshore industry
- environmental service and
- assistance to ships with **chainlocker/engine** and/or steering problems

Tugs can tow to a position at sea any **floating/sunk** object, like partly completed ships, floating **wrecks/fires**, docks, drilling ships and other large objects.

- **Escort/Companion tugs** are used to escort large ships along dangerous passages. They have been developed after a number of serious **tanker/lifeboat** accidents in recent years. Escort tugs operate in confined coastal waters and are small seagoing tugs that can push or pull a large ship away from a dangerous area when its own **draught/propulsion** is not sufficient.

- **Harbour tugs** are used in **starboards/ports**, inland waterways and coastal areas for:

- **assisting/assassinating** and towing vessels in and out of ports
- salvaging, or assisting in salvage in ports or coastal waters
- fighting fires and environmental disasters
- keeping ports free of fixed **fog/ice**

Secondly, we move on to the **icebreaker**. Icebreakers are similar to tugboats: **a large/little** engine power in a relatively small ship and moreover they are fully **dangerous/equipped** for towing and salvage. Their main function is to cut a channel through an ice layer at sea, in a port, a river or other (inland) waterways.

Finally, another type of **auxiliary/helper** vessel is the **pilot boat**. Entering and departing of a port needs to be carried out in a(n) **safe/easy** way. The ship's **crew/passengers** often has limited knowledge of local conditions. Dangers, recent **changes/changelings**, customs and **rules/rulers** are different from port to port or changing continuously. Therefore local **knowledge/movement** is hired in. Usually this is a pilot coming on **board/overboard** just before entering the particular port. That pilot can be boarded or debarked by:

- a **tender/tenderly** (small, fast boat) coming from the actual port
- a pilot boat at station at sea, close to port
- a helicopter (often only for very large ships).

From shore, a ship can get directives how to manoeuvre from a so-called **Victory/Vessel Traffic Service** (VTS). A VTS **controls/announces** the shipping using a shore-radar system and radio **communication/propulsion**. A **satellite-/shore-based** controller informs the crew and/or the pilot about possible hazards and about other traffic.