

TOWBOAT/TENDER/SURVEY BOAT DESCRIPTIONS

I. *Very large towboats.* This is the largest class of towboats; typically they are 110 ft or over in length, have more than one engine, and generally have 2000+ hp. Vessels operate on major waterways, in open and unprotected waters. Vessels serve as prime movers (over long distances) for major items of non-self-propelled floating plant (i.e., dredges, mat sinking and revetment plant, derrickboats, etc.); extra large tows of fuel, material, and special purpose barges; and self-propelled floating plant such as dredges and other towing vessels. In addition to the primary purpose of towing, they also conduct channel patrol and reconnaissance operations. Vessels operate 24 hours a day on a watchstanding system; crew is large (typically over 20) and is organized into separate deck, engine, and galley departments, and there are supervisors to head major departments. Reports to a section or branch chief who is located in the district office.

II. *Large towboats.* These vessels are over 65 ft but under 110 ft in length, have more than one engine, generally over 1000 hp. Vessels typically work on major inland waterways. They serve as the prime mover assigned to large construction and maintenance units; transport tows of large special purpose plant such as work shops, quarterboats, floating cranes, and supply and equipment barges to/from and around worksites. In addition, may make up and push large tows (up to 5000 tons) of supply and material barges from depots to worksites. Vessels typically operate 24 hours a day on a watchstanding system. Crew is generally smaller (approximately 10-15 employees) and structured similar to a very large towboat. Reports to a supervisor located in the district office or a field office.

III. *Medium towboats.* These vessels are typically 50-65ft, have more than one engine, up to about 1000 hp. They serve as the prime mover assigned to small construction and maintenance units, towing rock barges, fuel barges, crane barges, other construction equipment and crew. May also conduct marking and patrolling and navigation channel inspections on vessels that may carry up to 65 passengers. Tows are generally 1-6 barges. Vessels typically operate one shift and usually do not have a crew assigned for operating the vessel. Serves as the team leader over the maintenance crew typically made up of equipment operators and laborers. Reports to a supervisor located in a field office.

IV. *Medium tenders (a).* These vessels are generally under 65 ft but over 45 ft in length, have more than one engine, usually well over 500 hp. They usually operate on inland rivers and waterways. Typically, these tenders operate in direct support to dredges, revetment, or maintenance and repair units where they assist towboats in moving major items of floating plant to or about worksites; may independently shift smaller items of plant and equipment around the worksite. Also, they support the work unit's activities by transporting supply and material barges between depot and worksites; make up and push tows up to 3000 tons. Normally, vessels work same schedule as the work unit serviced, which generally includes multiple watch (over 8 hr) operations. Crew is generally small (i.e., 6-10 employees) and loosely divided into engine and deck functions. Reports to the on-site construction superintendent, dredge officer, lockmaster, etc.

V. *Medium tenders (b)*. These vessels are generally under 65 ft but over 45 ft in length, typically more than one engine, with over 300 hp. This type of tender operates on inland rivers and waterways. This is a general purpose tender which typically works out of an equipment pool or depot, although some may provide direct support to a field unit. These vessels are used for local channel patrol or reconnaissance work, picket duty, or to make up and transport supply and material barges and other equipment tows (usually not over 2500 tons) around district waterways. They also provide assistance in moving plant around the worksite if supporting field unit. Vessel operation may be single or multi-watch depending on the work situation. Crew is small (i.e., 2-6) depending upon the number of shifts worked. Operators perform routine vessel maintenance and repair work. Reports to the on-site construction superintendent, depot/equipment pool, hired labor unit, dredge officer, etc.

VI. *Survey Boats (a)*. These vessels are generally under 65' but may range up to 110'. If the vessel is a high-speed cabin cruiser, it also serves as an inspection boat carrying VIPs. It also serves as a tender assisting other floating plants and delivering supplies and subsistence, when required. May require an engineer, depending on the vessel. Reports to the head of the equipment pool section, chief of the surveying section with on-site direction provided by the survey party chief, or construction superintendent. These are the survey boats that are evaluated by the Ladder Diagram.

VII. *Survey Boats (b)*. These vessels range in size from 40' – 65'. They are used for conducting hydrographic surveys, and may be used for channel inspections, and transporting VIPs on inspection trips. These vessels may or may not be equipped for passengers and have a small galley, but does not require a crew. Reports to the chief of the surveying section with on-site direction provided by the survey party chief. These are the survey boats that are evaluated by the DAMES.