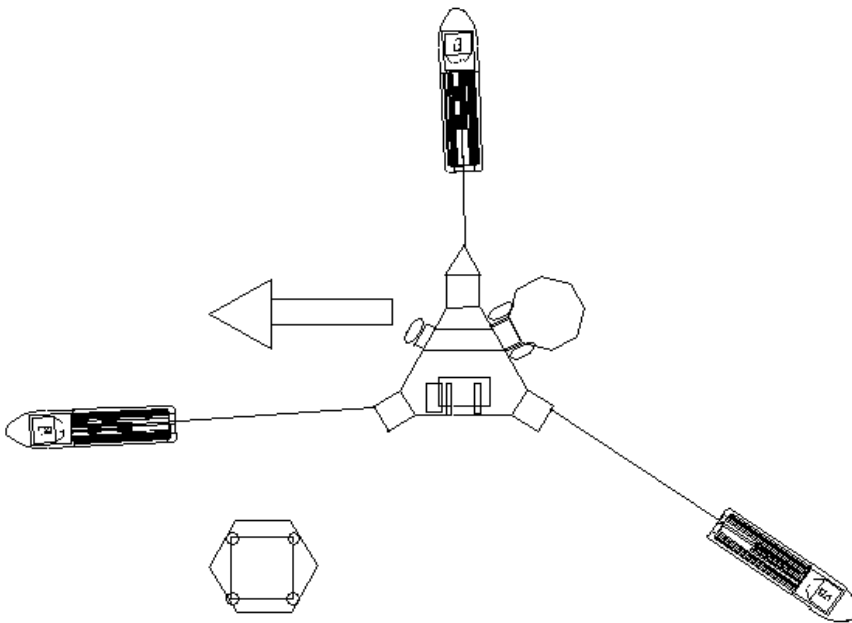


thrown over from the rig. The ships will then be instructed to pull so that the rig, its spud cans dragging through the sand, is moved very slowly into position.

It is usual to make the approach from the opposite side of the platform to that where the rig is eventually going to be placed. The towing vessel passes, the rig gets to a point abreast of the platform and then the tug on the quarter which is closest to the platform is instructed to pull the rig sideways effectively stopping the forward movement. The structure should then arc over in the direction of the platform pivoting on the position of the lead tug. The anchor handler on the other quarter has to job of restraining the rig in its movement.



*APPROACHING A PLATFORM IN THE MIDDLE EAST. At this point in the operation the ship which is pulling the rig across the face of the platform has the most difficult job.*

Initially considerable effort is required on the part of the tug which obviously has to change the direction of the rig, but once on the move the tow-master will reduce the effort and gradually bring the whole system into equilibrium as the correct position and heading is approached.

Sometimes a ship may be missing from the team and then it is necessary to use an anchor. The instruction to drop the anchor is one of the tow-master's functions, but quite often he will have no suitable place from which to navigate, and despite the presence of GPS he may need help from the sole tug on the stern. What help is required will only be evident at the time.