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Emne: Bungy use for Australian Volunteer Coast Guard.

Hi Lars.

I hope you had a lovely xmas and new year. I apologise for taking so long to email you.

We have been operating Bungys within our tow line system for over six months and have found them to be highly effective in mitigating shock loads during towing operations.

Tow System Configuration

Our tow system comprises several discrete sections arranged as follows:

1. **Vessel Connection**
    - A bridle looped over two stern bollards.
    - The bridle incorporates a roller, a float, and a reinforced loop.
    - The reinforced loop is connected to the main tow line using a double sheet bend.
2. **Main Tow Line**
    - 70 metres of 20 mm Dyneema.
    - Twelve Bungys installed approximately 5 metres from the bridle.
3. **Energy Absorption and Overload Protection**
    - The downstream end of the main tow line is fitted with a truck snatch strap to introduce additional mass and limited stretch.
    - A fusible link follows the snatch strap. This consists of a 3-metre length of silver rope with a breaking strain between 2 and 4 tonnes, selected based on the displacement of the towed vessel.
    - The fusible link is intended to be the designated failure point under excessive load.
4. **Towed Vessel Connection**
    - The fusible link is connected loop-to-loop to the snatch strap.
    - The downstream end is tied to a 15-metre attachment line (12 mm Dyneema) using a double sheet bend.
    - The attachment line terminates in a clip for connection to the trailer hitch of the towed vessel.

Operational Experience

Our previous tow line consisted of 24 mm braided synthetic rope. While this rope provided desirable elasticity and effective shock absorption, it sank in the water and posed a significant risk of being drawn into our jet intakes, creating an unacceptable operational hazard.

Dyneema resolved the buoyancy issue but introduced a new challenge due to its near-zero stretch. Prior to installing Bungys, we experienced repeated failures of the fusible link under dynamic loading.

On one occasion, this occurred at night in very rough conditions, making retrieval of the attachment line extremely difficult and placing the vessel at risk of drifting dangerously close to rocks while re-rigging.

Since installing the Bungys, shock loading has been effectively eliminated and no further component failures have occurred.

Installation Considerations

Installing Bungys onto 20 mm Dyneema is challenging. The Bungys must be mechanically opened using a vice; installation by hand is effectively impractical. While this adds some complexity during setup, it has not impacted operational reliability once installed.

Conclusion

Based on our operational experience, Bungys have proven to be a highly effective solution for shock absorption in Dyneema-based vessel towing systems. Despite minor installation challenges, they have significantly improved system reliability and safety. We would recommend their use for similar vessel towing operations where buoyancy and shock mitigation are critical considerations.

I hope you find this satisfactory.

Regards Shirley

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