

STANDARDS FOR SECURING BOATS AT OUR VYC MARINA

The mooring standards as presented in this article are designed to prevent damage to your boat, the docks and other boats. You are required to use appropriately sized mooring lines with snubbers or spring steel on lines of less than 10 feet in length. A properly secured boat will be held by a **minimum of three lines**. Attach the lines correctly to cleats and keep snug, so lines do not droop into the water. Use fenders to prevent contact of your boat with the dock or other boats.

Terminology:

Bow – the forward part of a boat.

Bow Line – a docking line leading from the bow.

Chafing Gear – tubing or leather wrapping used to protect a line from chafing on a rough surface.

Cleat – the metal fixture on the dock (or boat) used to attach lines to securely moor your boat.

Fender – a cushion, placed between boats, or between a boat and a dock, to prevent damage.

Line – nautical term for ropes used in sailing and securing your boat to a dock.

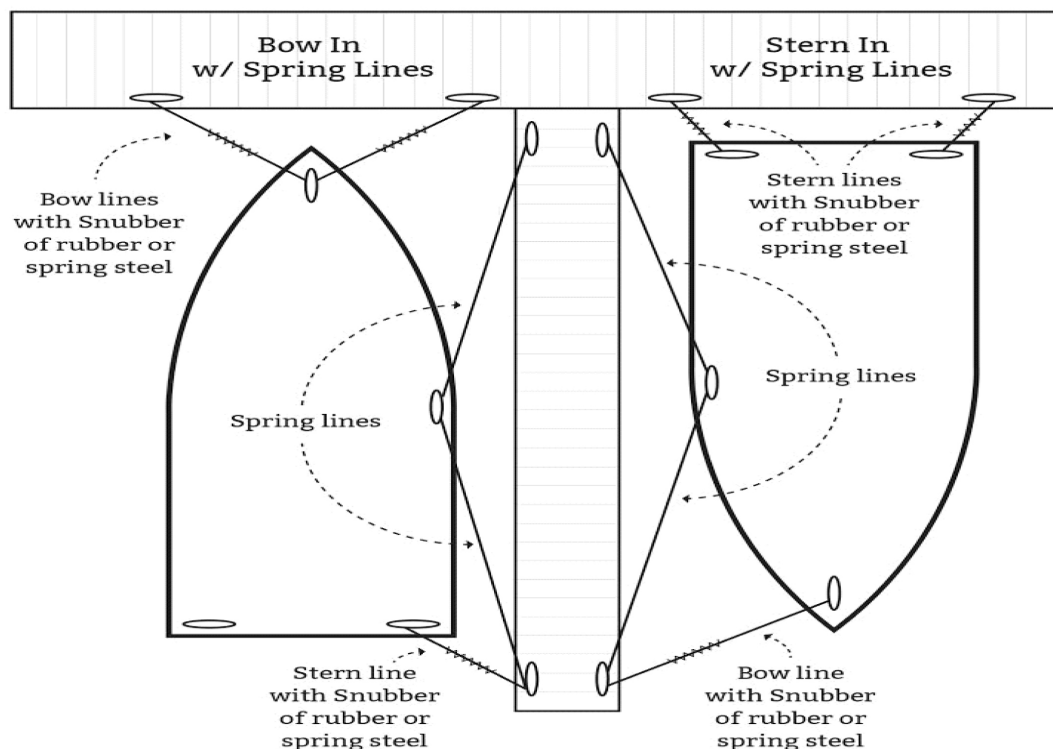
Pile – a wood, metal or concrete pole driven into the ground.

Snubber – a rubber or spring steel device attached to a mooring line to reduce shock to the boat and the dock.

Spring Line – a line used to prevent the boat from moving forward or backward while made fast to a dock.

Stern – the after or back part of a boat.

Stern Line – a docking line leading from the stern.



Lines can generally be categorized as follows:

Laid Nylon – a twisted line of nylon fibers may be used as a mooring line.

Single or Double Braided Nylon (braided core covered with braided jacket) – are the best lines for moorage as they have good abrasion resistance and resistance to rot.

Polypropylene (the common yellow or white ski rope) – must **NOT** be used as a mooring line.

Size of line recommended for size of boat:

Boats to 20 feet = 3/8 inch diameter line

Boats 20 to 35 feet = 1/2 inch diameter line

Boats 35 to 45 feet = 5/8 inch diameter line

1. Take a turn around the base of the cleat, then bring the line over the top of the cleat.

2. Wrap under the first arm a 2nd time then back over the top of the cleat.

You have now made a figure 8 pattern over and around the cleat.



3. Now form an underhand loop and slip that loop over the arm of the cleat, which pins the free end under the last wrap.

4. Pull the free end tight and you have a neat, tidy and secure cleat hitch!