

Knots and Line Handling

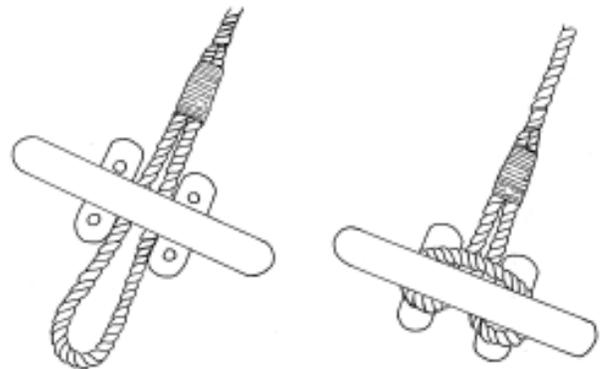
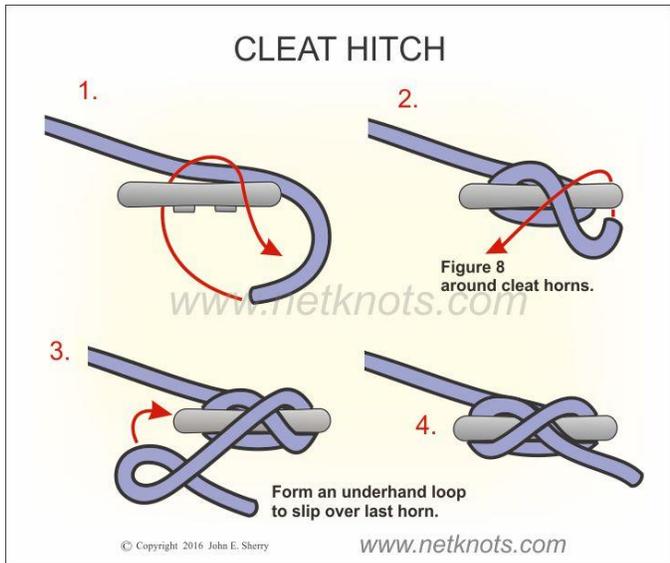
Cleat Hitch

The Cleat Hitch is the best way to secure a boat or to a dock, or to another boat. It is a quick and easy method, and will not jam, making it easy to untie.

Correct



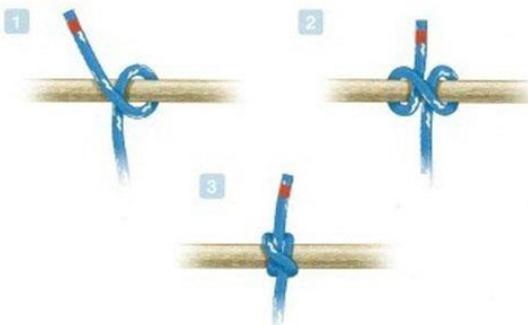
Incorrect



(Not usually recommended)

Clove Hitch

Used to tie a fender to a lifeline or rail.



Used to secure a dock line to a piling.



Two Half Hitches ~ may be used for securing a fender, or a tying a line to a piling

Form single half-hitch (overhand knot)

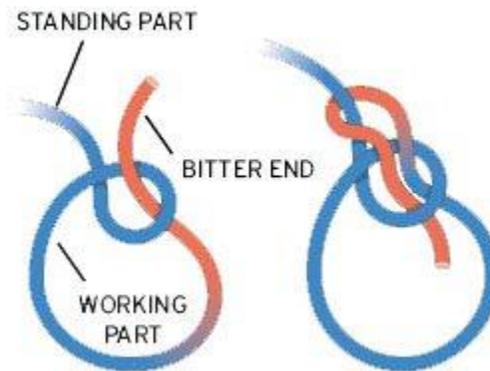


Form a second half-hitch above the first



Bowline - "The Boater's King of Knots"

The purpose of a bowline is to make a loop. It is used to form a temporary loop in a line which may then be put over a piling or cleat or used to secure something to a line via a loop. It has the virtues of being both easy to tie and untie; most notably, it is easy to untie after being subjected to a load.



Securing the boat to a dock, or to another boat ~ have your lines ready!

Note: The **incoming boat** (boat joining the raft up) always readies **their** lines and fenders. Your Captain will advise you as to "port to", or "starboard to" positioning.

Line Handling Commands

Cast off - Untie lines from boat

Take in - Untie lines from shore (or another boat) and place on boat

Slack - Take off all tension and let line hang slack

Ease - Let line out until tension is eased but line is not slack

Hold - Do not let any line out but be ready for more maneuvering

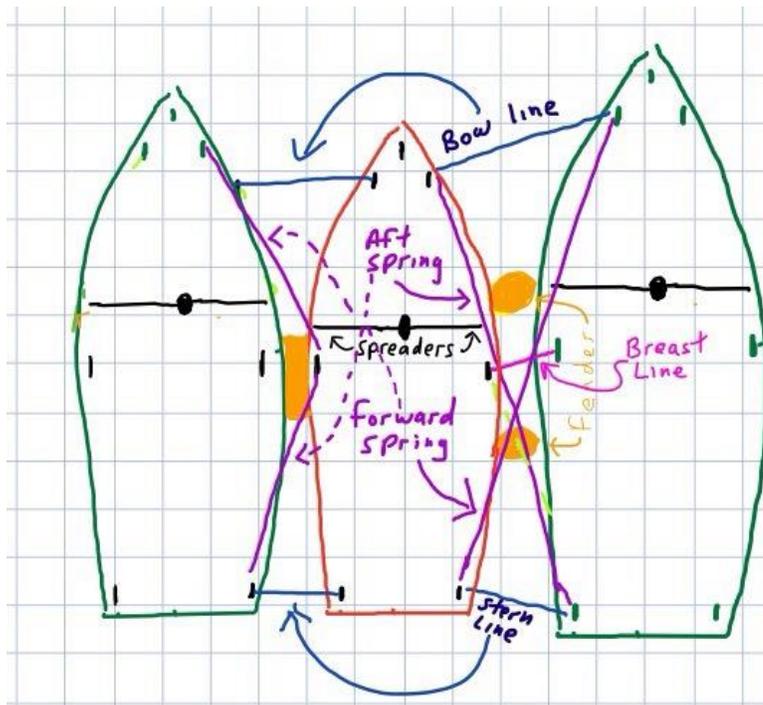
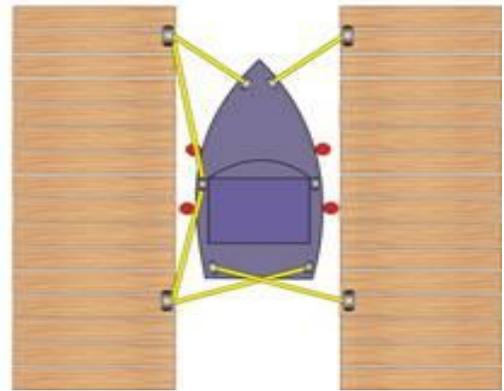
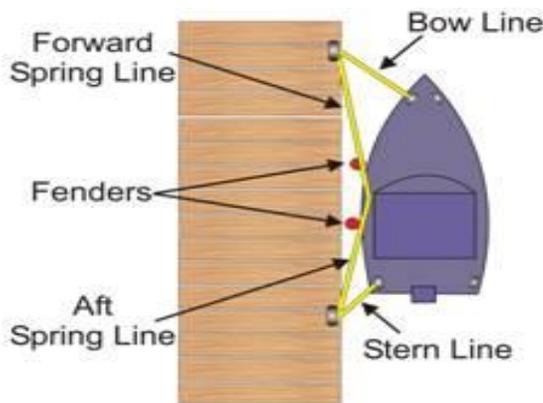
Make fast - Secure a line

Bow Lines: Bow lines stop the bow of a boat from moving side to side. A bow line also keeps a boat from drifting away when tied alongside, such as when you're tied off to a bulkhead or pier.

Breast Lines: Breast lines are used to keep a boat from moving away from a pier, or to make it easier when pulling the boat closer for easier boarding.

Spring Lines: Spring lines keep a boat from moving forward or aft. Generally only two of these lines are required, but as many as four are sometimes used, depending on the situation.

Stern Lines: Stern lines prevent the stern of a boat from moving side to side or, when tying up alongside a bulkhead or pier, a stern line keeps a boat from drifting away from the dock.



Bow & Stern Lines

- hold boats together
- Some fore/aft control

Spring Lines

- control fore/aft position
- Your "Forward" runs (& pulls you) forward
- Your "Aft" runs (& pulls you) backward
- Your "Forward" is your neighbor's "Aft"

Breast line (less common)

- pulls boats together

- * Cleats too small & too few? You may need to use winch, stanchion base, or toe rail
- * Check for chafe on toe rail, shrouds
- * Be sure spreaders are offset to avoid rigging damage

Fenders: Fenders can be anything from a flat piece of foam to a large inflatable rubber buoy. They're designed to cushion your boat when you're tied up alongside a pier or bulkhead, or in any other instance when there's simply no way to prevent your vessel from making contact with a dock, piling, pier, or another boat. Avoid the urge to call these "bumpers"; this will mark you as a boating newbie.



Vertical, used for dock or another boat



Horizontal, used only against a piling



Vertical, with Fender Board

Coiling and Securing a Line

Neatness counts, especially because it's also safer. Don't throw lines in heaps about the boat. They'll kink, tangle or jam when you need them, and you and your passengers are likely to trip over them. Get into the habit of coiling your lines when they are not in use. There is a good reason for this (besides looking good): stepping on a loose line can be like stepping on a marble. On a sailboat, do not **secure** "working" lines, such as sheets or halyards.

A line under tension can be a lethal weapon if it, or what it is attached to, fails. The line will recoil with a force that can cause serious injury and/or damage.

