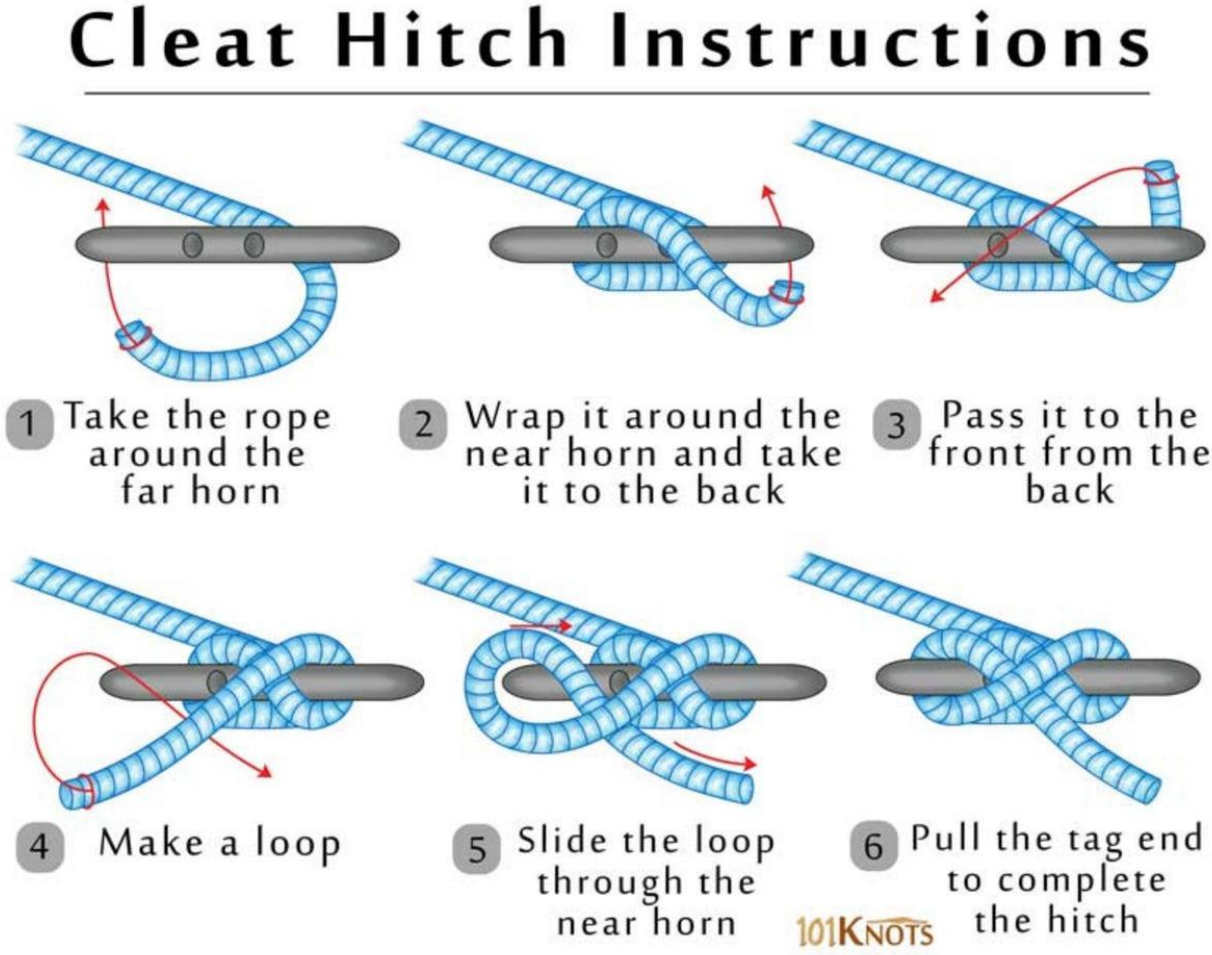
SBYC Dock Securing Information

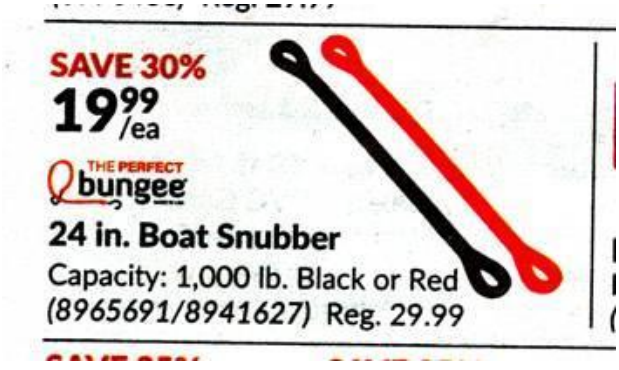
Wanted to reinforce how important it is to properly secure our boats when tied up at our Dock fingers. Boats have been damaged at SBYC in the past due to being moored improperly.

- Dock lines should all be 1/2 in diameter for our boat sizes.
- Use boat and dock cleats to secure our lines. Cleats are engineered for the load they will see.
- The stern and bow lines hold the boat in position next to the finger.
  - A second bow line is optional but not required.
- The two spring lines position the boat laterally along the finger.
- Dock lines should be loose to allow some movement of the boat independently of the dock finger.
- Once your boat is secured, take the bow and move your vessel around to see where it will move to, adjust lines accordingly.
- No crossing of dock lines at the front or the middle of the dock finger in order to reduce tripping hazard. It is allowed to cross dock lines at the back end of the dock finger out of the main foot traffic area.
- Dock fingers should be kept clean of tripping hazards, dock lines material etc.
- If you see a sailboat at our club not secured properly feel free to secure it properly.



Snubbers

With our boats getting moved around a lot it is hard on our dock lines. One item we can do to lessen this jarring action is to use snubbers. Here is an example.



Good use of snubber and chafe protection

Chafe Protection

or

Chafe Never Sleeps

In addition to the proper line size, a second worthwhile precaution is guarding against chafe.

If a fibre line is loaded up and exposed to an edge, or anything rough or sharp like improperly countersunk screws, screw heads with sharp edges, and joins in metal rub rails can be as sharp as a knife and will cut through rope fibers quickly.

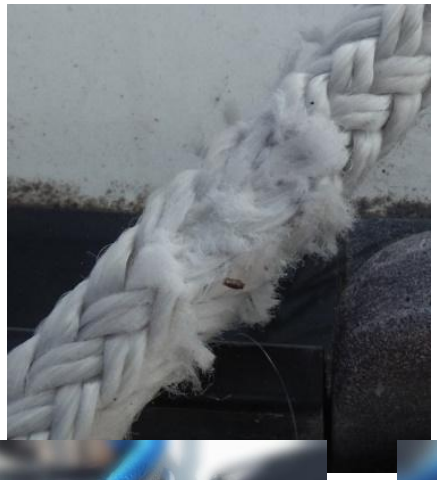
Bow chocks can be a significant source of chafe and quickly wear through lines. Lines rubbing on other lines may also lead to chafe. All running rigging (ropes leading through various blocks, and to different places of the masts, sails, tacks etc) are subject to chafe, be they halyards, topping lifts, leech-lines, bow-lines, down-haulers or furling lines on roller reefing gear. Once a line is chaffed, even slightly damaged, it cannot be relied upon to support loads and should be replaced.

Traditionally sailors have wrapped/tied/sewn a canvas or leather chafe guards around a line where it passes over a roller or through a chock. Although not quite as good, a length of water hose works well too.

Avoid using a knot on the line to hold the chafe guard in place as an overhand knot reduces the line's breaking strain to 60-65% of lines strength, and a Figure of 8 knot will reduce the lines strength by 75-80%. Instead use a whipping.

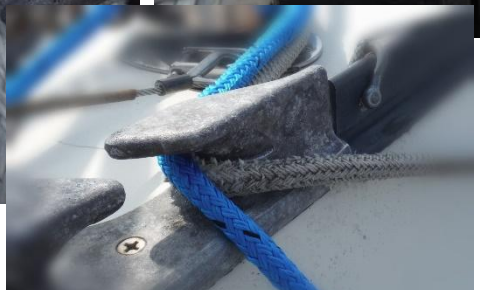
Chafe protection significantly extends the line's life.

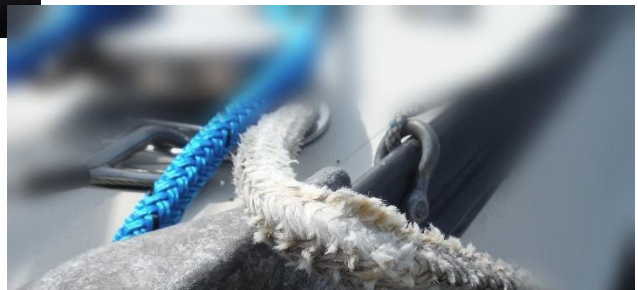
A few examples of chafe:



Lines chafing on a hard edge

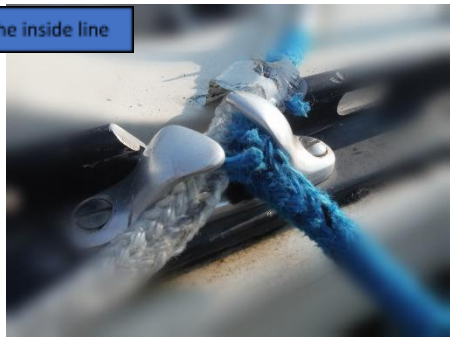
Lines chafing on each other

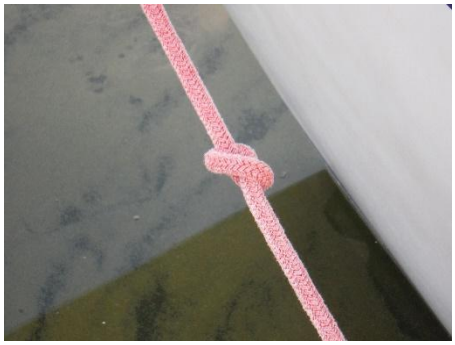




Chafe on the inside line

Chafe on the inside line





Knots are not good.

Assorted chafe protection

Ronald van Amsterdam