



## Mooring Guide

This is a guide only to help all mooring users to safely tie up their vessels. *We must stress that it is the owner's responsibility to moor their vessels and Tollesbury Saltings Ltd cannot be held liable for any damage that occurs.* We have felt the need to produce such a document as it is obvious that many berth-holders do not appreciate the height that the tide reaches on Spring Tides. Sometimes your stagings are covered by up to four feet of water. The damage that these tides can do on boat and stagings if the vessel is incorrectly moored can be colossal and a charge will be made for repairing stagings if the vessel has been incorrectly moored. One big tide can often leave us with four weeks work to repair stagings. We therefore ask that you read this guide very carefully and if you have any problems please do not hesitate to contact us, we are only too pleased to give advice.

We recommend that, when you take the boat out, you do not take the mooring lines with you. Have special ropes for mooring and once they are the correct length, make no further adjustment. Leave them where you can grab them easily upon your return i.e., hung from a nail about 3ft above staging height.

**SPRINGS:** the two ropes that prevent the boat from moving fore and aft, may be secured to the staging, but must have enough slack to allow some movement.

**BREAST ROPES:** the ropes that keep the boat from moving sideways away from its staging. **These must not be secured to the staging** but to mooring posts on the bank whenever possible. Stagings are built to withstand a push, not a pull. Breast ropes, which are always less slack than the springs, need about 2ft of slack in 40ft of length, 3ft in 30ft of length measured at low tide. You might be surprised at how often too short a line prevents a boat from rising.

Moorings lines are best secured to posts provided for that purpose, with a round turn and two half hitches. Do not tie to the boardwalks as these posts are much smaller and easily pulled out. Have an eye-splice or bowline which goes over a strong bollard or cleat on the boat. These should be large enough to accommodate your lines and sited at the bow and the stern quarters.

Better to have the least number of mooring lines, usually four, of good rope, than many ropes of uncertain reliability and purpose. We can supply



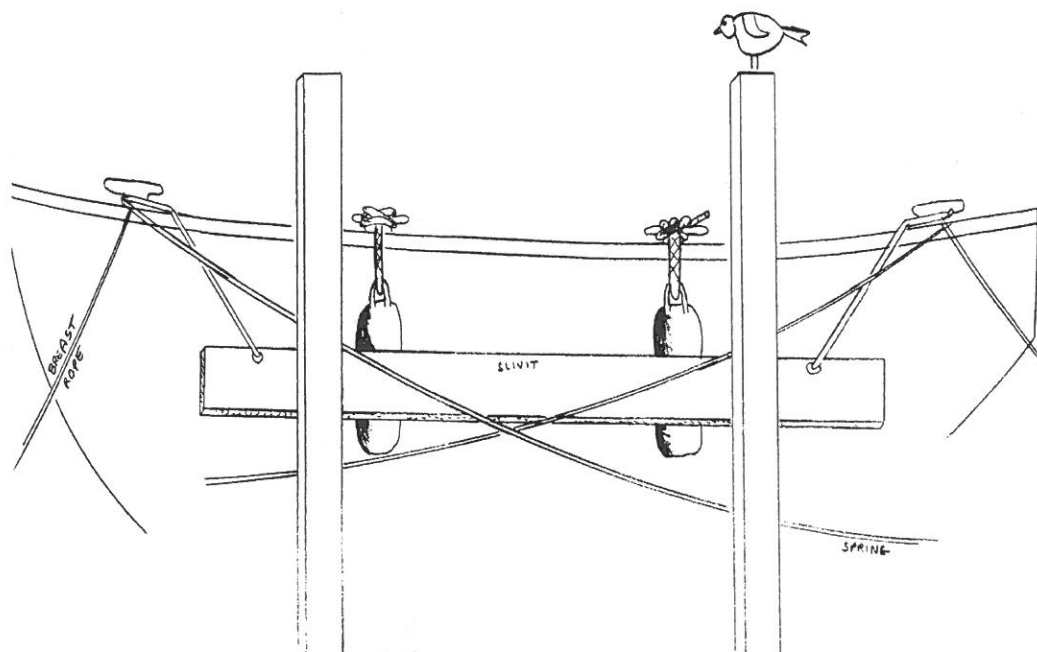
cheap mooring lines. It adds nothing to security if you tie your lines with many turns and hitches. Use the minimum. Never tie anything that could jam.

In an emergency, someone other than the owner may have to move your boat. If the moorings are complicated and difficult, the delay could contribute to serious damage or an accident.

Now, if it hasn't happened yet, sooner or later you will have to bring your boat to its mooring in absolute darkness, in filthy weather, and with the tide over the stagings. That is when the way you moor up should be a routine which you can carry out in extreme conditions even when disoriented, cold and exhausted. We strongly advise you to practice, and stick to your routine. The safety of your boat and any crew and passengers may depend on it.

**FENDERING:** Old motor tyres mark your boat, and look dreadful. Fenders look okay but are not much better, except when hung between the boat and a slivit board. Slivit boards need to be about 4ft longer than the staging's uprights, heavy enough to descend with the boat and strong enough not to be broken or wear through. Lightweight plastic fenders tend not to stay in place between the board and the hull. You need the heavier and more expensive ones. Slivit boards should be left on the staging when leaving the mooring.

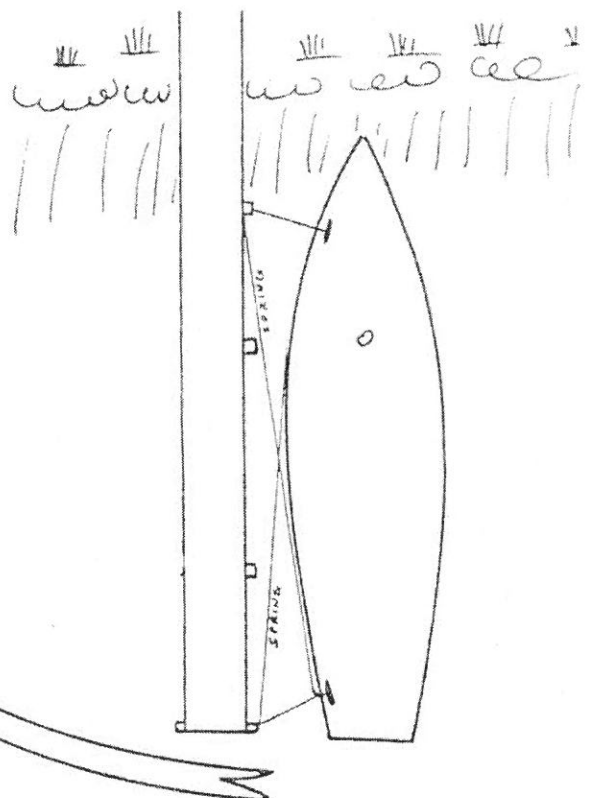
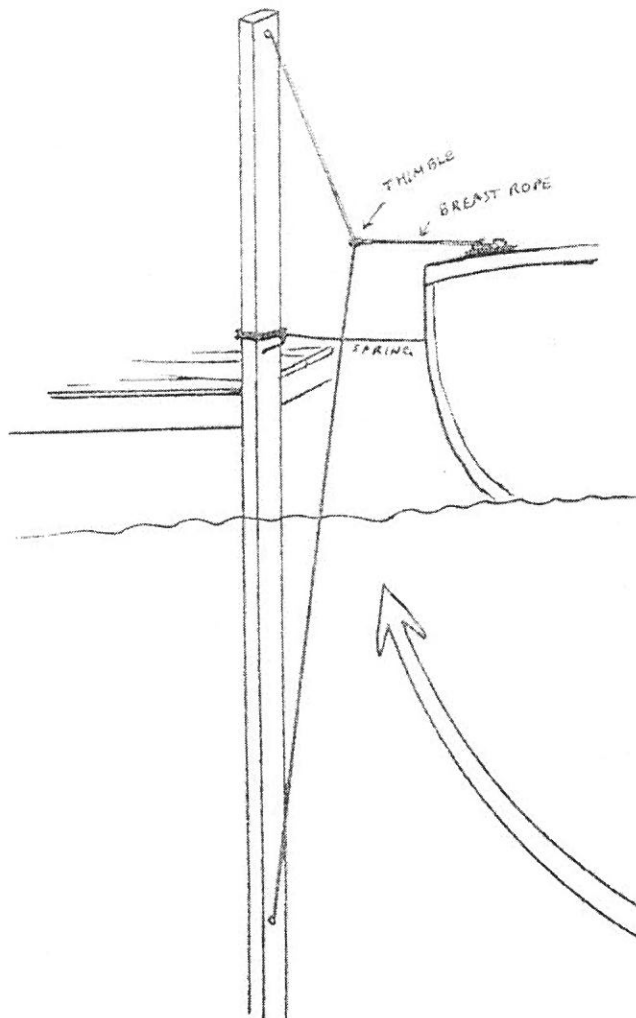
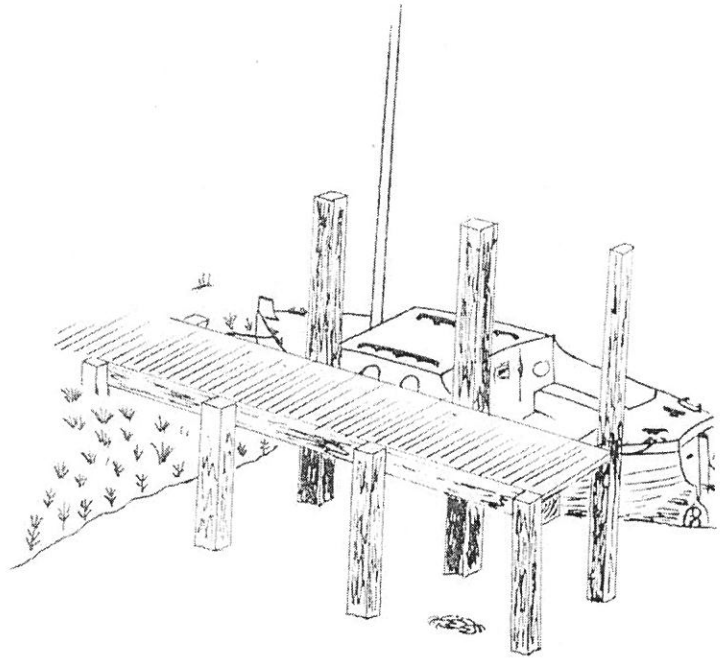
Do not tie fenders or slivit boards to stanchions or guardrails.

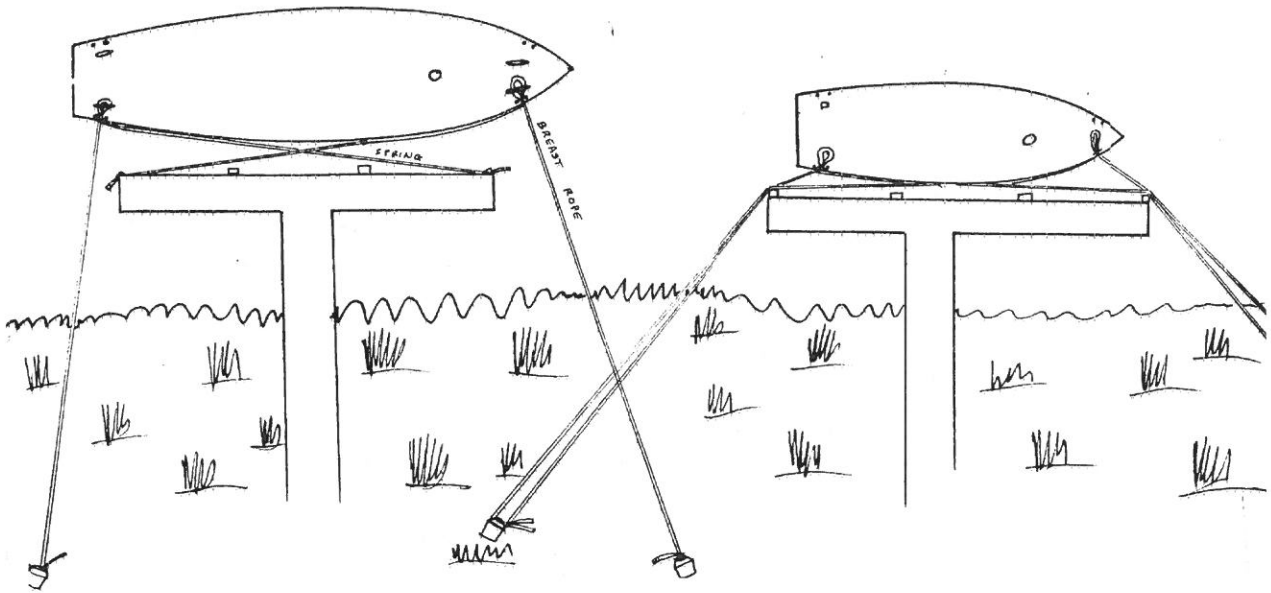


**Alternative Fendering:** Fix solid rubber fendering to the staging's uprights. (Rope, carpet, etc, doesn't last long.) This is by far the best method in the long run.

Where boats moor bows to the bank the springs and breast ropes usually have to be secured to the staging. These stagings are more heavily built.

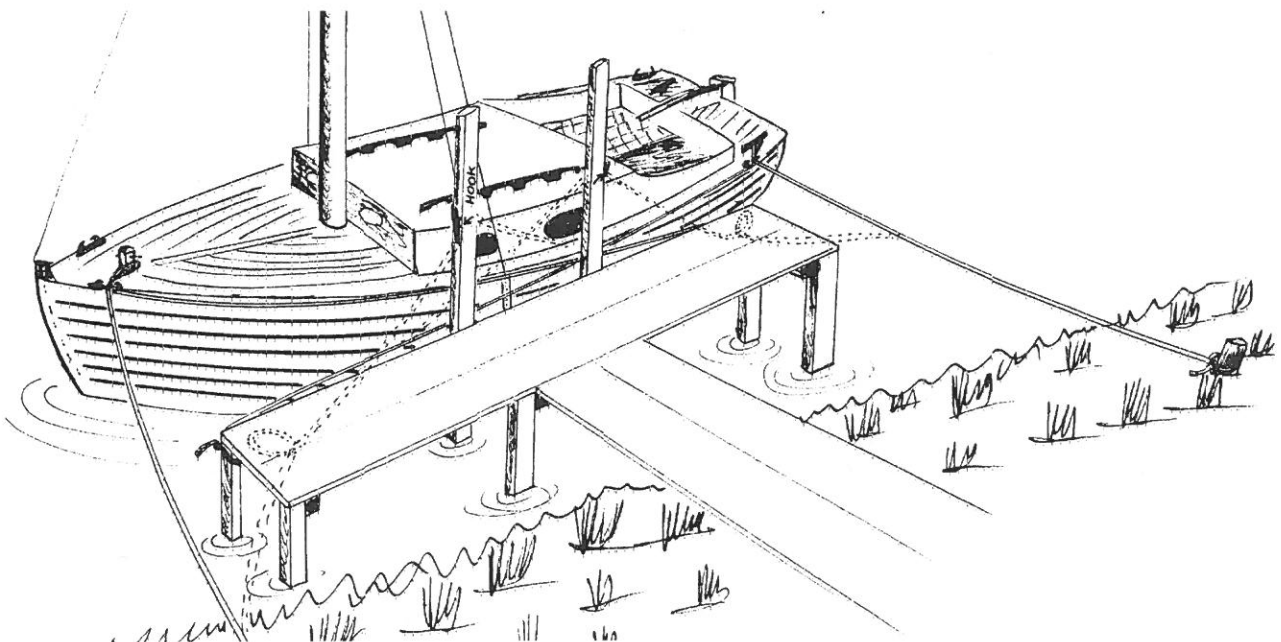
Breast ropes long enough to allow for the rise of the tide will permit the boat to float too far out. This may be overcome if the breast rope is fixed to the staging by a vertical slide. A thimble running on a tight vertical rope is good enough.





This method where the boat is longer than the staging.

This method where the staging is longer than the boat, or breast ropes become trapped leaving the boat hanging. Extra posts to the full height are needed at the corners.

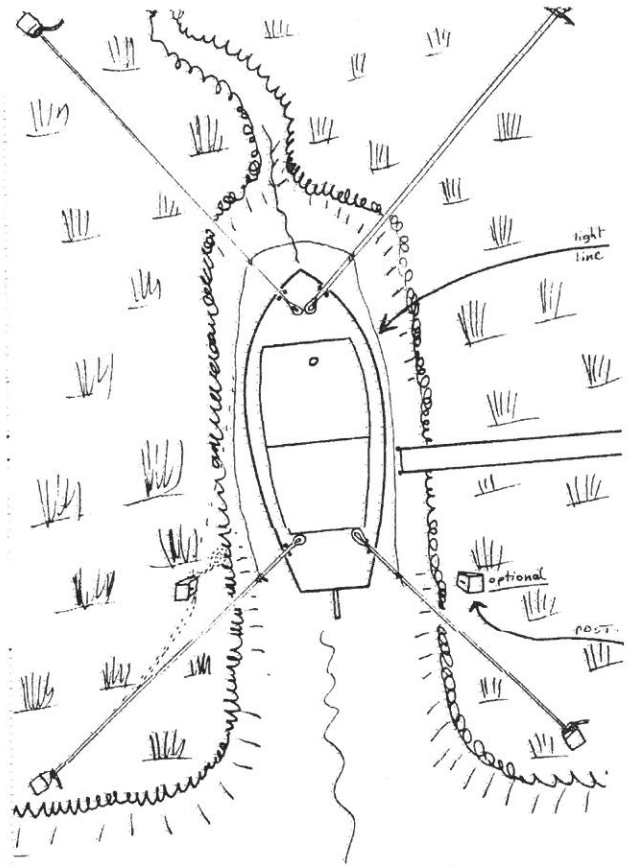


These stagings are not built to withstand being pulled away from the bank. In most cases, breast ropes are to be made fast on shore to posts provided.

On leaving, lines may be hung on a hook about 3ft above the staging. When returning, first grab the lines in the up-wind or up-tide situation.

In these cases, the staging is for access and not for mooring. The boat need never touch its staging.

Four or, in the second case, six lines are enough to keep a boat in position.





Retrieving lines may be difficult in some circumstances. It helps if all four or six are joined by a rope: Pick up one (on the weather side) and the others follow.

It may also help if lines are left hanging from a hook on a post provided for that purpose.

