

Stern-tie Procedures

(08/29/18)

Here are some suggestions if you are assigned a stern-tie.

Our club had produced a wonderful video related to this stern-tie process. Please see ... <https://www.layc.org/clubhouse/howlands-landing/> ... for a great visualization on how this is done.

ALL Stern-ties are at the discretion of the Mooring Service / Howlands Harbor Masters. In some conditions, it may be that stern-tied boats are creating unforeseen hazards to the boats on the moorings, such as pulling the boats on the moorings too close together. If asked to move, that you will have to do, even if there are no other moorings available.

The Harbor Patrol has asked that we put “markers**” on the bow and stern lines to make them more visible. A small float or fender will work just fine. For example, see the 2008 West Marine catalog, page 252. Taylor-Made fender, 3.5” x 13”. One for the bow, one for the stern.**

AND ... our stern-tie process only works if the boats occupying the forward mooring AND the aft mooring are LAYC members. Do not expect non-members to facilitate stern-ties.

Please remember that if you are assigned to a mooring by the club, it will be with the understanding that you will accommodate other members by accepting a stern-tie, as is needed to accommodate as many club members as possible.

- 1. We will tell you to whose stern you should tie your bow. The decision of where to secure your stern is up to you. The decision can depend on how much space there is, wind direction, current, swells, or any combination of these. **MOORINGS can move over the course of the summer. There is always some chance that ... there may not be enough available space for you between the forward and aft moorings if your boat is more than 35’ in length.****
- 2. Tying between can only work well if there is a boat on the mooring ahead and on the mooring behind the tie-between spot. The logic of the boat ahead is obvious. With the boat behind, it is needed to provide the aft- tension to keep you away from the boat ahead.**

3. Tying between is much easier if there is someone on the boat ahead and on the boat behind who can help you secure into your tie-between spot.
4. If one or both of the boats (ahead or behind) is missing, you will have a few options. One would be to pick up an open mooring and wait for the situation to improve, but this demands that you be available to move should the boat assigned to that mooring arrive.
5. If both boats are there, but there is no one aboard one or both of them, you could put one of your crew in a dinghy to help yourself secure fore-and-aft. If you need additional help and if I am there, come by Radiant (A-3), and I'd be glad to give you a hand. And if I'm not there, Ric Sanders or Steve Calhoun on B-1 would be glad to help.
6. Setting up the tie-between is often a two-part process.
 - a. The first part is to get your boat secured in its approximate place for the weekend. Typically you approach your tie-between place from alongside the boat that will ultimately secure your stern line. If there is someone **(from LAYC)** aboard, throw one end of a **long** line to them (or two lines tied together, as you may easily need 50' - 70' of line. Secure the other end of that line at your stern. Then, power up to the stern of the boat that will secure your bow line, and toss another line to them. At the bow, 50' should be plenty. Then have the people fore-and-aft take up or release their lines so that you are about half-way between the boat ahead and the boat behind.
 - b. The second part is to tie yourself off so as to minimize your effect on your "hosts", the people on the boat ahead and behind. When securing your bow, it is best to **tie to the mooring stern-line spliced eye** of the boat ahead. This lets the mooring line act as a "shock-absorber" to minimize the jerking effect that a stern-tie will have on the boat on the mooring. If the stern eye-splice is accessible, it works well to use a long line which can be passed through the eye-splice at the stern of the boat ahead and then back to your boat. This process greatly eases the get-away process at the end of the weekend as all you need to do is to release one end of the line and pull in on the other. If the mooring's stern eye-splice is not

accessible, I would recommend tying directly to the yellow mooring stern-line, as close down toward the water as possible. Again, attaching this tie-point away from the boat ahead will help absorb the jerking that the tie-between boat can cause.

When securing your stern, it is best to tie to the mooring buoy of the boat behind. Thus, you have almost no effect on the boat to your stern. Here are a few thoughts and ideas. The first is that the chain under the mooring buoy is very abrasive, and can cut through a stern line in little time. A trick I have used is to buy about 10' of ¼" chain and two shackles. Add the shackles to each end of the chain, and then tie about 30' of line to each shackle. With this method you'd end up with 60' of line with 10' of chain in the middle. You would then drop that chain over the mooring buoy and then take up equally on both of the lines so that the chain in the middle absorbs any abrasion from the mooring chain. This method would be easy to release, as all you have to do is untie one line and pull in on the other.

Whenever attaching line to a shackle, it is a good idea to pass the line twice through the shackle to distribute the load and chafe.

c. IMPORTANT: It is VERY helpful to have a small, transportable stern anchor available. Sometimes the boat behind may be too close to the boat ahead to give you enough space. In such a situation you may want to adjust your stern a little to the east or a little to the west of the mooring buoy near your stern. Sometimes the wind or current will cause your boat to lie uncomfortably. A stern anchor can help you fine-tune your position relative to the swells and to the boats around you.

7. At the end of the weekend, if the boat ahead wants to leave before you, you are already attached to the stern line of that mooring. As that boat leaves, just release your stern line and pull yourself into that forward position.
8. If, at the end of the weekend, the boat behind you wants to leave, the lack of tension from aft will induce you to coast up on the boat ahead. Generally, it's best to start the engine and then just drop

away from your tie-between position and pick up that rear mooring or other available mooring.

Thank you. With cooperation, we can all “fit in”.

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