

Marina Mooring

This system seems to have a great deal of merit and is a summary of a video by Tom Cunliffe which I recommend you watch:

<https://www.youtube.com/watch?v=XULekSUy2CQ&t=49s>

He has used it successfully for many years sailing with just him and his wife on board and it applies to finger pontoons where the yacht is longer than the pontoon - i.e. the vast majority of them.

In order to avoid using words that could possibly cause any offence I have referred to the person who steps off the yacht and works on the pontoon as "crew" and the one who stays on the yacht as "helm". They could be anyone who performs those roles.

Motoring slowly forward close alongside crew steps onto pontoon and walks forward with a bow line cleated off on the foredeck. The length of the line should be the amount judged necessary plus a 50% margin, but no more to avoid handling lots of unnecessary rope.

Crew can call out distance off the bow so the helm can judge when to give a burst astern to stop. Crew cleats off the line and helm motors gently astern. The yacht is now held so it can't move either forward or astern.

Crew walks to end of pontoon and is handed a line with a bowline loop which is put over the cleat at the end of the pontoon. Then the helm takes in the line and cleats it off on the yacht. As the yacht is longer than the pontoon this line is a stern spring rather than a stern line i.e. it serves to stop the yacht going astern.

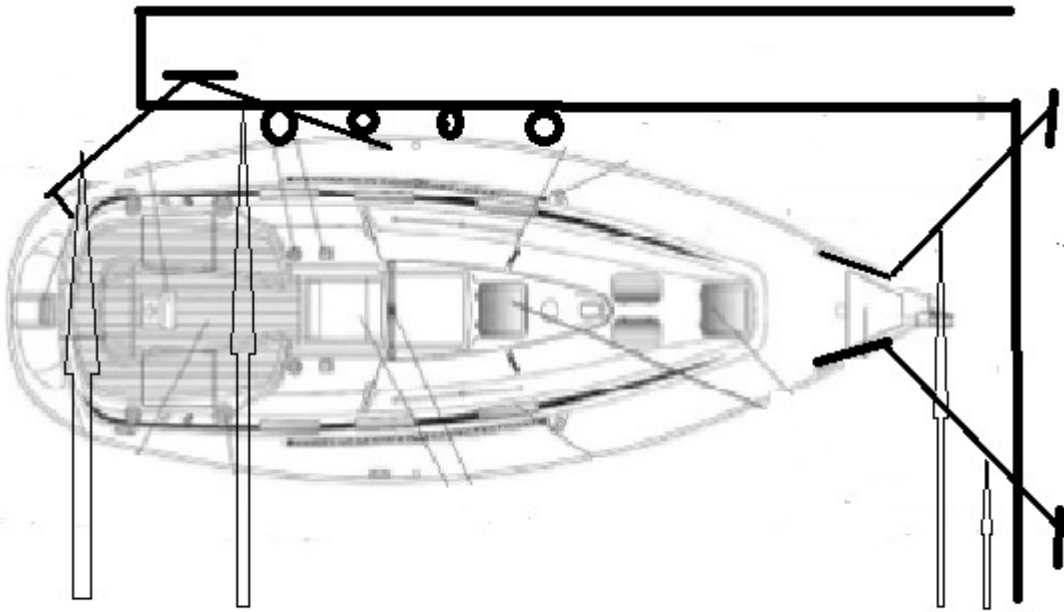
Helm then hands crew another line with a bowline loop which crew attaches to same cleat on pontoon by passing it up through the loop on the other line and over the cleat. This really is much easier to watch than to read. but it enables either line to be removed while the other remains in place. The helm then takes up the slack and attaches the other end of that line to a centre cleat if there is one or another strong point on the yacht such as a winch. That line serves to stop the yacht moving forward so is technically a bow spring.

As the yacht is now prevented from moving either forward or astern the engine is no longer necessary.

Crew now returns to bow line and ties a loop in the end of it. Crew then uncleats the line and puts the loop over the cleat while the helm takes in the line and cleats it off on the foredeck.

Helm then hands crew another line through the other bow fairlead and the crew put the loop on the end of it over a cleat on the pontoon on that side after which helm takes in the slack and cleats it off on the foredeck.

The yacht is now securely moored by four separate lines each independently adjustable from on the yacht with no excess rope on the pontoon. Any line can be let go from the pontoon without moving another.



Stern spring and bow
spring

Bow lines