(SEE PAGES 4 & 5 FOR LAYOUT DRAWING AND PICK-UP LINE DETAIL).

**SET-UP:**

01: Bow and stern lines are deliberately left long with plain ends to allow the mooring holder to set the correct length for their boat.

02: The previous occupant will have made loops in the bow and stern lines to give the correct length for their boat.

03: The new occupant should place their boat on the mooring and try the existing set-up before altering any lines, as they may already be a suitable length.

04: If required, the bow and stern line loops can be undone and re-positioned along the lines to give the correct scope between the 2 extremes as below;

Too short, not allowing the boat to rise fully at high tides, placing undue strain on the boat and lines.

Too long, allowing the boat to move sufficient to interfere with surrounding boats.

05: Excess line should be cable-tied or whipped back down the line to allow for any future changes in length, not cut off.

06: The pick-up line should be long enough to allow the mooring line loops to reach the cleats easily, but without excess.

07: The pick-up buoy should be secured to the pick-up line approx. midships.

08: Additional marker floats may be added if required.

**ARRIVAL:**

NOTE: It is easiest to secure the aft end of the boat, but generally it is best to secure the bow of the boat first, especially if the tide is ebbing. Have a boat hook to hand to reach any lines if required.

01: Come in slowly, just sufficient to maintain steerage.

02: Do not cut through between boats. Turn in to the correct row, from the North end of the moorings.

03: Stop alongside your tender, leaving the engine running in neutral.

04: Leaving the pick-up buoy secured to your tender, grab the pick-up line and go forward to the bow of your boat, allowing the line to run through your hand. This will lift the bow mooring line up clear of the water.

05: Drop the mooring line loop over the forward cleat on your boat and go back aft.

06: Grab the pick-up line again and pull it to lift the aft mooring lines clear of the water. With the pick-up line set correctly, both aft mooring line loops will be together.

07: Drop one or both of the mooring line loops over your Port cleat. The boat is now sufficiently secure to allow you to stop the engine.

08: Leaving the Port mooring line on the cleat, take the Stbd mooring line loop and lead it round the back of the boat, ensuring the mooring line is aft of the engine / rudder. Secure the Stbd loop to the Stbd cleat to prevent accidental release.

09: Go back and secure the bow line loop and the Port aft mooring line loop to prevent accidental release.

10: Securely fasten the tender (dinghy) to your boat.

11: Release the pick-up buoy from your tender and secure it to your boat approx. midships.

12: To reduce weed build-up, lift the pick-up line clear of the water and lay it on your side deck.

13: Shut down your boat, transfer to the tender, release the securing line and row ashore.

**DEPARTURE:**

01: Row out to alongside the Port side of your boat.

02: Secure the tender to the boat and go aboard.

03: Release the pick-up buoy from your boat and secure it in place on the Stbd side of the tender, within as easy a reach as possible from your boat.

04: If the pick-up line is on your side deck, put it into the water, ensuring it is not snagged on any part of your boat.

05: Release or untie the line securing your tender to the boat.

06: Remove or undo any fastenings holding the mooring line loops to the cleats. Ensure all three loops can be quickly lifted off the cleats.

07: Lift the Stbd aft loop from the Stbd cleat and bring it round aft of the engine / rudder, ensuring the mooring line is well clear of the boat. Place the loop on the Port aft cleat.

08: Ensure the pick-up line is not snagged on any part of the transom / engine area.

09: Carry out the usual boat checks and start your engine.

10: Double-check you have released your tender from the boat, and that the pick-up line is not snagged before the next step.

11: Go fwd, lift off and drop away the fwd mooring line. Return to the cockpit and lift off and drop the aft mooring lines. Hold them away from the boat as far as possible to prevent snagging. The lines will mostly sink away.

12: Go into gear and move forward. Be wary of turning the boat too early and running over the stern lines.

**MAINTENANCE:**

01: It is the mooring holder`s responsibility to check the lines are secure and in good condition. You are expected to provide new and replace any mooring lines and the pick-up line as required.

02: At low tide, check the riser chains, shackles, mooring lines and pick-up line for wear and tear. Report any concerns to RC Stores. ECSC will provide any replacement chain, shackles, thimbles etc. as required.



