



Mooring Attachment Recommendations

Mooring Committee

June, 7, 1995

In past years there have been several boats that have parted company with their moorings and have caused damage to themselves and other boats in the area. With proper equipment and technique, there should be NO reason for any boat to come adrift by itself.

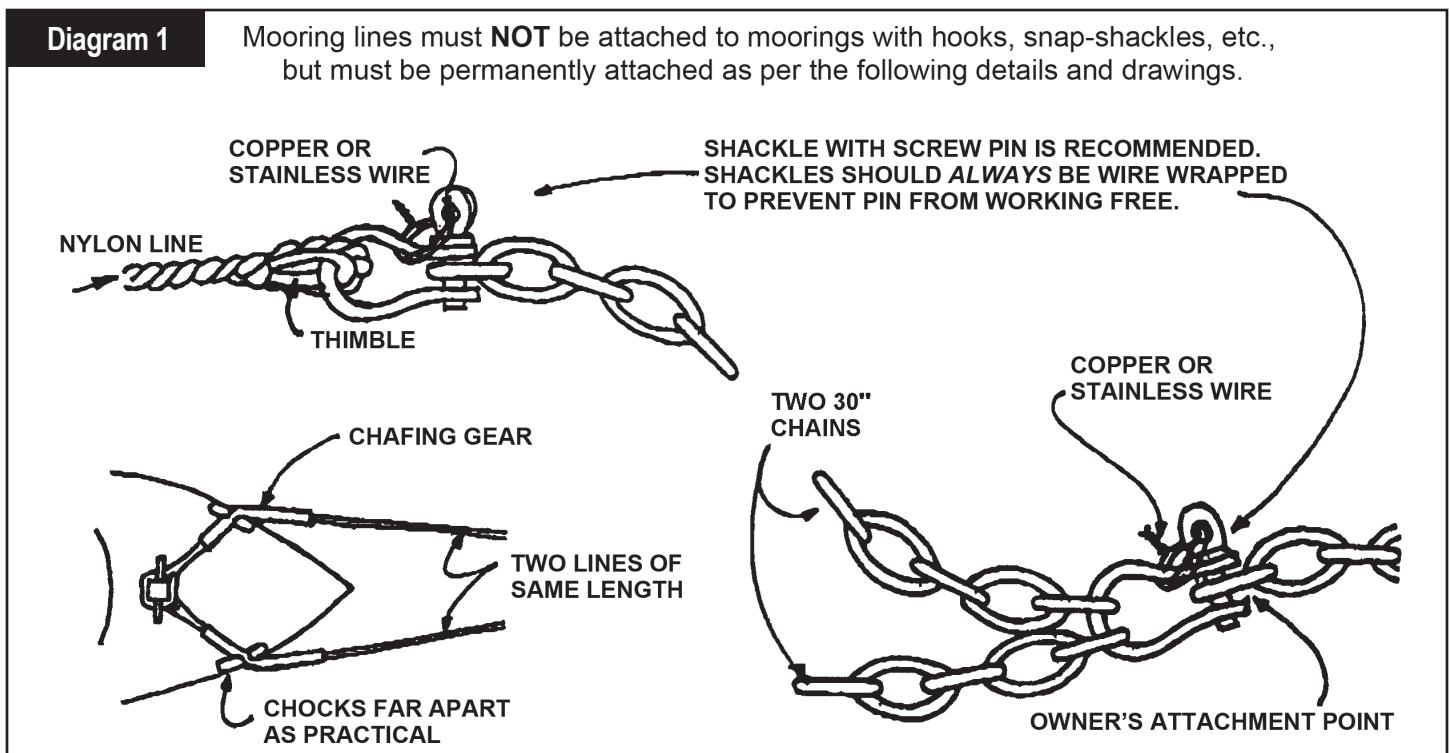
The following is to be used as a guide to boat owners who lease moorings from NSA to help them obtain proper equipment for attaching their boat to the mooring.

This year the Mooring Committee has made a mandatory rule that every boat attached to a NSA mooring will be attached with two lines or one line and a safety cable. This is a minimum requirement and NO exceptions will be made.

Past experience has shown that steel cable, though very strong, is NOT recommended as a mooring line because it has no capability to absorb shock and it can put terrific strains on cleats and chocks. It also has the ability to saw through anything in contact with it very quickly. It is good at discouraging vandals from stealing your boat when used as a safety line with a padlock. If you do use it, MAKE SURE it is always slack.

Nylon is the only recommended line because it is the most elastic and will take a lot of punishment. It won't rot, but sunlight will cause deterioration over a period of time.

All new moorings lines should be installed each year. Since abrasion will eat up a line very fast, a durable chafing gear firmly attached at all wear points (particularly at chocks) will be permitted. See *Diagram 1 details below*.

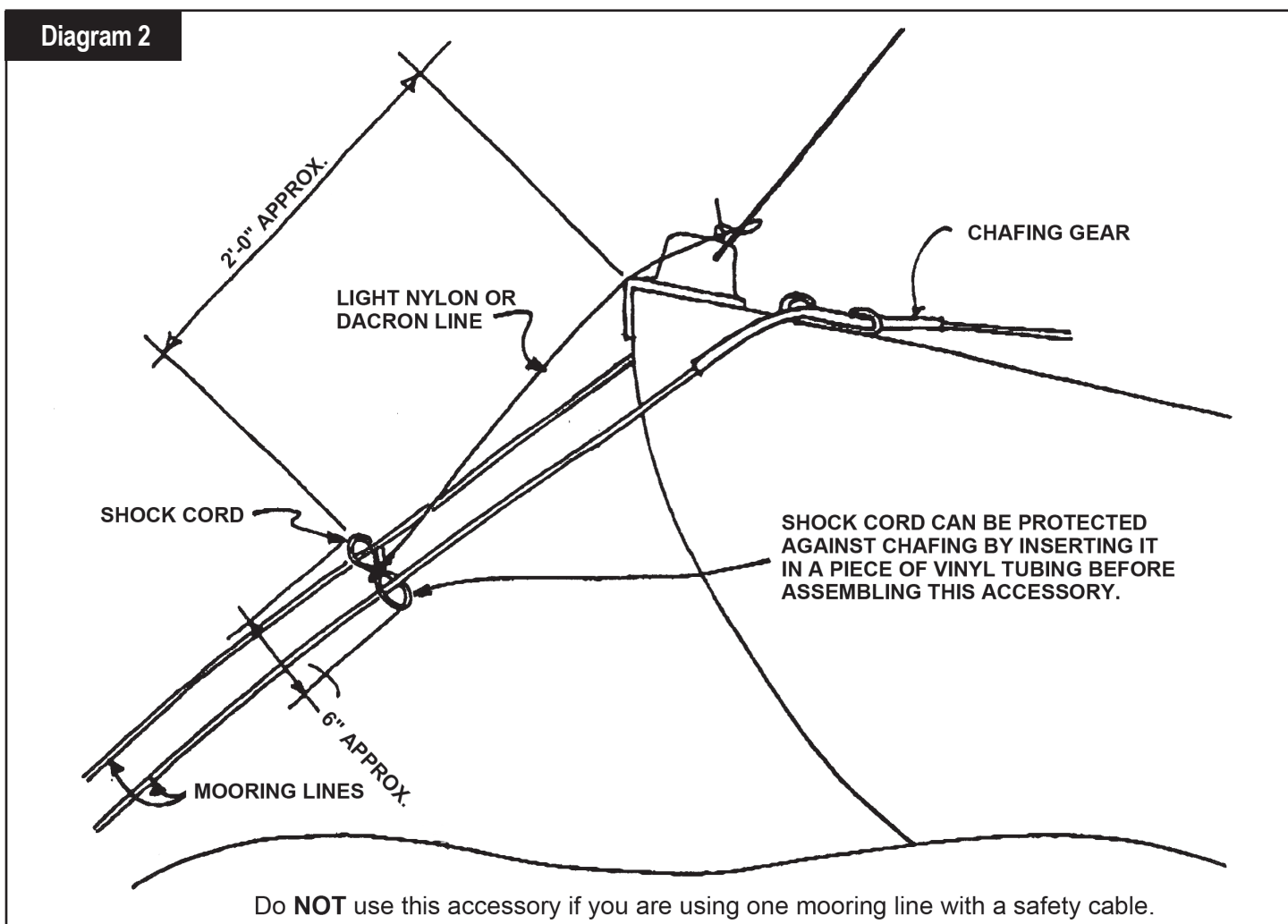


All chocks, whether existing or new, should be carefully examined to make sure that they are perfectly smooth and free of sharp edges, especially inside, that could cause wear. Inspection of lines every time the boat is used and after each storm is recommended.

NSA equips each mooring with a float consisting of an automobile wheel and tire filled either with foam or containing an air-filled inner tube. This float is quite durable and is entirely satisfactory.

Some owners prefer to replace the wheel with patented float; and since these mooring floats come in all sizes and shapes, it is difficult to approve them without first seeing the float. The Mooring Committee will inspect all installations and recommend any changes it deems necessary.

Since the wheel float is the standard, it must always be available for replacement and must be reinstalled whenever a patented float is removed. The wheel float must always be reinstalled before winter. The wheel float is NOT designed to bear the load of a moored boat in weather but is merely to support the end of the mooring chain. NEVER attach a boat directly to any float. See *diagram 2* details below. Mooring lines must NOT be attached to moorings with hooks, snap-shackles, etc., but must be permanently attached as per the following details and drawings.



The additional mooring accessory shown here has been tried for several years with great success. Use of this item is not mandatory but should help in keeping you mooring lines together in a no-wind condition so the lines do not part and go around the float in different directions. The use of this item does not eliminate the necessity of using the two 30" chains at the attachment to the mooring chain.

Do NOT use this accessory if you are using one mooring line with a safety cable.

