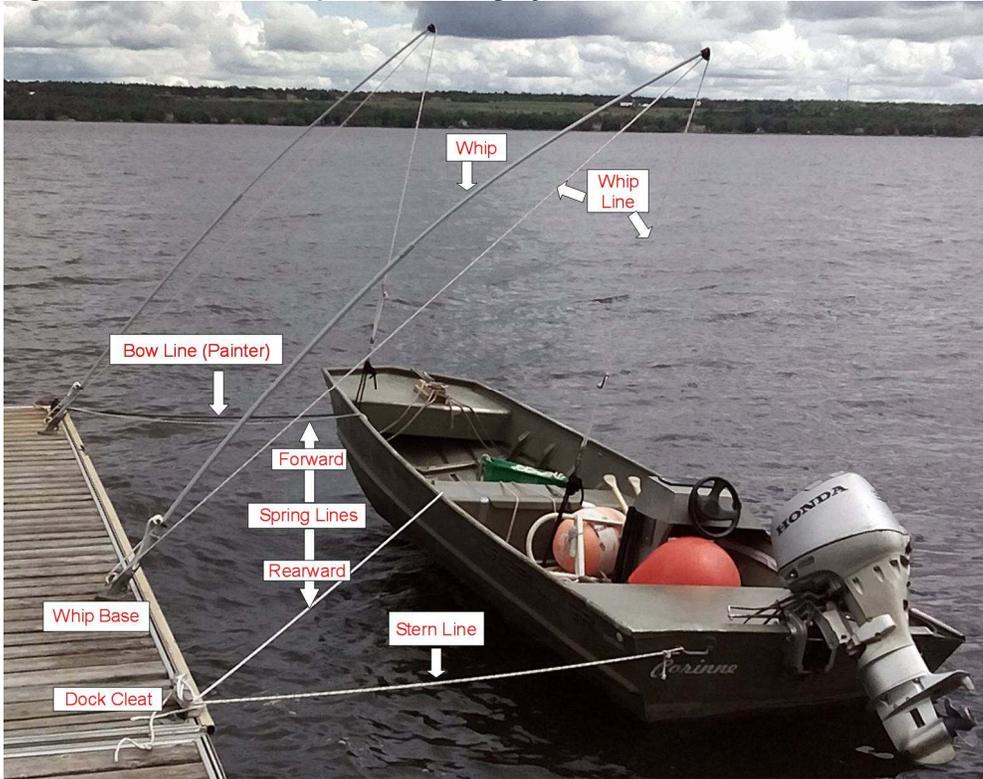


# Mooring Whips - How To Use

Figure 1 Parts of the Whip Line Mooring System



## To Prepare to Leave the Dock:

1. Uncleat the bow whip line from the upper cleat and then the base cleat. Figure 5 shows these parts.
2. Release the tension on the whip by letting out the whip line. Don't let go of the whip line! The figure 8 knot in the whip line is there to prevent the line from running out through the wheel at the tip of the whip.
3. Pass the whip line (around) under the base cleat and then up to the upper cleat.
4. Cleat the whip line on the upper cleat using the least amount of whip line that will hold the cleat firmly. Be sure that the whip line is properly cleated or else it will fall into the river. Refer to Figure 2

**Note: Always use *cleat hitches* to attach ropes to cleats:**



Figure 2 Whip Line Base When Boat is Away



5. Repeat for stern whip line.

6. Pull on the bow or stern lines to bring the boat to the dock.
7. Get into the boat and disconnect the bow and stern whip lines.
8. Disconnect the forward and rearward spring lines from their anchor points in the boat and place them on the dock. (Do not uncleat the spring lines from the dock).
9. Uncleat the bow and stern lines from the dock cleats and place them in the boat.

**To Re-Connect the Boat to the Whip Lines and the Dock:**

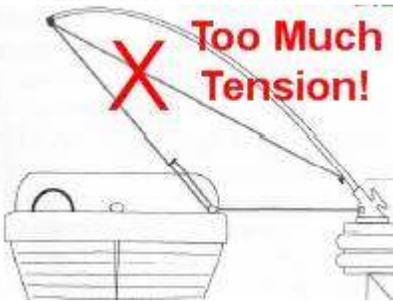
10. Leaving some slack in the bow and stern lines, cleat them to the dock.
11. Take the forward and rearward spring lines, from where they were placed on the dock, and connect their hooks to their respective anchor points in the boat. Figure 3 shows this.

**Figure 3 Spring Line anchor point in boat**



12. Connect the bow and stern whip lines to their respective anchor points in the boat. Ensure that the whip line *slide-lock* bar is approx. 1 foot up the whip line rope.
13. Bring the boat to the dock. This should not result in the whips being under excessive tension. (Figure 4).
14. Get onto the dock
15. Uncleat the bow whip line from the upper cleat.
16. Pull on the whip line until you see the proper amount of bend in the whip. Figure 1 shows the proper amount of tension. Figure 4 shows what too much tension looks like.

**Figure 4 Excessive Tension!**



17. Let the boat drift away from the dock until the spring lines stop it. Again, set the proper amount of bend in the whip.
18. While holding the tension, pass the whip line down and then around the base cleat twice and then cleat it using two *Cleat Hitches*.
19. Cleat the whip line to the upper cleat. It must look like Figure 5.

**Figure 5 Cleated Whip Line**



20. Repeat for stern whip line.
21. Re-cleat the bow and stern lines so that their lengths share the load with the spring lines.