

No.7 Controlling your boat

7a. Starting the Engine

1. Do not cast off before starting the engine.
2. Check the stop control has been returned to its run position.
3. Pull out the control to disengage the gearbox, put the throttle lever to about halfpower.
4. If the diesel engine is cold, turn the ignition key to the 'pre-heat' position for 35-40 seconds and then on to start. If it is warm just turn the key to the 'start' position. Turn the key back to the 'run' position once the engine has started.
5. Stay on the mooring until the engine has warmed up.
6. Before engaging gears, return throttle lever to 'neutral'.

7b. Casting Off

When you come aboard, bring the rhond anchor with you – do not throw it aboard from the shore as it may damage the boat or harm your crew. When undoing the mooring ropes, make sure that they are coiled safely on deck and not trailing in the water. This particularly applies to the stern ropes as they could become wrapped around the propeller. When you are ready to leave, check that all the crew are aboard, the river is clear and that you will not get in the way of any other boat.

7c. How to Slow and Stop

Always allow plenty of time to stop – you cannot simply brake as you do with a car. To slow down or stop, ease off the throttle and put the lever into neutral. Your boat will gradually slow down and the natural resistance of the water will act as a gentle brake. Engage reverse gear and gradually increase throttle to stop the boat. This will make your stern swing, so be ready to correct it.

7d. Steering

A boat does not steer like a car. Its back end (stern) swings out when you turn the wheel. You should always be aware of what the stern is doing, especially on cruisers with restricted rear vision. A boat is also always under the influence of the wind and tide, and can drift in any direction. You must always be aware of how your boat is drifting, and make allowance for it – it will soon become second nature!

7e. Reversing

When going astern (reversing), the boats steering becomes less effective because there is no flow of water from the propeller onto the rudder. If the boat goes off the line you intend, gently engage forward gear and use the rudder to correct then resume reversing.

Emergency Contact Numbers:

Boatyard: 01508 520321 If no answer, leave a message & then phone 07808 161906

Coastguard: Dial 999 Ask for 'UK Coastguards'

Broads Authority: 01603 756056



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7f. Mooring and Knots

There are miles of free moorings along the banks and rivers and the open Broads. Follow these simple rules and you should find you are able to moor your boat quietly and proficiently.

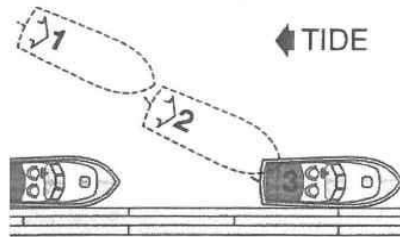
Always take your time, mooring is not a competition and if you rush you may lose control.

Always keep your speed down and approach moorings slowly.

Watch what the tide and wind is doing.

Always allocate your crew specific tasks and make sure that they understand their role. For more information on Mooring please see the Broads Authority leaflet 'Mooring', chapter 20.

Approaching a Mooring



When you see the spot at which you wish to moor, follow these simple pointers:

1. Start to slow down.
2. Approach the moorings against the tide – if you are not, then drive past the spot and turn around so that you are against the tide. Don't forget to maintain sufficient power to retain steering control.
3. As you enter the mooring space, go into neutral and glide in. As you come alongside, move the gear lever into reverse and give a few short bursts of the throttle to bring you to a standstill.
4. Your nominated crew member can then step carefully ashore with the bow mooring rope. Do not jump ashore, as the bank or quay may be slippery or uneven. Tie up the bow rope, but not too tightly at first.
5. Because you have come in against the tide the stern will drift gently in. Tie the stern rope firmly and then retighten the bow rope.
6. Keep your engine running until you have safely moored up.

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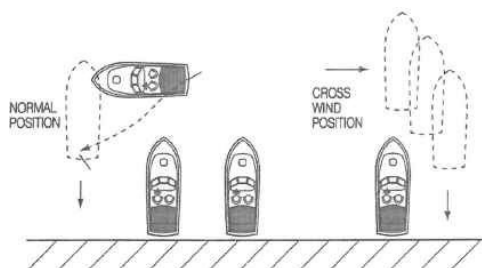
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Mooring Stern On:

You are asked to moor stern on to the bank in boatyard basins, at some yacht stations and at Wroxham, Ranworth, Rockland and Womack staithes. Unless signs say that you can, do not moor stern-on on any river.

1. Stop with the bow opposite the point at which you want to moor.
2. Put the rudder hard over, and give the throttle a few bursts ahead to swing the stern in line with the mooring space.
3. Go slowly astern, but don't go too slowly that you lose control of the steering.
4. As your stern approaches the quay, a couple of quick throttle bursts ahead will bring you to a standstill.
5. Your nominated crew member can communicate with you when they are close enough to step ashore and tie up both stern ropes.
6. Keep your engine running until you have safely moored up.
7. Sometimes it is easier to step onto the next boat with a rope and pull your boat in. But, don't forget to ask permission from the other boat owner.
8. If there is a strong crosswind or tide, make allowance for drifting.



Mooring Stern-on next to other craft:

1. Go astern slowly towards the boat alongside which you wish to moor.
2. As you reach it, a couple of quick throttle bursts ahead will bring you to a standstill.
3. Your nominated crew member can step aboard the adjacent boat (ask permission first) with the stern rope, pull your boat into position and tie up.
4. Once the stern ropes are secured, lower the mud weight at the bows to prevent left/right movement.
5. Keep your engine running until you have safely moored up.

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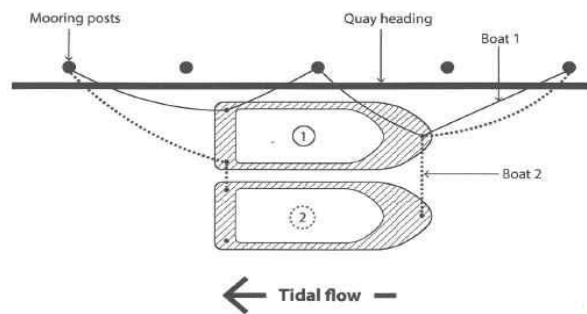
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Double Mooring



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Double Mooring:

Where the river is wide, you may moor two abreast, but do not obstruct the channel. In particular, moor only in a single line near the railway bridge at Reedham as larger vessels need to manoeuvre.

Double mooring is allowed at Broads Authority 24-hour moorings and indicated by signs. Some things to consider when mooring alongside another boat:

- Only moor alongside a boat at least as large as yours.
- Please gain agreement from those on board the other boat before mooring alongside.
- Approach carefully against the tide or river flow and have crew ready with ropes.
- Put on the short lines to the other boat first and then tie up your boat to the shore as shown above.
- Remember to take care when going ashore and to wear your life jacket.
- Please respect other people and be considerate when crossing from your boat to shore.
- You may be able to negotiate to moor on the inside if the other boat is going to be leaving first and if both boats are of similar size.
- Please ensure gaps between moored boats are minimised so that the maximum number of boats can be moored alongside.
- Carbon monoxide from your boat's engine could be harmful. Be a good neighbour and avoid running your engine when double moored or in a crowded marina, particularly when the air is still.

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Anchoring with a mud weight:

The mud weight allows you to moor in sheltered tide free water, eg: Salhouse and Ranworth Broads. When doing this, remember that the boat will swing around the mud weight, as will any other boats with mud weights, so do not choose a place too near other boats or obstructing channels. Do not be afraid to let out a generous amount of rope which allows the mud weight to 'set' and prevent drifting.

Do not moor up for the night in this way if strong winds are forecast – as you may drift as your mud weight is dragged along with you.

Head up into the wind in the desired place, and bring the boat to a standstill. Make sure the weight is secured by its rope and the rope is attached to the deck cleat / ring at the other end, and then gently lower it into the water so that it does not get stuck in the river bed.

If, when leaving a mooring the mud weight is difficult to lift, pull the rope as tight as possible, secure it to the cleat and, under power, move the boat slowly astern for a short distance. This will free the weight from the mud.

Put the engine into neutral and raise the mud weight. Rinse off the surplus mud by swinging the weight to and fro in the water before stowing it carefully on deck.

Leaving a mooring:

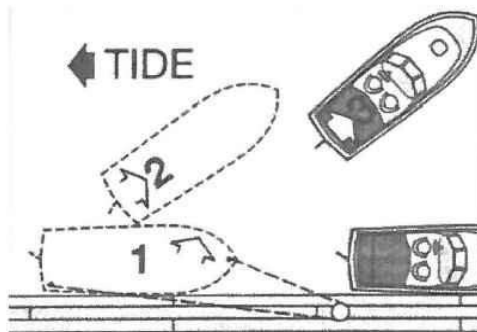
Assess wind and tide conditions (sometimes referred to as stream or current) and plan on the basis of the following guidance notes. Ensure your crew know their responsibilities. Start the engine and while allowing it to warm up check that the ropes are knot and tangle free, easy to release (from on board the boat if necessary) and not hanging over the side or stern.

1. Leaving with the tide or wind

Cast off the stern rope first and stow away. Allow the stern to drift out from the quay or bank. As you cast off the bow rope, engage the reverse gear and reverse into the main stream. When clear, engage forward gear and proceed.

2. Leaving against strong tide or wind

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Leaving against strong wind continued

Adjust the boat's position so that the stern rope is as near as possible at 90 degrees to the quay or bank and is easy to release. Cast off the bow rope first. Gently push the bow out as you step aboard (with the rope). Cast off the stern rope, engage forward gear and steer a shallow angled course away from the mooring. Too steep an angle, or too much power, may cause your stern to scrape along the quay or hit moored boats.

Wind blowing onto bank and holding you in 'Springing off'

Cast off stern rope and stow away. Put the rudder hard over towards the bank or quay and go slow ahead on the throttle, gradually shortening the bow rope. As the stern swings out into the river, cast off the bow rope and go astern until well clear. Swing the rudder hard over and proceed.

Remember these are not 'hard and fast' rules. There are possible variations depending on the strength of the tide and direction of the wind. The important thing is to assess the conditions and plan ahead.

Turning round in a narrow waterway

Your boat will pivot around on its nose if the bow rope is held still. Approach the bank and when you are a few feet away, send someone ashore with a bow rope to hold the bow still. Put the steering hard over towards the bank or quay and engage forward gear at tick over speed. The stern will then swing round and the boat will pivot on its bows.

Turning a moored boat

Turning a moored boat



If you need to turn your boat round in a narrow dyke, this can be done from the shore using the ropes. Be careful always to keep at least one rope to the shore, and use the wind / tide to help you swing the boat. Don't try this if the current is too strong.

How to fix mooring ropes

The L-shaped rhond anchors which attach to mooring lines are meant for mooring at soft banks where there are no mooring rings or posts.

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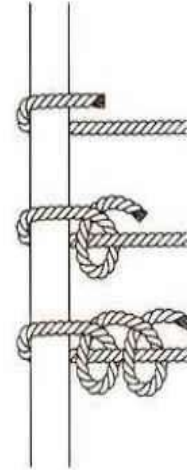
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How to tie knots

There are three basic knots which are suitable for nearly every purpose on your boat

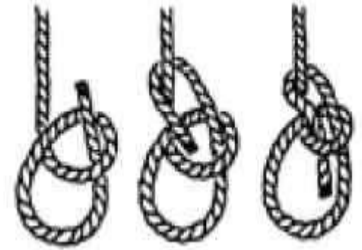
1. Round Turn and two half hitches

A good knot for tying up to mooring rings or posts. Take one, two or three turns as needed to hold the boat, but don't use more than two half hitches. For temporary use and quick release use a Round Turn or a 'slipped' half hitch.



2. Bowline

Used for making a loop in the end of a rope. Two ropes can be joined together by using bowlines. It is also good for tying up to a ring.



3. Clove Hitch

Commonly used for tying up to a post.



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Points to check when mooring

1. Hazards

When approaching the bank, watch out for any underwater obstructions, usually marked with red marker posts and for overhanging branches which might damage your windscreen or canopy.

2. Fenders

Whenever you moor against a quay or bank, or double moor against other craft, make sure your fenders are adjusted so they protect the hull from chafing and do not obstruct any heating outlet. Mooring for any length of time in tidal reaches may mean periodic adjustments.

3. Tide

Make sure there is enough depth of water to prevent you going aground when the tide drops. Leave enough slack on the ropes to allow for any tidal rise and fall, which will increase as you get nearer to Great Yarmouth

4. Dinghy

If mooring stern on, remember to unfasten your dinghy and pull it alongside to avoid crushing it.

5. Engines

To avoid damage to banks, do not run your engine in gear when moored.

6. Footpaths

Do not moor up with ropes across a footpath.

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