

IMPORTANT CONSIDERATIONS

⚠ IN ORDER TO OBTAIN THE HIGHEST PERFORMANCE FROM THE ANCHORING SYSTEM BEING INSTALLED ON THE CANAL DE LA FONTANA, IT IS ESSENTIAL TO FOLLOW THE CONDITIONS OUTLINED IN THIS DOCUMENT.

THE MAIN ADVANTAGES OF TACKLE'S MOORING ARE:

- 🕒 It is an **easy** mooring manoeuvre.
- 🚫 **Mooring** devices such as buoys, deadmans, tag lines, chains, etc., **are not used**.
- 👤 The convenience of sailing and **mooring without anchors**. **Less contact with the ships nearby** thanks to a greater fastening.

> **The tackles float** so if the water level rises or abnormal thrusts appear, the free end of the tackle would rise together with the ship.

> Ships must be provided with the **necessary fenders** to avoid blows with the dock or tackle as well as to minimize the contact or blow with the ships nearby.

> For a greater safety, **the use of twisted or braided strops** is recommended to **replace knots** in the joints of E points.

> It is very important that **moorings were in perfect condition** and without any deficiency.

> It is necessary that moorings have **an extra length about 1 m** in order to adapt the vessel to the weather conditions.

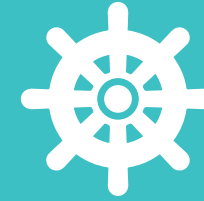
> For a better distribution of the stress upon the superstructure of the ship and useful life of the lines, **the use of mooring rubber dampers** is recommended in the positions specified in the drawings.

> **The responsibility based on the correct mooring-boat lies on the captain** and he should ensure the preservation of their anchorage devices, especially in periods of risk with extraordinary weather events.



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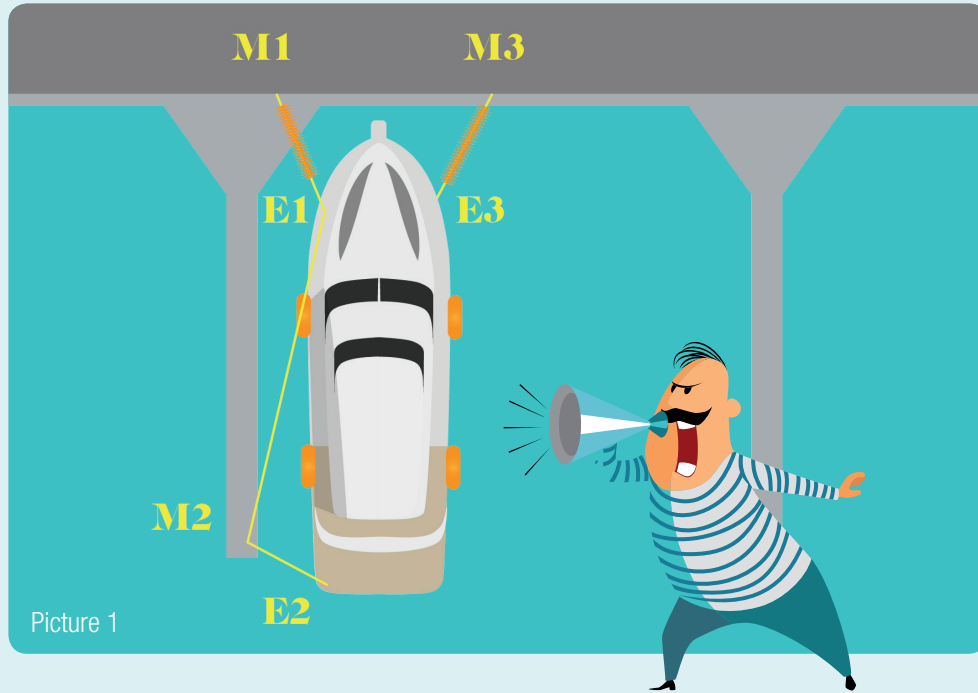
BINDING RECOMMENDATIONS FOR MOORING BOATS IN ORDER TO PREVENT

EXCEPTIONAL WEATHER EVENTS



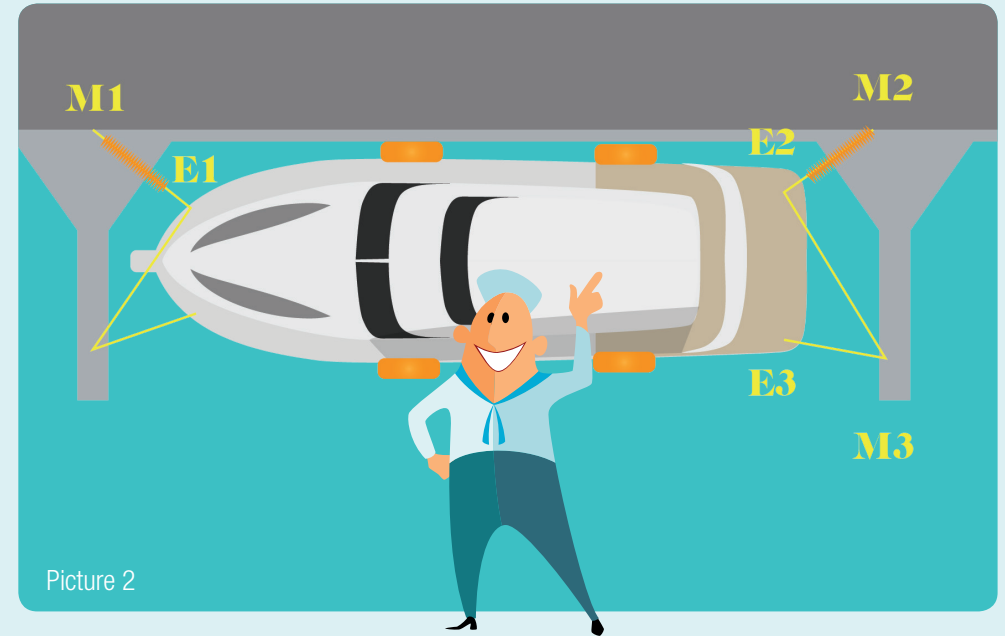
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FRONT MOORING WITH ANCHORING TO SIDE TACKLE



- > **SHIPS MUST DOCK DIRECTING ITS BOW** towards the dock and with a lowered motor.
- > **THE BASIC MOORING SCHEME RECOMMENDED** for boats which carry out a front mooring is shown in Picture 1.
- > **IT HAS THREE MOORING POINTS IN THE BOAT (E1, E2 AND E3)**, three mooring points in the dock or tackle (M1, M2 and M3) and four anchor lines between them. The mooring points in the dock or tackle are the following:
 - Ⓞ **M1.** The side anchored to the tackle spring is provided at each side with a bowline, tied under tension to a ring anchored to the dock. The end of each rope or line ends in a strop with thimble. The rope or line pointing towards its berth is the first mooring point.
 - Ⓞ **M2.** There is a cleat at each tackle's free side. The cleat pointing towards its berth is the second mooring point.
 - Ⓞ **M3.** There is a rope or line tied under tension to a ring anchored to the dock at each side of the middle of the space between tackles. The end of the rope pointing towards its berth ends in a strop with thimble. This is the third mooring point.
- > **THE MOORING ROPES OR LINES** have to be prepared for a work load of 4.500 kg (16 mm high-tenacity polyester rope).

SIDE MOORING WITH ANCHORING TO FRONT TACKLE



- Picture 2
- > **SHIPS MUST DOCK DIRECTING ITS BOW** to the end of the channel and with a lowered motor.
 - > **THE BASIC MOORING SCHEME RECOMMENDED** for boats which carry out a side mooring is shown in Picture 2.
 - > **IT HAS FOUR MOORING POINTS IN THE BOAT (E1, E2, E3 AND E4)**, four mooring points in the dock or tackle (M1, M2, M3 and M4) and six anchor cables between them. The mooring points in the dock or tackle are the following:
 - Ⓞ **M1.** The side anchored to the bow tackle spring is provided at each side with a bowline, tied under tension to a ring anchored to the dock. The end of each rope ends in a strop with thimble. The rope pointing towards its berth is the first mooring point.
 - Ⓞ **M2.** There is a cleat at each bow tackle's free side. The cleat pointing towards its berth is the second mooring point.
 - Ⓞ **M3.** There is a rope tied under tension to a ring anchored to stern tackle's spring at each side. The end of each rope ends in a strop with thimble. The rope pointing to its berth is the third mooring point.
 - Ⓞ **M4.** There is a cleat at each stern tackle's free side. The cleat pointing towards its berth is the fourth mooring point.
 - > **THE MOORING ROPES OR LINES** have to be prepared for a work load of 4.500 kg (16 mm high-tenacity polyester rope).