

Welcome to MBBC and the Harbor Committee! As a new member, you probably have a lot of questions, this document should answer some of them. Please review this information prior to the briefing that will be provided for new members by the Harbor Committee chairperson on Club opening day. This briefing will be a great opportunity for you to further clarify any remaining questions and to see some of the mooring system components!

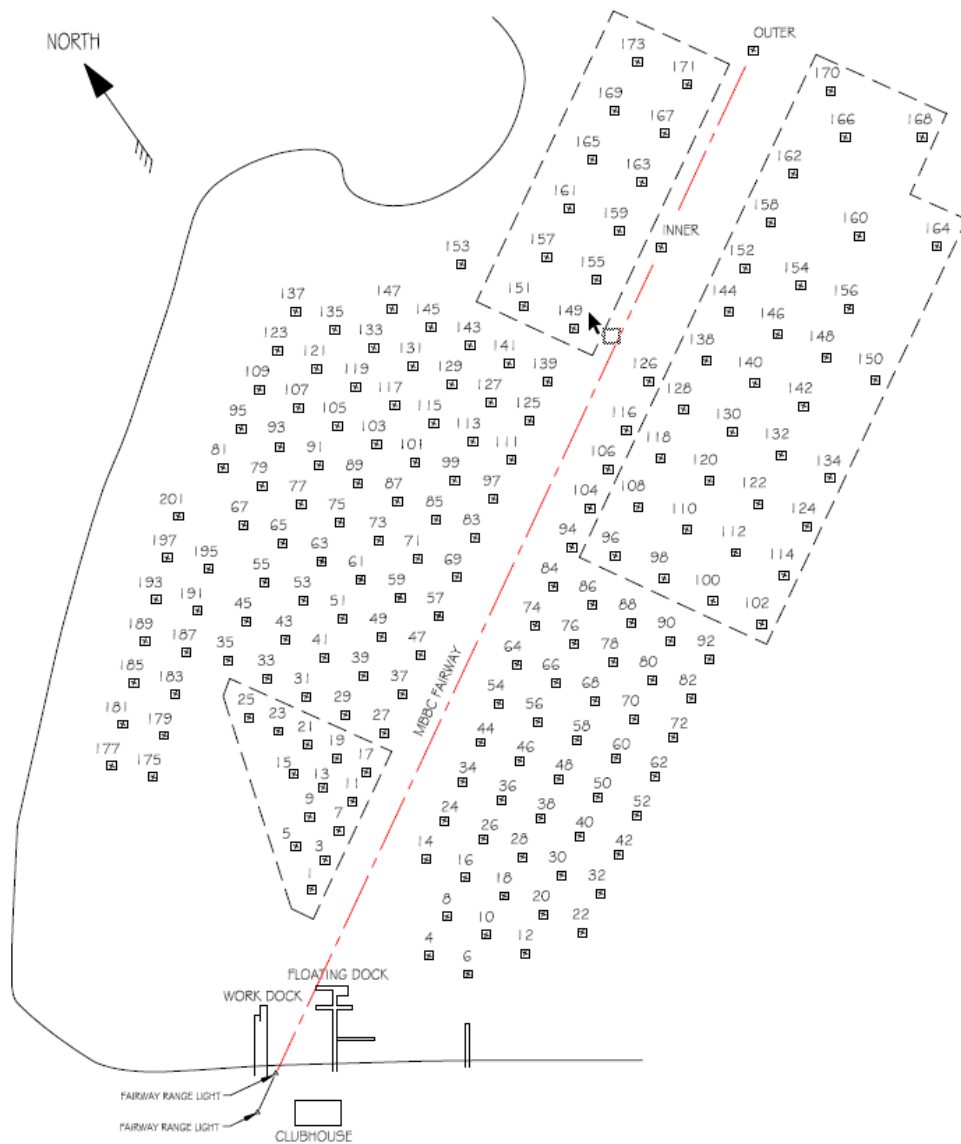
What is the Harbor Committee?

The Harbor Committee is responsible for the safety, maintenance, and management of the MBBC mooring field. Harbor assigns members' moorings, inspects moorings for condition and proper configuration, remediates deficiencies, plans life-cycle replacements and upgrades, and provides other services. Even though Harbor only maintains the mooring components at and below the water line; it has authority to regulate mooring components from the bottom concrete block to the boat cleat or eye. The Committee assigns moorings based on mooring availability and LOA and displacement of the vessel.

Below is the layout of the mooring field. It is designed to maximize the number of moorings while maintaining safety. MBBC uses the Hazelett Conservation Elastic Mooring System for the following advantages:

1. It allows for a high-density mooring grid.
2. It has proven to be very durable in construction and longevity.
3. It is low maintenance.
4. It is environmentally superior because unlike other mooring systems, there is no chain scrapping plant and animal life from the bottom.





Where do I Buy Mooring Tackle Components?

Ace Hardware across the street from the Club has pickup buoys, Hazelett bumpers, and anchor lines. We supply the remaining pieces you need (swivel, plastic disks, stainless steel donut). We recommend 3-strand dock line with a pre-spliced eye. The eye feeds through the swivel nicely.



Below are line recommendations from New England Ropes (the brand we use in the mooring field). Often, people select too big a line; it needs to fit comfortably over your cleats. We are also in a sheltered cove. Typically, either a 1/2" or 3/4" line is sufficient. For perspective, we use 3/4" line for the underwater portion of the mooring.

What size line?

The size and type of line depends on a number of factors including length of boat. The following information is intended as a guide only. Docking in exposed water, strong winds, or tides may require larger or additional lines.

Heavy, well-ballasted cruising boats need heavier lines than lighter cruiser/racers of similar length. Also, increased wind due to greater freeboard and top hamper in exposed locations requires making lines heavier. Always make sure that cleats, as well as cleats ashore, are able to handle the diameter of the line. It is better to double up a 3/8" or 1/2" line than try to cleat a 5/8" or 3/4" line on too small a cleat.

LINE SIZE RECOMMENDATIONS

BOAT LENGTH	DOCK LINES	ANCHOR LINES	MOORING PENDANT
0'-20'	3/8"	3/8"	1/2"
20'-30'	1/2"	1/2"	5/8"
30'-35'	1/2"	1/2"	3/4"
35'-40'	1/2"	5/8"	7/8"
40'-45'	5/8"	3/4"	1"

The Harbor Committee requires members to adjust their pennant so that there is no more than 1 foot plus the amount of freeboard at your bow, between the bow cleat and the top of the Hazelett. The purpose of

shortening the pennant is to reduce the swing radius of boats and to minimize the chance of boat sterns contacting one another in dead calm conditions when boats point every which way. Repeat the process upon return from sailing. This provides increased safety for all boats.



Pulling in the line . . .



Will prevent this

NOTE: Members may not connect the mooring line directly to the Hazelett without a stainless-steel swivel. Doing so could endanger their and other members' boats and could (and does) damage various components of the tackle beneath the water. If you misplace the stainless-steel swivel contact the Harbor Chairman for a replacement.

Mooring Responsibility

The Harbor Committee is responsible for the mooring below the water, the member (you) are responsible for above the water as described below. It is important to follow the procedures to prevent damage and instability of the mooring tackle.

IMPORTANT NOTE: The Harbor Committee provides line installation on opening day (mid-May) and line removal on closing day (mid-October). There is a sign-in table at both opening and closing days. You will need to deliver and remove your personal tackle from the club grounds. MBBC is not responsible for tackle left over the Winter.

Check Tackle in the Spring

Before club opening, check over your tackle to ensure it is solid for the season. This protects your boat, other members' boats, and the mooring. Check for:

1. Frayed lines
2. Sufficient flotation on the pick-up buoy to keep it afloat
3. Most important: Check that the weight at the bottom of the buoy is fastened securely. If it wiggles on the fiberglass rod, remove it, apply epoxy, re-drill hole and fasten with cotter pin. This is the biggest problem we have with moorings sinking; when the float/wand

detaches, the weight drags the entire mooring underwater. We need to put divers in the water to retrieve it.

Preparing Moorings for the Summer

Spring is a time of renewal, cleaning and preparation for the summer ahead. Proper preparation of moorings will ensure boats are safe and that no excessive wear or damage occurs during the season. Members may either have the Harbor Committee prepare their mooring or they may complete the preparation themselves.

The Changeover Process

Tools and material needed:

Pliers; screwdriver (for prying).

Bumper (removed in the fall and stored for the winter).

Mooring tackle/pennant (swivel, line and pick-up buoy).

When installing mooring lines and hardware in the Spring, follow these steps:

Moorings now look like Figure #1

1. Remove one cotter pin from the large stainless-steel pin in the top of the Hazelett and set aside.
2. Pull the large pin out of the ears of the Hazelett and set aside.
3. Hold onto the plastic disks and stainless-steel donut as you pull the pin so they don't drop into the water.
4. Remove the two plastic discs and donut.
5. Install the rubber bumper onto the ears of the Hazelett.

Note: While not required, a rubber bumper is strongly encouraged if you want to avoid hull scrapes from the top of the Hazelett. The "large" rubber bumper available locally is designed to fit the "D" type ears shown in Figure #2. Figure #3 shows rubber bumper in place.

6. While inserting the stainless pin, thread the plastic disks and the swivel onto the pin. When finished, it should look like Figure #3. Make sure plastic disks are on the inside of the ears. This prevents costly wear.
7. Install cotter pin and secure by bending it slightly. Figure #3



Figure #1



Figure #2



Figure #3

NOTE: **Leave number tags attached year-round.**

Preparing Moorings for the Winter

Each autumn, by two weeks after club closing all Hazelett moorings need to be readied for winter. During the winter, all Hazeletts must be completely bare of lines, swivels, rubber bumpers, gallon jug marker buoys, etc. The only exception are two plastic discs, one stainless steel pin and one stainless steel donut. Members may either have the Harbor Committee prepare their mooring or they may complete the preparation themselves. **Ultimately, it is every club member's responsibility to accomplish this changeover.** Anything left attached to the moorings after this date will be removed by the Harbor Committee.

The Stainless-Steel Donut

In an effort to reduce costly Hazelett damage over the winter, the HC has supplied members with a stainless steel "donut" as shown in Figure #8. The donut's weight is equivalent to hardware attached to your mooring during the summer. With the donut in place, the Hazelett will float at the same height in the off season as it does in the summer, reducing the possibility of damage in the winter from snowmobiles, etc.

The Changeover Process

When removing mooring lines and hardware in the Fall, follow these steps:

1. Remove the cotter pin from the large pin in the top of the Hazelett and set aside.
2. Pull the large pin out of the ears of the Hazelett and set aside.
3. Remove both the plastic discs and the stainless-steel swivel along with the rubber bumper.
4. Reinstall the large pin in one ear of the Hazelett.
5. Position the s/s "donut" as shown with the plastic discs on each side of the donut. The plastic discs prevent costly wear. Figure #9.
6. Push the large pin into the other ear of the Hazelett and secure with the cotter pin, bending it very slightly. Figure #10.

In the Spring, reverse the process and store the stainless steel “donut” on your boat so it is ready to use again in the Fall.



Figure #8



Figure #9



Figure #10

NOTE: **Leave the number tags attached year-round.**