



# Bluewater Sailing

Est. 1978,  
A Division of Compass Rose, Inc.  
**SAFETY! FUN!! LEARN!!!**™

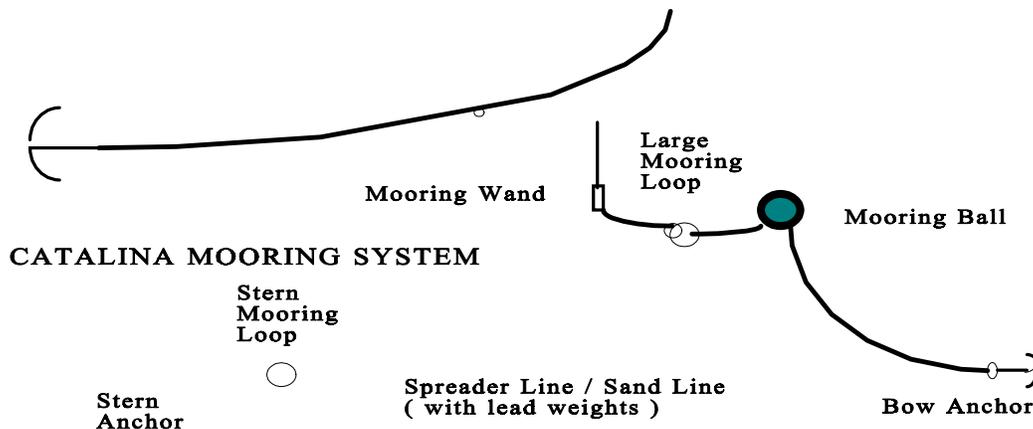
Sailing, Power & Navigation Instruction  
Yacht Management and Delivery

Our Professional Instructors Average More than 20 Years Experience On The Water  
Only American Sailing Assn. & International Yachtmaster Certification Facility in U.S.

Boat Rentals & Yacht Charters  
Group / Private Lessons

## CATALINA MOORING SYSTEM

	<u>Summer</u> (usual)	<u>Winter</u>
<b>Boat Bow Faces</b>	Land Mooring Buoy & Wand	Water Bottom Anchor
<b>Stern Faces</b>	Water Bottom Anchor	Land Mooring Buoy & Wand
<b>Wand &amp; Mooring Buoy Location</b>	Bow	Stern
<b>Wand Loop</b>	On Bow Cleat	In Water, Aft of Boat Cleat Hitch Spreader Line on Stern Cleat
<b>“Stern” Loop</b>	In Water, Aft of Boat	On Bow Cleat Cleat Hitch Spreader Line on Stern Cleat



### Location

Avalon:

### Radio Channel

Channel 9: Boat Services / (secondary Harbormaster)  
Channel 12: Harbormaster

Isthmus / Twin Harbors:

Channel 9: Harbor Master / Shore Boat  
(Also Cherry Cove & 4<sup>th</sup> of July Cove)

Emerald Cove

Channel 9: Harbor Master / Shore Boat

Howland's Landing:

Channel 9: Harbor Master

## CATALINA MOORING SYSTEM (Summer system)

- 1) All moorings in Catalina utilize the same system of bow and stern mooring lines.
- 2) All Bluewater Sailing vessels are required to be on a mooring while at Catalina between sunset and sunrise except under emergency conditions where no moorings are available. Then the vessel must be anchored in a designated anchorage area between sunset and sunrise.
- 3) Upon arrival at Catalina, contact the Harbor Master via radio to arrange for a mooring. These are available only on a “first come, first served” basis and cannot be reserved in advance. Please be advised that you will be required to pay in advance for all nights that you intend to stay and be aware that you do not have “in and out” privileges on the mooring.
- 4) Moorings are labeled with letters/numbers on a sequential basis and are easy to locate. For example: “A14”
- 5) In advance: review with all of your crew the procedures for safely picking and attaching the entire mooring system to the vessel. If sufficient people are available, it is often helpful to have one - two people on the bow, one amidships and one aft to handle the lines.
- 6) Approach the mooring wand at *very low but controllable speed*, utilizing a series of short bursts in forward gear such that the water flows over the rudder allowing for additional control of the vessel. Plan on utilizing little or no reverse, but ensure that you do not run past the mooring wand so fast that the bow crew can not safely pick up the wand and/or the vessel strikes the heavy metal mooring ball causing bow damage.
- 7) While on final approach (or as previously specified by the Harbor Master), the Captain should determine which side of the vessel (port or starboard) the spreader line should be led based on factors which include:
  - a. matching arrangement of adjacent boats ( i.e.; if vessel next to you has line on port side so should you )
  - b. placing the spreader line on the current upwind side of the vessel
  - c. placing the spreader line on the projected upwind side of the vessel at time of departure
- 8) The large mooring loop has three lines attached to it: a) spreader line, b) mooring wand, c) mooring buoy.
- 9) Once the spreader line starts coming out of the water, there should be no use of engine/propeller, otherwise you run the risk of fouling the prop with the spreader line.
- 10) With mooring wand alongside, the bow person should vertically lift the wand out of the water. This will bring up the **large mooring loop**, which **should be led under the bow pulpit** and placed on the bow cleat. Quickly but safely, starting at the large mooring loop, the spreader line (not the mooring buoy or wand lines) should be brought up out of the water and gently laid on the deck. Do not drop the spreader line; otherwise the lead weights will damage the hull.
- 11) Moving aft towards the stern cleat quickly with the spreader line is important as the more time this takes, the more likely it is that the vessel will swing away from the mooring due to wind conditions. This is correctable but only at the expense of some muscle power.
- 12) Place the spreader line on the stern cleat as quickly as possible in order to take up any wind induced loads.
- 13) Pull the slack in from the stern anchor; then either cleat/belay line onto stern cleat or place the stern mooring loop onto the stern cleat (whichever provides the tightest fit). The end result should be that the vessel has tight lines from stern anchor to vessel and from bow mooring ball to bow cleat. All excess spreader line slack should be on deck between the bow and stern, not in the water where it might hang up on the keel.
- 14) It is recommended that the mooring wand be tied up on deck so it does not roll around or bang on the hull at night.
- 15) Enjoy your stay in Catalina!!