



Boaters' views on best practice for cruising past moored boats

My mooring at Milford is constantly getting wrecked by NB'ers cruising too fast. My only word is TICKOVER at all times. ANGLOWELSH stress to your hirers on this. Long term boaters who look the other way when speeding past. I get your boat name and record it & will eye for an eye on you guys.. I have an air horn & if someone speeds past I let it rip & shout slow down... That works, but it's always too late.

I've owned my canal boat for 23 years and I'm well aware of polite and safe cruising practices. I can't count the times that I've shouted out to ignorant boaters to slow down, only to be greeted by a torrent of abuse by aggressive and drunken idiots.

Why not install "speed-guns" and cameras in vulnerable locations?

Just read with interest your section on cruising past moored boats. We are moored against a pontoon on the Aire and Calder Navigation and have found the water levels to change so much at the moment due to the flood alleviation scheme that it is nearly impossible to tie our boat so securely it won't move with passing craft.

On our stretch we have a lot of traffic and we tend to find the hire boaters are quite considerate whereas those in river cruisers are particularly inconsiderate and seem to travel the fastest and closest to moored boats. Other narrowboaters can easily fall into either camp but those who are asked to slow down usually decline.

Unfortunately we also have a lot of rowers passing us too and when going full speed these cause much more of an issue than powered boats! Happily they tend to slow down when rowing past us but the safety boats often choose not to and regularly blast past causing chaos and broken glasses.

As a community of boaters we have wondered about introducing signs asking other boaters to slow down when passing moored boats but are unsure how to go about this.

Perhaps your other contributors may have more experience with this?

Extract from www.vollylockie.co.uk, blog post 4 Nov 2016

UNLUCKY. A narrow boat had called in for water replenishment, which for those who know Hillmorton water point, is a long job. The lady off the boat had put her rope, doubled, through the mooring ring and wrapped it around her hand. Just as another boat came past at too fast a speed and caused the mooring boat to pull out. This had the unfortunate result in trapping the lady's finger in the rope and virtually severing it.

LUCKY. Another boat passing, a Calcutt hire boat NOT going too fast, had on board a highly qualified nurse who, having witnessed the outcome of the incident, stopped and offered expert assistance in dressing the wound.



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LUCKY. The lock keeper on duty who was made aware of the situation, was our very own Bob a retired paramedic. This Saturday was turning into an episode of Casualty. Bob organised the attendance of a fast response paramedic and looked after the patient until they arrived.

Another factor is the weather. I am an instinctive slow-down-to-tickover boater, but if there is a serious wind blowing across the cut, then I may need to pass moored craft faster than would otherwise be ideal, in the interest of maintaining way. In other words, if CRT are not to close windy canals, perish the thought, the lesser of two evils is to chug through at something a bit quicker than tickover, rather than arrive sideways as the happy moorers are tucking into their boeuf bourgignonne.

Most moorers get this, but now and again one gets a bit of grief...it might be worth publicising this point too.

Whilst I do slow down for moored boats, I don't see it as my responsibility to cater for circumstances that are the responsibilities of others (mooring correctly) and I don't see this as being selfish. If anything, it is selfish of others to expect me to pander to them. We should take at least some responsibility for ourselves.

There are some circumstances where there are moored boats for mile after mile e.g. Thrupp and to be honest I get a little bored and frustrated, sometimes with people poking their heads up and complaining about my speed EVEN when I AM at tickover!! So if I am going to get moaned at anyway I might as well be doing a decent speed!

I do slow down well ahead of moored boats but to expect tickover is unrealistic especially where there are moored boats every 50m or hundreds of boats moored for miles.

No wonder commercial traffic is dead – what would moored boats think of commercial traffic where time is money??

Think about the risk of hot pots or kettles tumbling and the damage that may cause to toddlers.

May be speed humps are the answer!

Having been boating since the early 60s the biggest change has been in the depth of the canals, not just the miles of moored boats, or the way they are moored.

This, the depth, in my opinion has one of the biggest effects on moored boats. Taken to the extreme you can pass a moored boat on a river without slowing appreciably and the moored boat isn't affected at all.

I always slow to tickover well in advance on narrow canals and if the navigation is particularly narrow, alternate between neutral and tickover.



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At least 75% of boats I pass have very slack or inadequate mooring ropes, (especially CRT boats) even when moored on piling or rings. Centre ropes that run to the roof are more likely to cause a loosely moored boat to rock violently.

When passing boats moored with pins or stakes I try to give as big a margin as possible without going aground. Soft mooring with pins causes the bank to be pulled into the cut if under stress. I try to double pin on soft towpaths, staggering the pins to spread the load.

All boats move when passed, it's how much is acceptable that causes friction.

I find these days with shallow canals that boats don't slow down early enough, probably 3 boat lengths being minimum. I know it's a bit frustrating having to slow down repeatedly but trying to rush around on the cut is to be discouraged.

Too often boats are driven with too much power on or revs just trying to go faster, more often it seems faster but isn't. All that happens is water is pulled towards the boat from further away.

Dredge the canals better, to the intended original depth. PLEASE.

I always cut to 'tickover' more than my boat's length before passing any moored craft. I find that most hire-boaters do this (they've usually been given such instructions). The worst people I've found are, unfortunately, people from marinas. Too many boaters tend to travel at too greater speed anyway which damages the banks. I have never travelled at more than 3mph in any boat (hired or my own).

On my mooring a spring is fitted (normally pulling the stern forward to ease boarding), primarily because I moor in an area used by rowers who are allowed to achieve 6 mph. Although this does not stop the boat from rocking, it does prevent the boat from rubbing back and forth along the bank.

As a result, when mooring for a reasonable time where traffic is likely to be high, I tend to use a similar system!

My 50' narrowboat draws well over 2'3" and weighs around 18 tonnes when we are on board, so moves plenty of water especially in shallow stretches. It should be of no surprise then that I frequently receive abuse from moored boats, accusing me of not slowing down or passing at other than tickover. Those travelling with me often comment how I slow down even for fishermen!

The problem is that the tickover speed (700 rpm) equates to 2.5mph (in reasonably deep water), so moves about 2.5 gallons of water per second.

Where the water is shallow or the canal narrow, that tickover speed can drop as low as 1.5mph (usually when mud is being moved), but that is still about 1.5 gallons per second.

Clearly if a moored boat is sat in deep water, a few gallons of water will not have much effect. Where there is only a few inches of water under the moored boat, this could represent the total volume of water in which the boat is sat.

So I say, find a deep mooring, moor at the widest point and use a spring.



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[Earlier this year, I approached a lock and was actually in neutral. A string of boats have their home moorings above the lock and quite a few were enjoying the sunshine, sitting out on deck or on the bank. As I approached the lock the next to last boat threw open its hatches and a lady with a very loud voice shouted abuse at me for not passing at tickover. Much to her surprise, quite a few of her neighbours started laughing. Of course it was the water from the lock above which had been dropped and the boat exiting the lock in front that had actually moved her boat, I was practically at a standstill!]

I agree we should slow down to avoid causing undue movement to moored boats. This is not always easy and needs concentration, anticipation, experience and practice. I was taught to slow down to tick over speed but this is an oversimplification. On wide deep water my boat settles at about 2.5mph at tick over. Sometimes this just is not slow enough. Some older engines will not idle easily, so I have to slip into neutral at times. Watch the reaction of the boat you have just passed. If you see a lot of movement or hear it bang against the side, you need less speed next time. Imagine that there may be a boater in there who has just stepped into the shower. Think ahead and slow down please!

Your boat is your responsibility. On canals tie tightly using springs and double crossed pins unless there are rings. On the Llangollen or on one of the favourite canal ring hire and share boats are on a tight schedule (so are some private boats) - beware.

On rivers allow for reasonable changes in level, but they are deeper and wider and many boats do not slow down at all when passing on rivers. An excellent example is on the River Wey when boaters reach the canalised section they keep going at the same speed as on the river. So beware when mooring as it is your boat and your responsibility.

If you moor in a position where you are not visible until the last second then boats will go to fast when passing. It is your responsibility to be seen.

Take care of others as you wish they would of you. That means slowing down when passing moored boats. Tick over or less than 2mph, which depends on the situation. Look at the effect you are having on the moored boats and act accordingly.

BUT passing an almost continuous 14 miles of moored boats doubled and sometimes trebled up, they are preventing your navigation. Don't expect tick over for 2 or 3 days, so they can expect up to 2mph. (Kennet & Avon around Bath!) So C&RT sort out the western end of the Kennet and Avon and we can all use tick over. If you are continuously moored with hundreds of others it is your responsibility to moor very securely.

Canals are Navigations not Residencies - boats move on journeys. Moor with care, pass with care but it is your responsibility for your boat.

Thank you for your summary of speed passing moored boats. Yes this is a subject that is beginning to cause much friction on t'cut.

Everything you have published is true regarding tying. There are places where it's impossible to keep pins in, even when boats do pass on tick over (Leighton buzzard for one) and yes it's still rough on rings or Armco. I have a couple or three nice fat fenders (one tyre



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and two cruiser fenders) this totally minimises the crashing but pulled pins are unstoppable and worrying at night and while out or away.

There are many boaters who simply expect their boat not to move when being passed but however slow the passing boat, boats do move! There are others who make a judgement solely on the speed of the boat passing, this even when the depth and width of the waterway results in minimal movement. We have often passed long lines of permanent moorings at constant speed and chatted amiably with some owners and had abuse hurled at us by others. We have a shallow draft boat and need far less water than a heavy boat with a traditional engine; which means less disturbance at the same speed through the water.

The most difficult situation is when a heavy deep drafted boat with a very large prop is moving on a narrow canal with a poor profile; there are many locations like this where permanently moored boats on long term moorings have caused a build-up of silt under the moored boats. However, there is no excuse for boaters on permanent moorings who tie up with several feet of slack mooring lines; we have had boats moved 4ft towards us when the lines have been too slack and that is on tick-over, the only way you pass such boats without causing excessive movement is in neutral; is that reasonable when passing anything up to 2 miles of moored boats? (Top end of Shroppie/ Chester Canal.) When moored, we would agree the comment that many hirers are more considerate than some private owners. We also know that if tied up well any movement caused by passing boats is minimised!

I understand most people who are owners do take care when passing moored boats but, the amount of holiday boaters is increasing and bow waves with it. Why can't the Trust charge holiday boaters a fee that can be non-refunded if there is a complaint against that particular boat zooming past my boat on which I live and get livid with them when I ask or signal them to slow down.

My general approach when nearing moored boats is to start to reduce my speed several boat lengths before I get to the moored boat, typically but not always, about 5. I will pass a little above tickover as by reducing my speed too much I could lose steerage. I then, if I can, watch that boats ropes. If they start to tension I slow down even more. I try to imagine that my wife, or somebody's wife, is below their decks about to lift off a boiling kettle. A boat going too fast could well lead to a nasty scold.

It is never possible to say that you would not upset someone, the width and depth could affect your very gentle approach, the nearness or the passing other boats, the weather conditions (a side wind may mean more power to retain steerage) etc.. The etc. is almost infinite.

The depth you draw and the shape of your hull all affect how you pass boats and that boats reaction; (for every action there is an equal and opposite reaction). I've noticed over 36 years boating that the lightest boats on the system, ie; fibre glass cruisers, cause more movement, disproportionate to the size and draw, or indeed their speed.

Hire boaters, in general are not the worst; neither are the majority of responsible boaters. There are exceptions to this as always. The worst we've found are time share boats where the sharers have say a week or two and they try to do as much as they can of the system



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from their bases: going fast, jumping queues for servicing and locks often when another boats crew has set that lock, not helping boats coming the other way, turning locks round wasting water. I could go on.

Interesting discussion, I fully agree with the point that there are many factors that impact the effect that a moving boat can have on those that it is passing, including some that you can't see i.e. the profile of the canal under water. So there is no fixed maximum speed that you can pass at and a boat ahead of you might have to go slower or be able to go faster than you can (perhaps it has a different draft).

My policy is always to slow right down to tick-over well before I reach the moored boats - aiming to be at tick-over speed by the time I reach them. Then if it is a long line of boats I gradually increase the speed while keeping an eye on whether the moored boats are moving in response, if they do then I ease off again.

Another reason for slowing down more than you perhaps need to is that if you suddenly get caught by a cross wind or something as you are passing then you can put on some revs to correct your course without getting to an excessive speed.

One bit of advice I was given was always to assume there is someone on the moored boat pouring hot tea.

I'd just like to say that the three comments regarding cruising past moored boats you have put into the latest boater's update (4/11/16) were well chosen and reflect my personal views on the subject. I have certainly arrived back to my boats to see that the mooring pins have been pulled out by passing boats, although they have always been tied up again by some kind soul. It is my opinion that some crews try to cover too much ground in the time they have available, which leads to them rushing about.

The one point which doesn't seem to have been mentioned is to avoid using the centre rope when mooring. Because this is attached at roof height, it is bound to cause the boat to heel over when it tightens due to a passing boat no matter what speed the boat goes past. Very often the cause of cries of "slow down!". I always moor with only bow and stern lines and these are generally sufficient. On the odd occasion it may be useful to add springs (a second pair of mooring ropes going forward from the stern and backward from the bow), but NEVER mooring with the centre rope. Additionally, a boat will always move about if moored with the ropes straight out from the boat at 90deg; much more effective if secured at 45 deg to the boat.

It's a good topic. After 4 years afloat I've come to the same conclusion, there are an increasing number of experienced boaters showing a 'couldn't care less attitude' to slowing past moored boats. In fact working boaters can show a pretty arrogant air at times. I've had pins pulled on soft banks a few times and also rescued unmanned boats I've found adrift. My 60ft Colcraft hull seems to draw less displacement than most and i rarely see movement



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of moored boats i pass at idle, or wake waves if i've revved up to 2000 rpm on clear stretches to give my beta43 a clear out.

Maybe very occasionally i've been distracted by my passenger chatting and i've chastised myself for not slowing enough, even though my desired economical cruising speed is about 2.7 mph at 1300 rpm. i've never been reprimanded by a moored boater for speeding. It gets tedious when there's continuous pockets of moored boats on long stretches, so i just accept that and stay at my tickover speed. i'm not an 'always in a hurry' boater as many now seem to be. i rarely need overtake a slower boat, and i give way many times to speeding 'in a hurry to get to the pub' types. i'm retired so why hurry?

i have been liveaboard for around 12 years now, both in a marina and on the linear, i have also travelled extensively over the canal system.

In my opinion there is rarely any need for travelling boats to alter their cruising speed when passing moored boat, unless for navigational, soft mooring conditions or safety reasons.

i suggest people who require no/ little movement perhaps should consider the fact they are on a boat. Boats rock with water movement however caused, make adequate provision take precautions, enjoy and live with it. Just stop whingeing.

We are liveaboard continuous cruisers, and we travel many hundreds of lock miles throughout the year.

We have been affected by boats speeding past us as we are moored - in fact we suffered severe damage back in June when a boat went past at full speed as we were about to tie up (we were at the end of a long line of moored boats above Fradley) and his speed was such that it ripped the ropes from our hands, sucked our stern out and the tiller arm swung out and caught on his roof rail resulting in a severely bent arm, swan neck, and damaged skeg bearing - the repairs were several hundred pounds - and the other boat merely swore and carried on!

Having said that, we think of ourselves as considerate and experienced boaters, and always slow down several boat lengths before moored boats, but even so we often get shouted at to slow down! - we could not go any slower in most cases without being in neutral and thus having no steerage!

On one occasion i had quite a lengthy conversation with a bloke hanging out of his side hatch shouting at us - if we had been going anything like the speed he was suggesting we would have been long gone. On another occasion on a wide and deep section of the Leeds & Liverpool canal we had already passed a very long line of moored boats - narrow, wide, and plastic - and had friendly waves and acknowledgements, when someone in a huge Dutch Barge leapt out of his cabin and shouted at us to slow down! i doubt we could have moved such a big boat even had we been on full power!

These people need to chill out and stop ranting and causing stress! By all means complain if people are *really* going too fast, but some people seem to take a kind of perverse pleasure from shouting at people - and some people can be hurt by it. On one occasion we moored above Audlem and were passed by a nice lady on a narrowboat at a very reasonable speed and she asked me if i thought she was going too fast?



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I said no, it is fine, and she was visibly very upset at being shouted at 2 locks below us for speeding past a moored boat!

I do slow to tick over to pass moored boats, indeed, if I see reason to, I may even knock the gearbox into neutral sometimes. Examples where I'd do this might be if I see people tying up, still holding ropes, or where I can see a boat is on pins rather than more solid moorings.

However, far too often I still get shouted at by boaters whose boats I'm passing. There seem to be a lot of boaters who don't know what 2 mph looks like or can't moor properly or perhaps both.

Notwithstanding the comments published this time, when moored to secure points like rings, and on a canal where water levels do not vary appreciably, it is possible to tie up a boat so that it can't move significantly even if someone passes at 4 mph. I know, I do it every time I moor on my home mooring!

On rivers it is different for many reasons, particularly the risk of water levels changing. However, there is usually a greater depth of water and more room to give moored boats a wide berth. It really is a case of knowing your boat, knowing how to moor and understanding the circumstances.

I reckon you have to be going slowly by the time you're a couple of lengths before the moored boat, but you can get back on full throttle as soon as you're past it

The problem, of course, is that as the boat moves along the canal the water it displaces at the front has to get round to the back, and it's that flow, rather than any waves it makes, that troubles the moored boats and washes the banks away. The propeller, drawing water from the back of the boat, exacerbates the effect. I wonder whether it would be possible to build boats with some kind of water-jet propulsion that drew water from the front of the boat -- taking the displaced water through the boat instead of around it. Maybe you could find someone to look into it as a PhD project?

I would like to add my comments to the discussion on mooring and passing boat traffic. I have been canalling for 40 years, first as a hirer and then as owner of a 57ft Narrowboat. I am also a RYA Yachtmaster so have experience of "nautical" boating.

The problem seems to be on the one hand, a proportion of moorers that want a "very quiet life" whilst they are moored and really do not want boats coming past them at all, and cruisers that do not like slowing down at all because they are "on a mission" to complete a cruise in a limited time, and they have found the "sweet spot" of engine revs where the boat is running smoothly.

Obviously a compromise is necessary, but the problem is made worse by the canal edges being too shallow, and mooring incorrectly - you need to use large "soft" fenders between the moored boat and the bank piling, and stout doubled mooring ropes at each end plus "springs" to reduce the fore-aft movement of the boat. This is particularly important on rivers where the level may change significantly overnight so the mooring ropes must have some



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slack. If ropes are doubled, tripled, or even "quaded", they will not only be much stronger, they will have correspondingly less stretch when boat movement does occur.

With most inland diesel powered boats, there is a limited range of control of speed. The engine / gearbox / propeller is usually set up so that the boat will achieve its design full power speed when being used on a large river. This is so that reasonable progress can be made upstream against the river current, and that "full value" is obtained from the engine. Obviously, the boat owner does not want to pay for a 40hp engine that will only achieve 20hp at the propeller due to incorrect propeller sizing. The result of this is that the boat will achieve the full 6mph on a big river at say 2500rpm, will cruise at 3.5mph 1500rpm on a narrow canal, and will do between 1.5 and 2mph at a little above idling 1000rpm. It is therefore not possible to slow down to say 1mph (which some moorers seem to want) without coasting, which means there is no steering control, and a collision becomes more likely, especially if it is at all windy. So the compromise is that cruising boats should slow down to 2mph when passing moored boats, and that moorers need to tie up and fender well enough so that 2mph passing boats do not upset them.

We cruise our widebeam in restricted waters and obviously take up more canal width than a narrowboat, so it follows that whatever craft passed us, it would be nearer and push water at an increased flow rate. The same goes the other way round so we affect and are affected by other boats more than some. I try to always slow down to tickover on passing but have many a time been livid at some thoughtless boaters.

Having been a yachting for some years, springs are second nature to me, although not always possible, they do reduce dramatically the movement of a boat. If rings or bollards are available, I will take the two centre lines through the fairlead and take one each way to a bollard. This may be the same as the breast/stern bollard but not to a central one. I then tie a loop in each line near the fairlead and pass the bight from the bollard through the loop and pull tightly, finishing off with a simple half hitch. Same at the other side and the boat hardly moves whatever. The point made regarding water levels is valid and should be heeded. Mooring to pins is not so good and in wet/poor holding ground would also present problems.

Let me say this and let it be heeded: THERE ARE NOT ENOUGH PROPER MOORINGS AVAILABLE ANYWHERE. Notwithstanding the report regarding how much is spent on maintenance, the big payers/boaters should have priority over dog walkers, many of whom leave dog mess, incidental boaters/canoists, cyclists and fishermen who think they own the waterways for a few pounds a year. I trust this missive will be of use to both boaters and officials alike.

Interesting piece in this week's Boater's Update on this subject. I pretty much agreed with the comments made except for 'slow down, to tickover, a good boat length before' which, in my view, is nothing like early enough. The objective is to slow the boat, not just the engine which so many boaters seem to think is sufficient. A good three boat lengths is more like it assuming you are travelling at a sensible speed to start with.

It is psychological – the actual speed isn't the point – it is the attitude - you cut the revs back to tick-over – and slow down a little - but more importantly it sounds like you slow down –



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which is the bit that matters – and is usually appreciated – then rev up when you pass. Easy. It works for me.

I have read with interest the comments on the speed of boats passing moored boats. After a life time of "messaging about in boats" the problem seems to be the same - just worse in recent years - good manners are missing in many peoples' lives. It is the same with cyclists who never slow down when passing moored boats even when the crew are on the towpath. It is a matter of thinking about other people as well as your own enjoyment.

The problem is often blamed on hire boat people but it is not restricted to them. What can we do? Firstly, appeal to the Hire Boat companies to make the correct procedure clear to all hirers - you are required to slow down pass moored boats. Secondly when issuing boat licences make clear that when you pass moored boats you are required to slow down.

Speeding cyclists - I am not sure though my Jack Russell has one way of letting them know his opinion! Yes, I do clear up after him every time!

You completely omitted the responsibility of the moored boat with respect to passing traffic.

All passing craft will tend to move moored craft, so the moored vessel should be tied up properly. Mooring online, if you don't want to be disturbed by passing traffic, requires that you have *four* lines ashore, not the all-too-common two. Two springs, (tied tightly to control fore-aft movement) and two breast lines (tied loosely, to let the springs work, and to prevent drifting out). This will let any boat pass you at any speed without causing you problems.

At its home mooring in a cut, my (50 tonne) barge has four ropes ashore, and is passed regularly by a (broad) trip boat at full cruising speed, without causing me any distress. For the trip boat, time is money, so I don't expect it to slow to pass me.

My observation is that IF they slow down they are going at such a speed it is still excessive their wash will damage even good edges this is an issue that makes us question why we cruise at all.

THANK YOU FOR TAKING UP THE SUBJECT OF SPEEDING PAST MOORED BOATS!!!!

It must be something to do with the modern pace of life - some people just cannot SLOW DOWN - maybe they think they can compared to their usual rat race? Several of us email the hire boat companies here on the northern end of the Lancaster canal and it seems to be taking effect at last.

No boat should slop about or slap into the bank if the moorer has done it correctly. Even with speeding boats which after all are not hydrofoils. If the moored boat is moving along the bank then the moorer should use the method of springs. These are multiple ropes tied to boat at different places. An example is using two additional ropes from central ring; one



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attached to front (bow) tee stud and one to the rear aft (tee stud). This also has the advantage that in the event of one rope coming loose you still have three ropes attached.

The same restriction to movement is achieved by fixing the ropes at a 45degree angle front and back

Slowing down when passing moored boats, I thought was the polite friendly attitude which is usually found on the canals with everyone greeting you with a smile and a 'MORNIN!'. Remember the occupants could have a kettle of boiling water in their hand at that moment. My exceptions are those boats which are fixed by chains fore and aft, doors padlocked and no licence then I slightly slowdown from 5mph. Slowing to tick over on my boat is not reasonable since it is affected at that speed by side winds which take you off course.

It is really very simple – boats passing moored boats slow down so as to cause as little disturbance as possible to moored boats. It is a safety issue more than anything else. A sudden jolt to a moored boat can bring an engine hatch down on one's head or cause hot liquids to be spilt. Those who don't slow down are simply not thinking.

In very recent years we have been obliged to modify the way we moor because boats these days simply do not slow down – and that applies equally to owned and hired boats.

On rings or hooks I will now invariably use springs as well as fore and aft lines. (Springs absorb more of the shock and tend to change a moored boat's fore and aft movement to a gentler in and out movement.)

When using pins, in anything but the hardest of ground, I will use a spread, double pin arrangement. (This spreads the load and reduces the risk of a pin being pulled out. One pin through the eye of another is not much use as it doesn't spread the load.) If it is a troublesome location for speeding boats, I also use springs.

We do what we can but we can only ameliorate the disturbance caused by inconsiderate and selfish speeding boaters. They also need to play their part.

I can't understand why those who get so hot under the collar do not a) use springs (like yachts universally use) to stop forward and backward movement, and/or b) do not use shock absorbers. I suppose it's easier to blame someone else for lack of consideration rather than do something constructive yourself.

Shock absorbers come in rubber and steel and are placed into a slightly slack mooring line to take the snatch out of movement. They are readily available from yacht chandleries and would be particularly useful when setting up a permanent mooring.

An example absorber can be found at <http://www.force4.co.uk/force-4-steel-shock-absorber-1350mm-dia-5-5mm.html?sqr=springs&#.WCAo8iTEfZE>

Just a quick observation regarding the speed people pass when I'm moored.... you can usually tell the colour of someone's hair by the speed they pass, the faster they go, the whiter the hair!

Yep, it's a sweeping generalisation I know, but surprisingly accurate.



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I agree totally with the comments made, and won't repeat as they are very well said. But would like to enhance on the 'common courtesy' angle, which seems to have gone out of a lot of peoples' ethic. It would seem to me many have brought their attitude towards driving on land on to the water, the lack of courtesy they show to other drivers and cyclists is transferred to boat users immediately they get on board. It is simply ignorant and rude.

One of the things I most cherish about the waterways is leaving the pace of the motorway behind and enjoying the wonderfully slow pace of life on the water. I also love how considerate other boaters tend to be. So I struggle to understand this desire to pass moored boats faster than tick-over. If you're in that much of a hurry then you've probably chosen the wrong mode of transport!
