



# Lilongwe Sailing Club

## Knots

### ROPEWORK (B2)

Ropes are an essential part of every sailing boat's equipment. They are used to attach, raise and control the sails and to secure the boat to a jetty or mooring when it is not being used.

Over the centuries specific "knots" have been developed for specific tasks. They may be called bends, hitches or knots but they all serve to attach rope to rope or to a solid object.

Be positive in your approach and learn each by using it in its correct context.

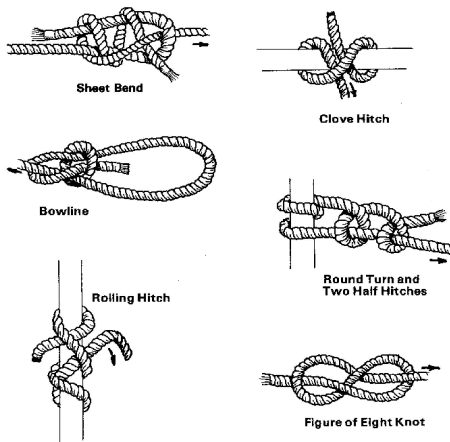


Fig. 3 The Six Essential Knots

Just so that you understand the technical terms:  
 A *knot* is generally made in one end of one rope;  
 A *bend* joins two different ropes together whether they be of equal or unequal size;

### Bowline

A most useful "loop" knot, which will not slip if properly tied.

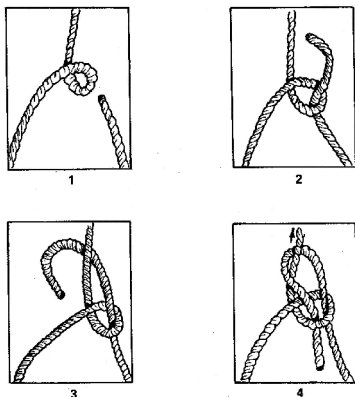


Fig. 3(c) The Bowline

### Clove hitch

Useful for securing a rope at intermediate points. If tied near the end of a rope, a half-hitch on top gives added security. It can be difficult to untie, especially when wet.

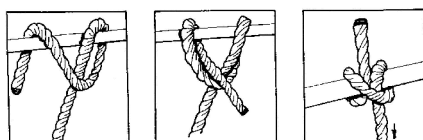


Fig. 3(d) The Clove Hitch

A *hitch* secures a rope to another object, for example a spar, ring or post;

A *bight* is simply the technical expression for a loop in a rope; The *free* or *running* part of a rope is the end of a rope and the *standing* part is the main part of the rope clear of the knot, bend or hitch. The illustrations will make this clear to you. The *standing* part is identified by a black arrow.

You may well ask why we need to teach special knots. It is important for you to use the right bends and hitches for two reasons; so that they *won't* come apart when you don't want them to and so that they *will* come apart when you do want them to. A knot which has been immersed in water tends to swell and jam.

These knots illustrated are ones which you should be able to tie with your eyes shut. Practise before you start the course.

### Sheet Bend

Used for joining two ropes together. Make the loop in the thicker rope then make the knot as shown. Stronger with an extra turn around the loop (see opposite). Undo by grasping the ropes on both sides of the knot then push your hands towards each other.

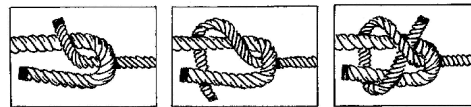


Fig 3(a) The Sheet Bend

### Figure of eight (one type of "stopper knot")

A simple and useful stopper knot, to prevent the end of a rope running out through a block.

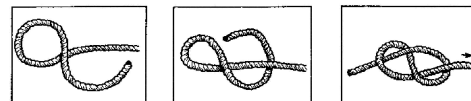


Fig 3(b) The Figure of Eight Knot

### Rolling hitch

A hitch which has a variety of uses—for securing to a post, or through a ring and secured to its own standing part. All schools from time to time, tow a long line behind a safety boat and this hitch is the one you use to tie your dinghy onto that line.

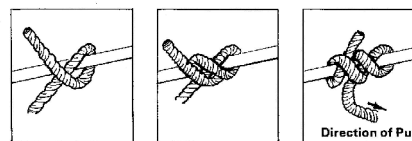


Fig. 3(e) The Rolling Hitch

### Round turn and two half hitches

An easy method of securing a line to the ring of a buoy, or a post. For long-term security the end can be secured to the standing part by a lashing.

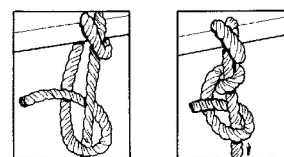


Fig. 3(f) The Round Turn and Two Half Hitches

### Securing ropes to cleats

When securing a rope to a cleat, first take a complete turn round the cleat before making two or three criss-cross turns over the "horns". If it is a warp or rope that is going to be in position for some time, and which has not got to be let go in a hurry, you can finish with a half-hitch. It is a convention to make the initial turn on a cleat right-handed—so that somebody else can release it easily.