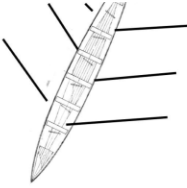
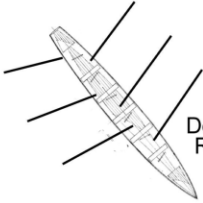


Approaching the Dock



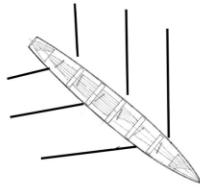
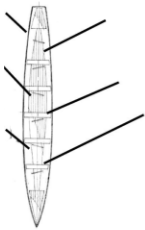
Tide and wind change and lessen inside of the city dock & pier.



The side with undone oarlocks will not be able to hold water or backwater effectively.

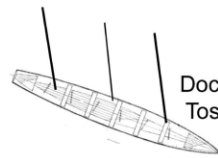
Dock-side
Release oarlocks

If docking might be tricky, ask the bow, #2, or #3 oar to tuck their oar, grab a line, and help catch the dock.

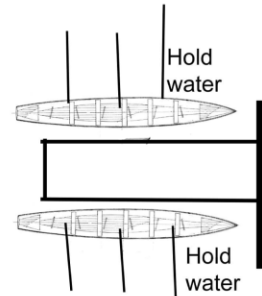


Dock-side oars do not have to toss all at once. It may be helpful for the stern and possibly midship oar to stay in until the last minute.

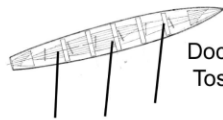
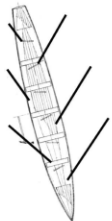
Adjust approach angle for tide and wind pushing into (less angle, aim farther from dock) or away from (more angle and speed) the dock.



Dock-side
Toss oars

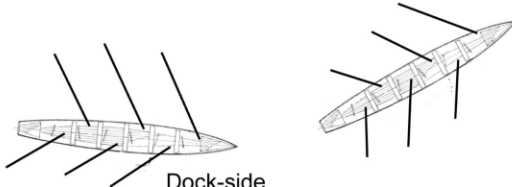


Hold
water



Dock-side
Toss oars

Hold
water



Dock-side
Release oarlocks

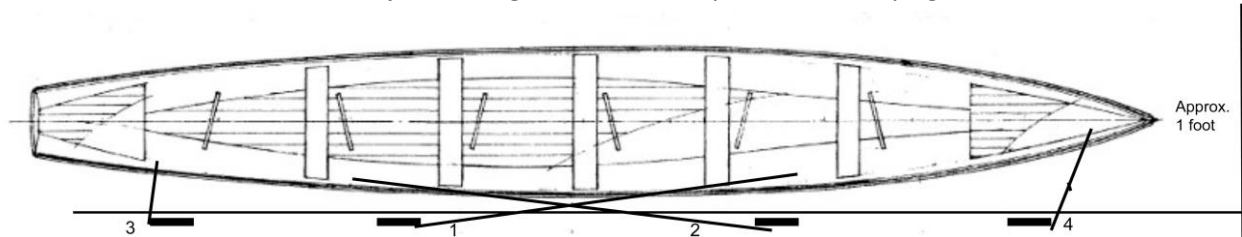
Outside oars holding water at the dock helps stop the boat and turns the stern into the dock.

Docking is much easier if you can see the entire face of the dock where you will tie up as you begin your approach.

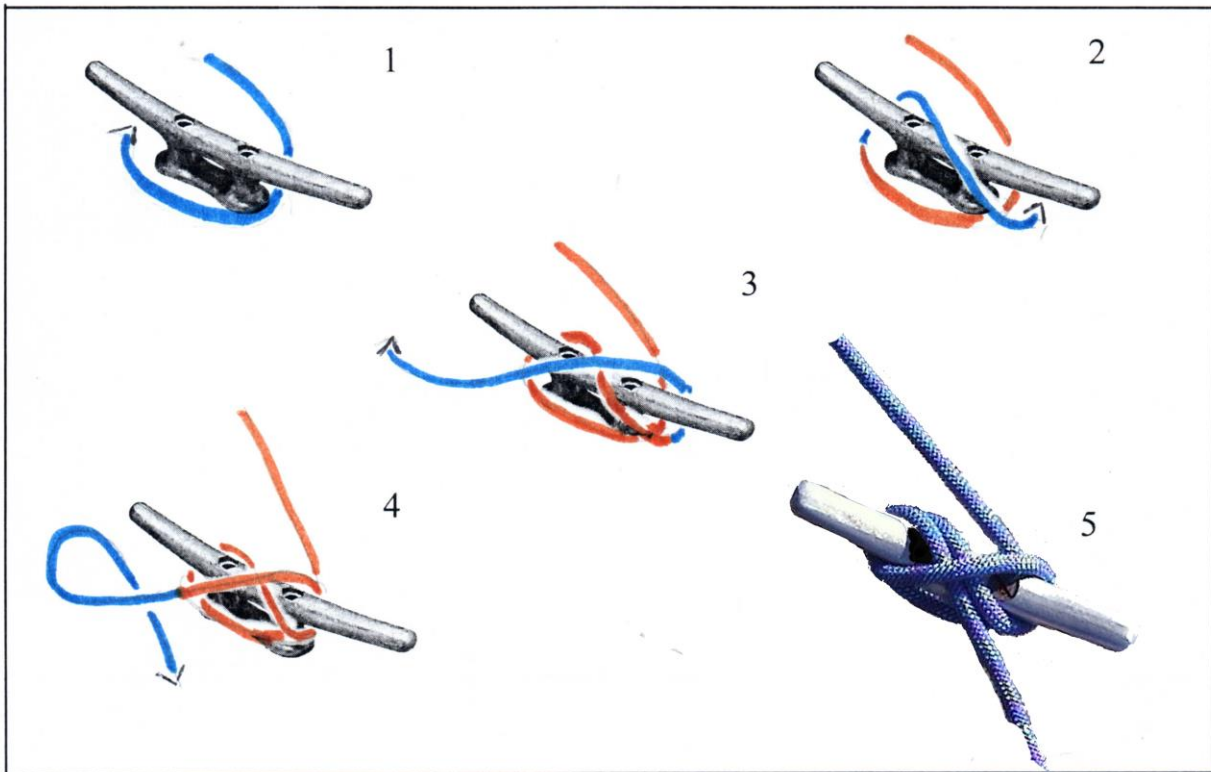
There are a lot of ways to successfully approach the dock. This is just one pathway that is fairly reliable.

TYING UP TO THE DOCK

1. Position the bow of the boat about a foot from the perpendicular dock. Secure it at this distance by leading a spring line from near the bow back to a cleat.
2. Lead the other spring line from the stern across the first spring line forward to a cleat. The lines shouldn't be taut; there should be some "play" or room for movement so the boat won't get jammed against the dock by waves or swaying.



3. Tie off the stern and bow a generous arm's length from the dock.



Note: Lead the line to the far side of the cleat (not always so clear). Turn $\frac{3}{4}$ of the way around the cleat, then cross to start a figure 8. Finishing hitch should follow the figure 8, with the end parallel to the crossing line of the "8" (might take a few tries – get it right!).