

Adaptive Sports Connection common knots for sailing

Diagrams and videos on how to tie knots can be found on the web (e.g. www.knots.com and www.101knots.com)

The knots below are roughly listed in the frequency or order you might use them.

BOWLINE: A bowline knot is a very common and important sailing knot. It will not slip or untie under a full load yet is very easy to untie even after a heavy load. You should be able to tie a bowline quickly.

BOWLINE

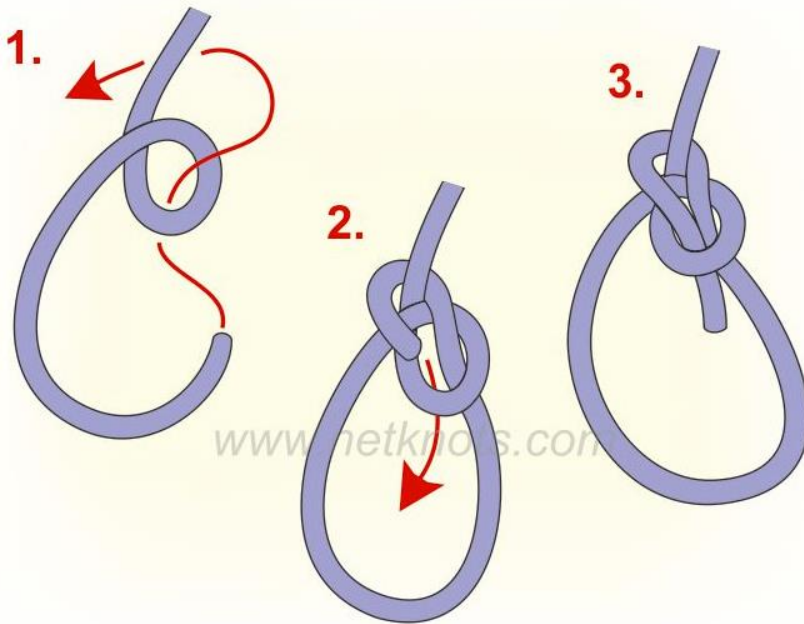
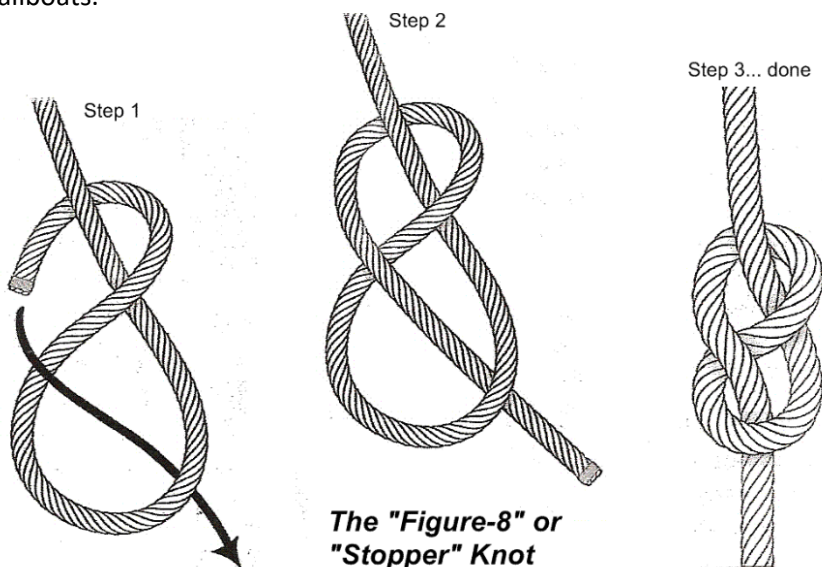
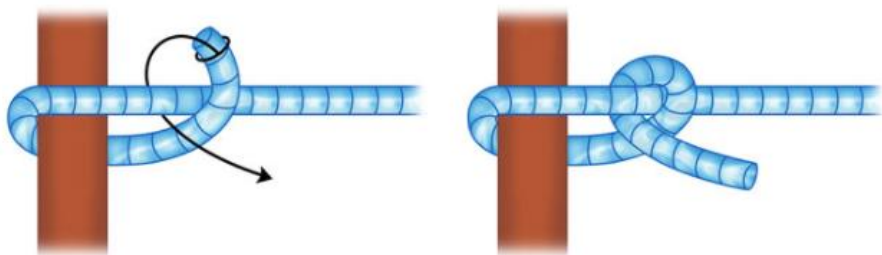


FIGURE-8 KNOT: A "Figure-8" stopper knot is a common knot used to prevent the end of a line or sheet from slipping through a block or fairlead. It helps to leave a few inches of line past the knot to have something to grab onto. At ASC, the Figure-8 knot is one of the two types of stopper knots we use on the ends of the jib sheets each time we rig the sailboats.



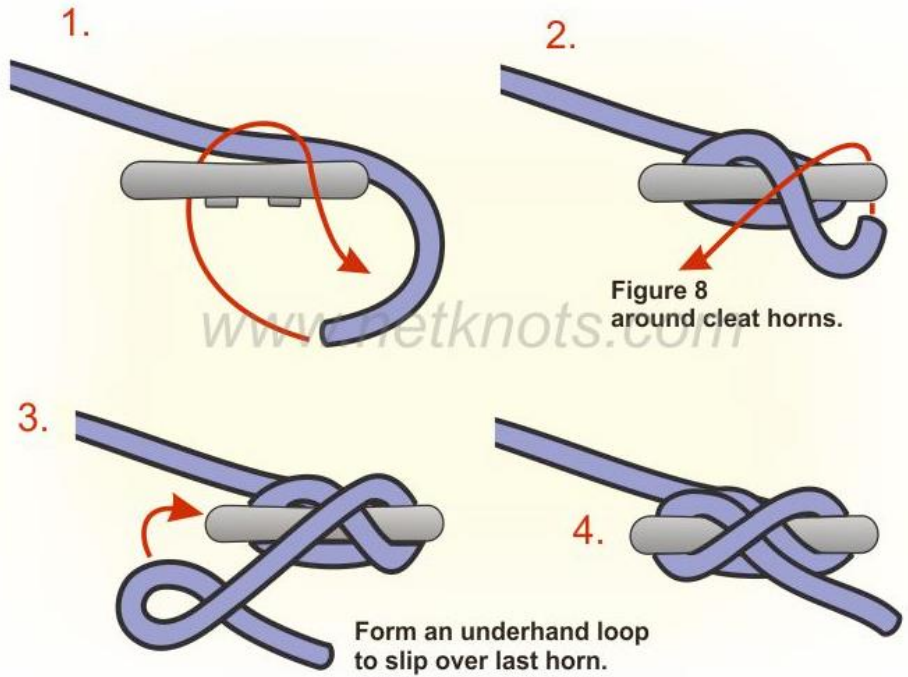
BARREL KNOT: Another good stopper knot is a barrel knot. There are a couple of variations on tying a barrel knot. One that gives a large knot (barrel) to grab a hold of starts with a half hitch as shown below but instead of just looping the end through one time as shown, loop the end through three times to form a larger knot. This type of stopper knot works well for the ends of the jib sheets and is one of two possible stopper knots to use each time we rig the sailboats. Leave several inches of tail at the end of the line to make it easier to grab the line.



- 1 Wrap the rope around the support
 - 2 Pass the end through the loop and tighten
- 101KNOTS

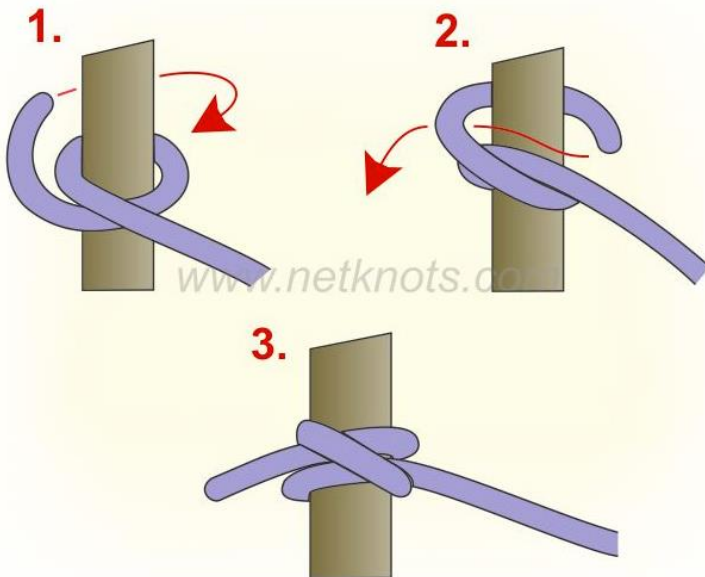
CLEAT HITCH: A Cleat Hitch is the proper way to secure a line to a cleat. The underhand loop at the last step is what keeps the line secure and prevents it from coming off the cleat. The line should tail out of the cleat the opposite end in comes in from. This is used to secure lines to deck cleats and also halyards to cleats mounted on masts or elsewhere. Cleat hitches will be used every time we rig the boats.

CLEAT HITCH



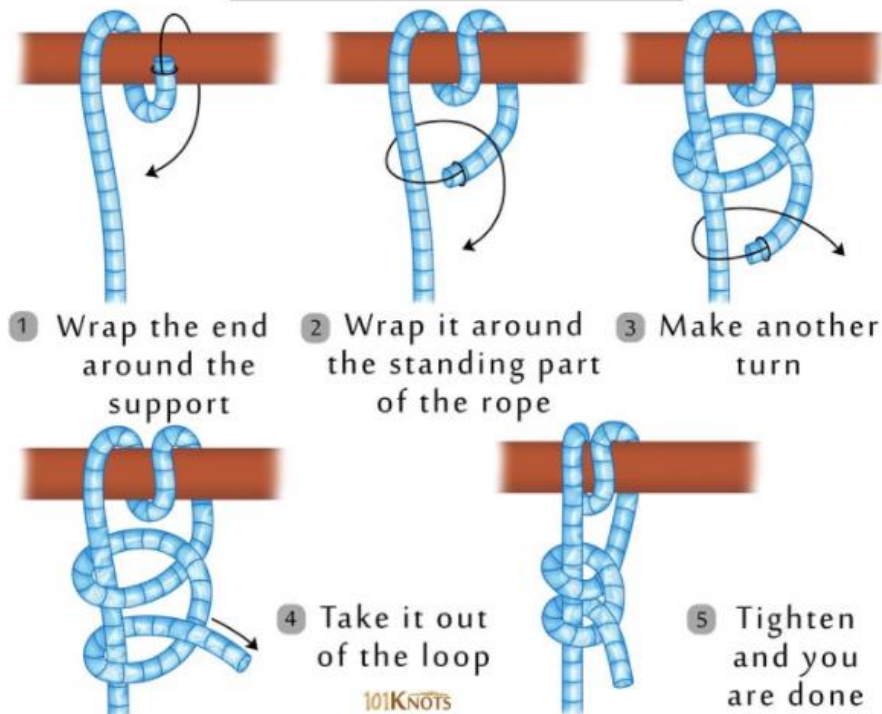
CLOVE HITCH: A clove hitch is useful in that it is fairly easy to adjust the length of a line after having tied a clove hitch. That can be useful when securing fenders/bumpers to a post or a line from the boat to a post, pile, or tree.

CLOVE HITCH



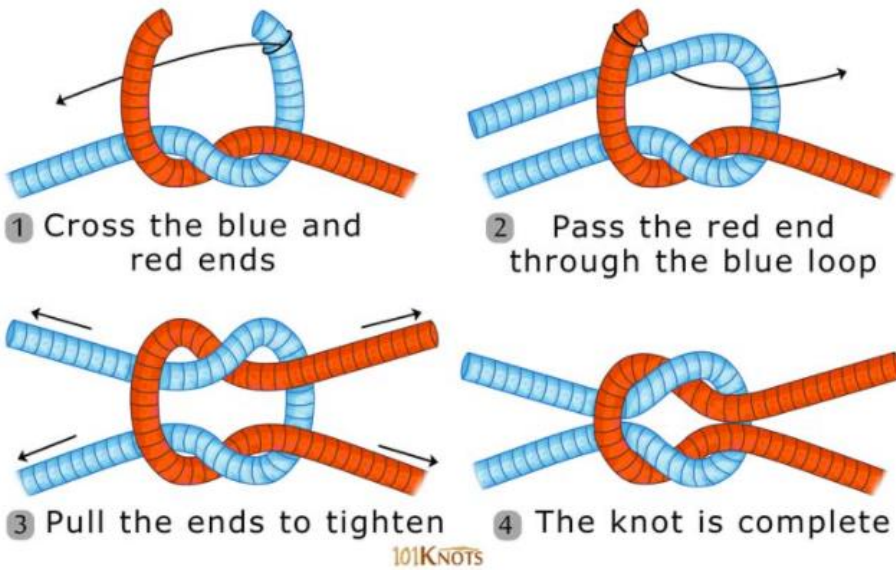
ROUND TURN AND TWO HALF HITCHES: A round turn and two half hitches is good in places where more security is needed than a clove hitch and it is not important to be able to easily adjust the length of the line. A variation we use when tying down boat covers is to use two half hitches but pull loops through instead of the end of the line. That makes it much easier to release the line later.

Round Turn and Two Half Hitches Tying Instructions



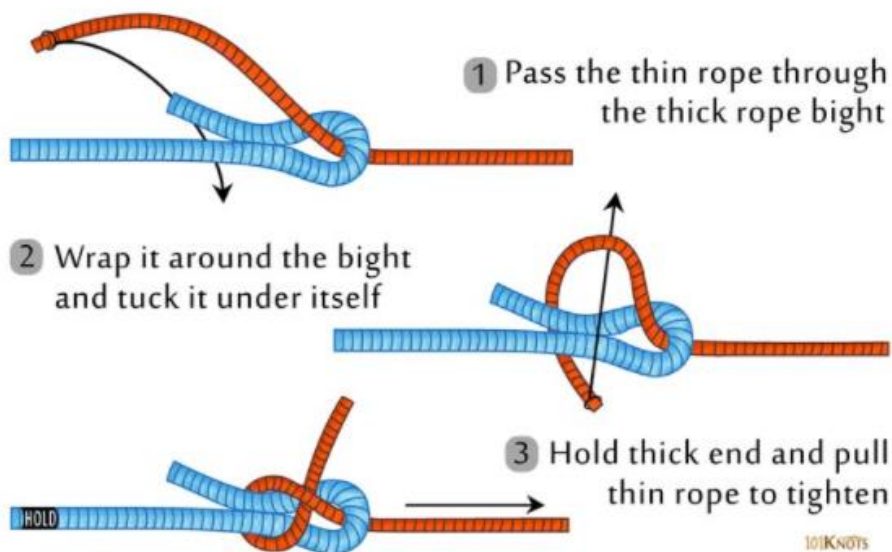
SQUARE (REEF) KNOT: A square knot is a fairly common knot that most people already know. It is not frequently used on our sailboats but is still a good knot to know. Square knots work best with lines of equal size.

Square (Reef) Knot Instructions



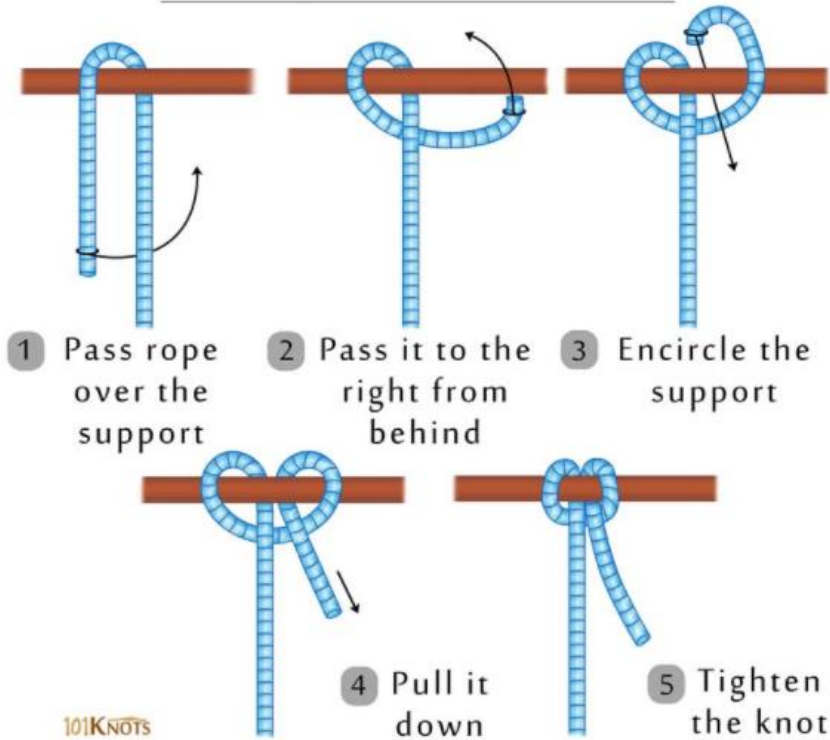
SHEET BEND: A sheet bend is a good way to secure one line to the end of another line when the lines are not the same size. It is not a common knot at ASC but is good to know in case we need to lengthen a line but the lines on hand are of different sizes.

Sheet Bend Step By Step



COW HITCH: The cow hitch is not a common knot at ASC. The most likely place you will see it, or need to use it, is attaching a length of line to the clew of the jib to form a jib sheet. It can also be formed by taking the two ends of the line and passing them through a loop in the line after going around the item, or though a grommet in the item, you are attaching the line to.

Tying a Cow Hitch



Sometimes we need to make a loop (called a bight) in the middle of a line when the ends are not available. An overhand knot can often be difficult to undo afterwards. Using a figure 8 on a bight is usually easier to untie after use.

Figure 8 on a Bight Instructions

