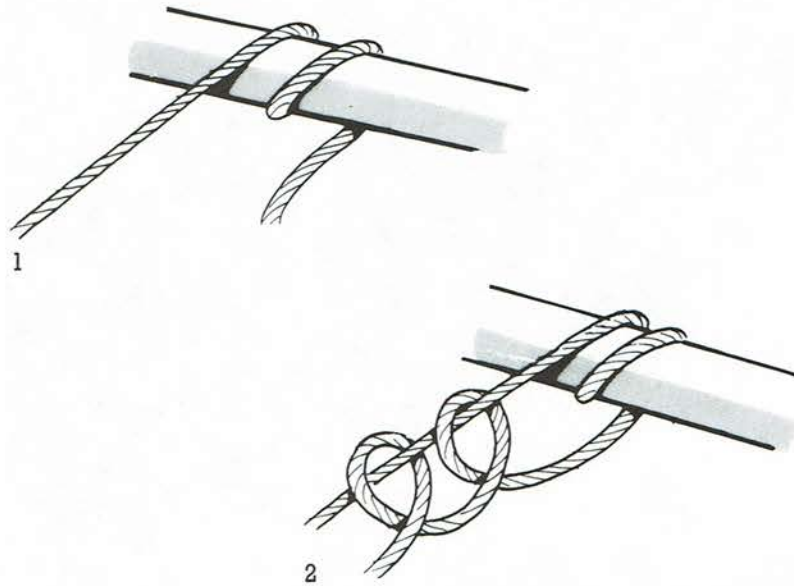


# Round Turn and Two Half Hitches

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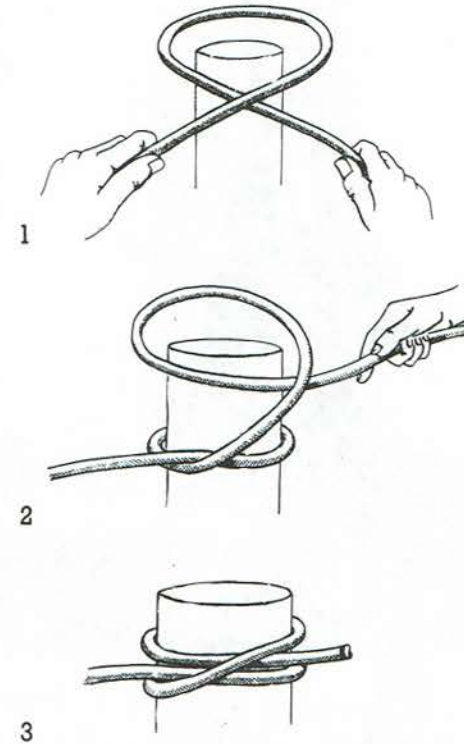


Usually used to secure a line to a spar, eye or ring, the Hitch is formed by passing the line round the spar (for example) in a complete round turn – so that the spar is completely enclosed by the rope and the bitter end is pointing back down the standing part – then tying what amounts to a Clove Hitch (see page 12) about the standing part. The working end passes round the standing part, crosses itself away from the original Round Turn and goes round again in a second Hitch as can be seen in the photographs.

Common uses include securing fenders to grabrails or guardwires, painters to towing eyes on dinghies or mooring rings on quaysides.

# Clove Hitch

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This is a much misused knot. Equal loads (or at least nearly equal) must be applied continuously to both sides otherwise it will roll and eventually undo. Therefore it should *not* be used to moor a boat as all the load will be on one side and the boat will, sooner or later, be lost.

To form the Hitch, the bitter end is either passed round and round the object the line is being hitched to or, if the top is open, preformed loops are dropped over as shown. This method is easier but not always possible. With laid rope, form loops by twisting *with* the lay.

# Knots With Captain John

## Double Sheet or Becket Bend

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Double sheet bend

For added security a Sheet or Becket Bend (previous page) can quickly be transformed into a Double Bend by taking the working end of line round behind the standing loop and across parallel to itself for a second time.

The Double Bend is inevitably slightly slower to form but is much more secure in slippery or springy synthetic fibre ropes, having far less tendency to fall apart when not under load.



Visit [animatedknots.com](http://animatedknots.com) for more knot instruction

Knot Instructions from The Essential Knot Book by Colin Jarman  
Illustration by Bill Beavis, 1986



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