

## Knots

### Tying knots

There are a great many useful knots – and the only way to learn them is to practice tying them. You can find excellent books on knot tying at the library or you can find resources on the internet.

The five knots that are probably the most commonly used knots on a film set are:

1. The overhand knot
2. The half hitch (and two half hitches)
3. The clove hitch
4. The bowline
5. The Trucker's hitch

The overhand knot is the basis for all other knots.

The half hitch is a capsized overhand knot.

The clove hitch is often paired with one or two half hitches to increase it's holding power.

The bowline is perfect when you need a strong loop – and you want to be able to untie it easily.

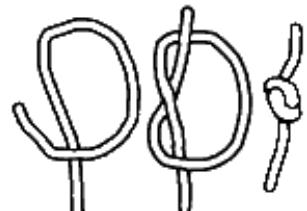
The Tucker's Hitch is perfect for securing gear when you want the line to be taught. The line is usually secured at one end with a bowline, then the trucker's hitch helps to take up slack and secure the load. The knot is finished with two half hitches – If you look at it closely, the trucker's hitch resembles 2/3 of a sheep shank finished with two half hitches.

What does all this mean? Read on.

**From the online resource: <http://www.realknots.com>**

### The Overhand Knot

This is the simplest knot. Therefore probably the most used. The knot is very useful to support knots in yarns. The loose ends become a bit thicker. When this support makes the total bend too bulky you have to look for another bend. The overhand knot is not strong, so it is not used in situations where you might expect great force. It also reduces the strength of the rope or yarn by about 50%. But as an "anti-slip-knot" it does not have to withstand a lot.



## Knots

### The Half Hitch

This is the capsized overhand knot. It is very useful to carry light loads which have to be removed easily. Ashley recommends it to use it for hanging store to out of reach for mice. It should not be disturbed.



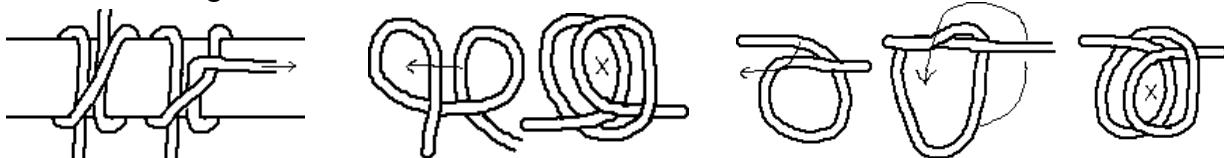
### Two Half Hitches

The two half hitches is used for tieing a rope with a right-angle pull to a pole or ring. It should be constant under load. (Not under constant load). It does not jam. If the object you tie it on has a small diameter it is better to use the "Round Turn with Two Half Hitches". This is the same knot but with an extra turn round the object.



### The Clove Hitch

This is a very important knot of only theoretical value. Without extra support, it is untrustworthy in any situation, except as a crossing knot. You have to learn it for scouting and at sailing schools. If you have to use it, work it up properly; pull length-wise only at both ends before you load the working end.



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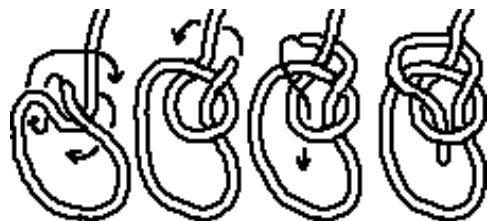
### The Bowline

The Bowline Knot is one of the most used loop knots. This variant is most used in the world. Probably due to its simplicity, security, and its relationship with the Sheet bend. Keep the cross point in step A between a finger and thumb and make a clock-wise turn with your wrist. Without the loop in between, it is the same knot.

If the loop is expected to be heavily loaded, the bowline is, in fact, not secure enough. There is a rule of thumb which states that the loose end should be as long as 12 times the circumference for the sake of safety.

The Bowline

"Lay the bight to make a hole  
Then under the back and around the pole  
Over the top and thru the eye  
Cinch it tight and let it lie"



## Knots

<http://whatknot.tripod.com/knots/truckers.htm>

The Trucker's Hitch is useful for binding loads in place typically associated with such tasks for campers as hauling a canoe or other bulky gear on the top of a vehicle or in the bed of a truck or trailer.

It is actually a combination of knots that are used to create a mechanical advantage in tying down the load. It is assumed that there are anchor points such as a rail or eyes which would be at points A and B in the illustration.

A variety of knots can be used to accomplish the task. At point A for instance the attachment of the line can be accomplished with two half hitches or even a bowline loop tied around the anchor point.

The line then proceeds over the load with an inline loop such as the Lineman's Loop (Ashley 1053) at point C. A variety of inline loop knots will serve as well at this point.

The line then proceeds around or through anchor B and back through loop C as illustrated. Pulling on the free end can produce considerable tension in the line. Actually care should be exercised so as not to damage the load in some instances.

Having achieved the desired tension pinch off the line at D to hold the tension.

Work the free end around E in some fashion to secure. This may be two half hitches or even a slipped hitch if quick release is desired.

