

ESSENTIAL INFORMATION FOR CRUISER OWNERS 2024

IMPORTANT

These notes have been revised and updated-Please read them carefully

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Issued by the Moorings Sub-Committee

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Information Booklet for Cruiser Owners 2024

INTRODUCTION

The purpose of this booklet is to acquaint new members, and remind existing members on how the Club operates with respect to cruisers, what equipment is available to you, how to get access to it and, above all, the part you need to play in safe handling of our boats and equipment.

With the trend towards bigger boats, and increased number of boats using the hoist, it is important that the launching and recovery processes are well organised and disciplined if all the boats are to be accommodated at the appropriate times. These notes are intended to explain our rules and procedures to new members of the cruiser fleet, and remind older members (particularly when changing boat etc.) **Members must notify in advance and in writing to the Mooring Secretary their intentions in this regard and await decision before proceeding.**

Please remember that the launching and recovery operations are dependent on mutual help from members, and in particular, remember that the team have given up their time and often travelled 20+ miles each way at their own expense to help you.

If in doubt on any matter, please consult one of the Beach Marshals.

With ever increasing awareness of the need to prevent accidents, the potential for action against Clubs or Club members and the increasing interest being taken by the relevant authorities in the prevention of accidents, it is incumbent on sailing Clubs and their members to examine their working practices and so far as is practicable minimise or eliminate potential hazards.

Members, in any event, would wish to maintain high safety standards within Marconi Sailing Club and it is for this reason the following guidance notes are issued. They should not be considered to be all embracing, but rather to form the basis for good practice. It is up to each member to ensure that the operations in which they are engaged are safely carried out.

These guidance notes do not apply to or consider the 'At Work situation' where any individual is carrying out the activity for hire or reward.

DEFINITIONS

The term "must" refers to obligatory requirements, and failure to comply will normally result in refusal to allow your boat to be launched or recovered.

The term "should" refers to advice or actions which will speed the launch/recovery actions, and thus help you and other members. Compliance is therefore expected if reasonably possible.

Marconi Sailing Club Codes of Practice (MSCPXX) referred to in the text are available to view in the Clubhouse Library or via the Club website.

GENERAL INFORMATION FOR CRUISER OWNERS

Moorings

The Club leases the mooring area from Maldon District Council and the Crown Estate. The moorings are laid in six rows. Three are deep-water rows (A, B & C) and three drying rows (D, E & F) as specified on page 6. Deep-water moorings are laid in the spring on a three year cycle detailed ON PAGE 4. This is managed in teams over a number of weekends, the dates of which are published in the weekly email and on page 5 of these notes which accompany the *Yearbook*. Members or their representative **MUST** be present on these occasions.

Visitors Mooring

A mooring at position A1 is laid for the exclusive use of visitors to the Club. This is to make the visitors feel welcome and reduce the risk of members' moorings being occupied on their return. Members should direct visitors here in the first instance or if already occupied by a visitor to the nearest suitable mooring which will not be required by the owner for the duration of the visitors stay.

Barge Mooring

The barge mooring will be vacant for much of the season. Members may use this for loading up or taking on crew etc. but at no time must the boat be left unattended on this mooring.

Scrubbing Posts and Scrub off Trailer

If you wish to use the either facility they must first be booked through the Co-Ordinator. **USE THE NORTH SIDE** of the posts MSC does not accept any responsibility for any damage or accident whilst these facilities are being used.

Drinking water is available at the posts; you will need to provide your own hose.

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Cruiser Park

It is the responsibility of each member to keep his or her allocated area tidy - PLEASE put any domestic type rubbish in the skip provided HAZARDOUS WASTE MUST BE DISPOSED OF SEPARATELY - SEE BELOW.

DO NOT park your car in the cruiser park if you are going out sailing, it may obstruct the movement of boats or tractor/dumper. If you need electric power, this is available in the park from the standpoints and you must use the correct 16 amp waterproof plug all extension leads must reach aboard your boat in one length. **WARNING DANGER OF DEATH** Under no circumstances must on board electrical supply be connected into the Club supply. **DO NOT ATTEMPT TO USE INCORRECT PLUGS.**

Tenders

All tenders should be **CLEARLY** marked with boat name and telephone number. Tenders must NOT be parked on the sea wall (Environment Agency Rule) or on the foreshore by the White Hut (Obstruction of a Right of Way). Each member is allocated a space in the tender rack for their sole use. For security reasons no inflatable tenders to be stored here.

Hazardous Waste

Waste oil must be placed in the appropriate container for disposal by the Club. This is situated adjacent to the tractor barn. Batteries and Antifouling paint tins **must** be taken off site by the member. **ON NO ACCOUNT** must these materials be put in the skip OR OTHER RUBBISH BINS.

Antifouling/Scrubbing off General Painting

Antifouling residue from sanding or scraping must be collected and disposed of appropriately. Washing off at either low or high pressure must **NOT** be done in the cruiser park to prevent contamination of the water course for which the Club would incur a heavy fine. Give consideration to other members and their property when painting, grinding or sanding and do not allow contamination or damage to neighbouring boats.

Jack/ Compressor

This equipment is available from the tractor barn. Access is available from the **OOD** or any **tractor/dumper driver**. The safe operation of this equipment is detailed in MSCP71 of which a copy is available in the Clubhouse, on the website and with the equipment.

Boat trailers

- It is the responsibility of each member to ensure that the trailer used for launching and recovery of his boat is suitable and built to a commercial standard, not only for the boat but also for the conditions at the Club. They must be clearly marked with boat name and telephone number.
- Axles must be big enough to take the weight of the cruiser.
- Uprights must be strong enough to cope with the effects of the tide. **Pea sticks and string will not do!**
- Wheels must be suitable for the hard and the field. Small solid wheels will not do!
- **DANGER OF DEATH** Wheels in particular need regular checks particularly for corrosion, commercial vehicle wheels run at very high pressures and a failure has the potential to cause serious injury. If you are unsure seek advice from a Beach Marshal or Vice Commodore (Club Equipment & Moorings).
- **Regular maintenance of the trailer is essential** check for corrosion seek advice if unsure.
- Good steering is needed. With the increasing number of boats laying up at the Club it is important that trailers have reasonable steering as space is becoming limited.
- Eyes or shackles (min hole size 32 mm) for the rigid tow bars **MUST** be fitted at each end of the trailer. **These must not be used for attaching wire strops or winch cables.**
- If left submerged, should be adequately marked to avoid damage to other boats. It is the responsibility of the owner to ensure that the trailer is recovered immediately the boat is launched.

Mast Derrick

Available for use by all members with appropriate supervision - arrange through tractor/dumper drivers/Mast Derrick Supervisor SEE CODE OF PRACTICE MSCP78 BEFORE USE. A copy is available in the Clubhouse, on the website and in the mast container.

Security

Members should note that we have had a spate of thefts from the Club. Outboard Motors and Inflatable dinghies are particularly attractive and visible. It is in all our interests to improve this situation. If you have an outboard please take it home as soon as the boat comes ashore for layup. Inflatables must not be stored in the tender rack or on site. Please deflate and take home. We appreciate that this is inconvenient but they are highly visible, subject to theft and attract attention for other items to be stolen. As soon as your boat comes ashore for layup remove all items of value, particularly electronics, and take them home.

Contractors

If you require work on site please refer to **MSCP 54** prior to making arrangements.

MOORINGS INFORMATION 2024

Three year cycle of mooring lifting and relaying

In the season prior to our current system of lifting and relaying all deep water moorings, thirteen boats went adrift. This was clearly unacceptable so the decision was taken to lift and then inspect moorings annually, before laying. We are now in the position that breakaways are rare, mainly from chafe above the buoy. The current system involves a lot of work and is weather dependant, which can result in late laying and retrieval. It is also very difficult to set up alternative dates to get back on track.

For several years now the mooring subcommittee have been experimenting with leaving the moorings down for longer periods. The visitor's mooring which had been down for fifteen years, with cathodic protection on the scope, was retrieved last year. On inspection the main ground chain had deteriorated very little. I have inspected the mooring down to the centre at the beginning of every season and have had to replace the scope twice. This was done easily from the barge. The brand new mooring for the Tony B, which has a rope riser, has been down two winters and three summers. When it was retrieved at the end of this season there was again very little wear. Chafe was evident on the rope riser but this can be guarded against. If you order a new rope riser from E.Y.E. at Levington make sure that they fit anti chafe protection before they splice in the hard eye.

The main problem we now have is with moorings that drag. This is random and happens if the anchor doesn't set at laying. Once the mooring has been laid for some time and the anchors set they tend to stay there. At the moment we are lifting secure moorings with the risk of relaying and then dragging the following season.

The mooring subcommittee have therefore decided that we should adopt a three year cycle for lifting and laying our moorings which is a common system in commercial moorings.

For us it will mean that for 2024 season moorings in A row are at the end of the three year cycle and were lifted at the end of 2023 and will be re-laid for 2024. Rows B,C and D20 to D28 will receive an inspection down to the centre from the barge at the beginning of this season and then row C and D20 to D28 retrieved at the end of this season. The mooring owner will be on the barge for the inspection and any remedial work will be carried out.

For this to work the standard of the mooring equipment will need to have minimum wear at the point of laying. All shackles will need to be welded and ideally cathodic protection provided and we will provide a welding facility with welder in attendance. Dates for this will be in the **Cruiser Handbook** as usual.

Check your mooring early now is not too soon!!! If you need new chain or shackles let the Chain Bosun know as soon as possible.

We have come to the end of three years and are in the position of only needing to lift and relay one row of moorings a year and the moorings left in will be more secure.

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General

In previous years, several boats have gone adrift from their moorings, **DRYING MOORINGS ARE A PARTICULAR PROBLEM** so check your mooring tackle in plenty of time for this season **AND REGULARLY THROUGH OUT THE SEASON**. Replace anything that is worn or suspect **IF IN DOUBT -RENEW**. New gear is a small price to pay for peace of mind or against the real cost of damage to your own or other boats. The Mooring Sub-Committee reserves the right to withdraw a mooring allocation from any member found to be using worn mooring tackle or non-attendance at mooring parties. The Club will hold a stock of new chain and shackles for sale to members - contact Chain Bosun for details. (**N.B.** This stock is not normally replaced after the start of the season, so make sure you establish your needs before the beginning of April).

Major problems have been with shackles above the buoy coming loose so use two shackles (one for each strop or chain) and ensure they remain tight. Below the buoy corrosion due to electrolytic action (new shackles destroyed within one season). This can be reduced by the use of *anodes* and by sealing the thread of the shackle with grease or bituminous paint D and E row only. Welding permanently is also very effective and must be done row A and C. To this end the Chain Bosun keeps a stock of anodes and sealant as well as chain.

Each individual is responsible for his own safety. Note that personal buoyancy must be worn on all Club boats. By-law 10.4.5 applies

There is a considerable demand for moorings this year so if your circumstances change and your mooring is likely to be vacant for large parts or all of the season, please contact the Mooring Secretary to allow borrowing on an informal/temporary basis.

MSC Responsibilities

It is incumbent upon the MSC to ensure that the individual moorings are placed only within the licensed area, and that the MSC indemnifies the Maldon District Council and Crown Estates Office against all actions proceedings claims and demands resulting from the exercise of the Licences.

The MSC carries insurance to comply with the Third Party and Public Liability aspects of these conditions.

It is a Warranted Condition of the insurance policy that the moorings hardware is inspected annually.

It is essential that you attend on both dates shown below for your mooring position.

Mooring Teams

A	Pete Clayton	Pete Smith	Derek Brown	Steve Golding	Bob Godbold	Peter Bell
B	Pete Ward	Lee Hooper	Simon Elwell	Richard Robarts	Robin Good	
C	Tom Clayton	Andrew Williams	Slawosz Slawinski	Rhiannon Clayton	Glen Brooks	Dave Parrot

Work boat/Mooring barge/Jack B Launch/ Lay Datum Moorings C1, B1, A0 and Race Marks on Sat 23rd and Sun 24th March 08.00 start

MOORING POSITIONS	LAYING or INSPECTION DATE	TIME	TEAM LEADER	CHECKING DATE	TIME
C1-C16	29 th March	06.00	Tom Clayton	On water checking only	
C17-C31	30 th March	06.30	Tom Clayton	On water checking only	
B0-B12	31 st March	07.30	P Ward	On water checking only	
B13-B23	1 st April	08.00	P Ward	On water checking only	
A1-A12	13 th April	07.00	P. Clayton	7 th April	14.00
D20-D24 A23-A24	13 th April	07.00	P. Clayton	On water checking only	
A13-A22	14 th April	07.30	P. Clayton	13 th April	14.00
D25-D28	14 th April	07.30	P. Clayton	On water checking only	
Attendance on both dates at stipulated time is mandatory. Any mooring found not to be ready for laying on the allotted date will be laid at the bottom end of the row at a later date.					

MOORING POSITIONS	RETRIEVAL DATE	TIME	TEAM LEADER
C1-C16	9 th Nov	08.00	T Clayton
C17-C31	10 th Nov	09.00	T Clayton
D1-D28	27 th Oct	11.00	P Clayton
Attendance on the stipulated date and time is mandatory.			

To ease the load on tractor/dumper drivers, each driver will do all the driving on one day (dates below) during the busy period.

It is important that you contact the nominated driver if you require the tractor/dumper on that day.

At any other time during the season it is up to you to make your own arrangements with one of the nominated drivers.

LAUNCHING	RECOVERY	DRIVER 1	DRIVER 2	DRIVER 3	Beach Marshal
Sat 4 th May	Sat 21 st September	Ewan Livingstone	Joe Leary		Pete Clayton
Sat 11 th May	Sat 28 th September	Robin Good	Steve Golding		Colin Leveridge
Sat 18 th May	Sat 5 th October	Rupert Anderson	Andy Ellis	Darcy Robarts	Tim Baker
Sat 25 th May	Sat 19 th October	Stephen Beal	Andrew Winton		Mick Richardson
Sat 8 th June	Sat 2 nd November	John Walker	Stuart Taylor		Pat Black

SEE NOTICE BOARD FOR OTHER DATES AND TIMES

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MOORING SIZES AND POSITIONS

Rows A, B & C are deep-water moorings and require anchors of either CQR or Danforth type. Wire up and seal threads or weld all shackles. Mooring buoys must be of adequate size with number painted on.

Owners of drying moorings in rows D, E & F should check the combined length of their boat and scope and the amount of slack in their bridle. Adjust scope length and/or the amount of slack chain in the bridle to ensure that there is no chance of their boat colliding stern-to-stern with their neighbour's.

N.B. The maximum size chain that can be laid from the mooring barge is 3/4"/19 mm.

All moorings must be laid before 1st May each year

Minimum chain diameter

Boat Length	Scope chain N/A if rope	Bridle chain	Anchors CQR/ Danforth
Up to 20'	3/8"/9.5mm	7/16"/11mm	60lb/29Kg
20 -25'	7/16"/11mm	1/2"/13mm	75lb/37Kg
Over 25'	1/2"/13mm	3/4"/19mm	90lb/44Kg

Chain sizes normally stocked by the Club are 14 mm and 19 mm Dia.

Table nominal of mooring positions

Distance between rows A/B, B/C, C/D = 36.5m, D/E, E/F = 27.5m. Space between moorings in rows A=35m B = 33m, C1-C22, D, E, F = 27m C23-C31=33m

All dimensions in metres relative to old start line for D, E and F N.B. Adequate clearance between adjacent boats takes precedence over precise positions

Chain Length (metres)					
Row	Depth	Boat	Scope	Bridle	Slack
	m	Length m	Length m	Length m	chain m
A1 - 12	8		5	37	-
A13 -22	9		8	43	-
B1 - 9	6		5	34	-
B10 -12	8		5.5	37	-
B13 -24	9		8	43	-
C1 - 14	5		3	27	-
C15-22	6		5	34	-
C23-31	8		6.5	43	-
D1-21	5	6	6	21	3
		6.5	4.5	22	3
		7	4	23	3
		8	3	24	3
D22-28	6		3	27	-
E	4	5.5	6.5	15	1.5
		6	6	16	1.5
		7	5	17	1.5
		8	4	18	1.5
F	3.5	5.5	5.5	9	3
		6	5	9	3
		6.5	4.5	9	3

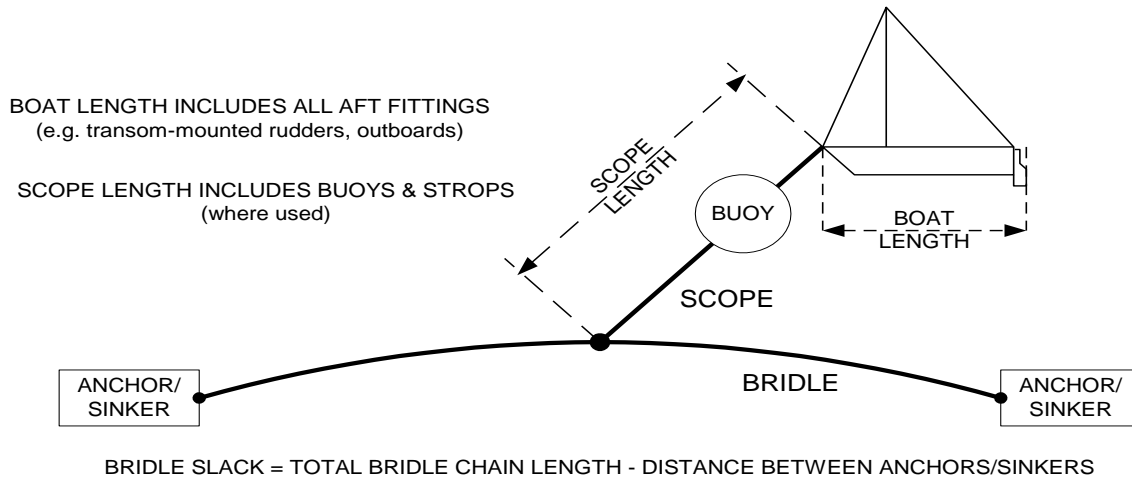
Table nominal of mooring positions

POSITION	Rows											
	A		B		C		D		E		F	
1	35	E	33	E	27	E	219	W	206	W	165	W
2	70	E	66	E	54	E	192	W	178	W	137	W
3	105	E	99	E	81	E	165	W	151	W	110	W
4	140	E	132	E	108	E	137	W	123	W	81	W
5	175	E	165	E	135	E	110	W	96	W	55	W
6	210	E	198	E	162	E	81	W	69	W	27	W
7	245	E	231	E	189	E	55	W	41	W	On old line	
8	280	E	264	E	216	E	27	W	14	W	27	E
9	315	E	297	E	243	E	On old line		14	E	55	E
10	350	E	330	E	270	E	27	E	41	E	82	E
11	385	E	363	E	297	E	55	E	69	E	110	E
12	420	E	396	E	324	E	82	E	96	E		
13	455	E	429	E	351	E	110	E	123	E		
14	490	E	462	E	378	E	137	E	155	E		
15	525	E	495	E	405	E	165	E	185	E		
16	560	E	528	E	432	E	192	E	213	E		
17	595	E	561	E	459	E	219	E	241	E		
18	630	E	594	E	486	E	247	E	270	E		
19	665	E	627	E	513	E	274	E	297	E		
20	700	E	660	E	540	E	302	E	325	E		
21	735	E	693	E	567	E	329	E	352	E		
22	770	E	726	E	594	E						
23	805	E	759	E	621	E						
24	850	E	792	E	648	E						
25					675	E						
26					702	E						
27					729	E						
28					756	E						
29					783	E						
30					810	E						
31					837	E						
32					864	E						

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MOORING DESCRIPTION

A mooring consists of two anchors (or sinkers for drying moorings), connected by a ground chain ("Bridle") with a single chain ("Scope") connecting the centre of the bridle to the boat. The length of the scope, plus slack in the bridle accommodates tidal rise. The MINIMUM chain sizes, MINIMUM bridle lengths, MAXIMUM scope length and MAXIMUM bridle slack are shown in the tables on page 6 for typical boats of the lengths shown. Heavier than average boats should use heavier chain and/or longer bridles.



The moorings positions, scope lengths and bridle slack are chosen to ensure that the boats cannot touch under any circumstances. Boat length used for calculating scope length should include transom-hung rudders etc which could damage (or be damaged by) neighbours, but omits bowsprits etc in front of the mooring fairlead. However we recommend a check with your neighbours at low tide (just after floating or just before going aground for drying moorings) if you are in any doubt.

Drying moorings must be put in good working order no later than 1st May each year, whether or not you have launched your boat. Deep Water moorings MUST be checked by owner and ready to lay prior to the inspection date. It is NOT acceptable to repair a mooring on the inspection day. If you do not intend to use your mooring for significant periods, the Mooring Secretary must be informed so that it can be made available to other members on a temporary basis.

Chain

The chain normally wears most rapidly near the centre, where it is dragged across the bottom. Galvanised chain is normally a waste of money as the zinc is rubbed off where it is dragged across the bottom, but it may be worthwhile for the top part of the scope if rope strops are not used and on deep water moorings. The number of joins should be minimised to reduce the number of shackles. Paralleling up (two lengths of chain in parallel) of chain is NOT permitted

Shackles

Contrary to popular expectations, rust is not the biggest hazard to moorings. The most common cause of boats going adrift is electrolytic corrosion of shackle pins, which arises from dissimilar metals in the pin, the main part of the shackle, and/or seizing wire. In severe cases, the pin becomes loose in less than a month, and can be removed without unscrewing by the end of the season. Methods to minimise this include:

- Welding the shackle.
- Use of good quality shackles as stocked by MSC.
- Sealing the thread with bitumen.
- Use of sacrificial anodes.
- Seizing with plastic cable ties, where these will not be abraded away by shingle on drying moorings. They are also prone to U/V damage, so must be replaced annually where not protected by mud or water.
- Use of "Monel" or stainless steel seizing wire in insulating sleeves.
- Shackles and swivels should be of the largest practical size as they are THE WEAKEST LINKS in any mooring.
- If possible shackles used to join chain lengths should always be fitted so the shackle pin faces the anchor starting from the centre to prevent the shackle jamming when running down the chain on recovery.

Under no circumstances should copper wire be used. Stainless steel shackles are not immune to electrolytic corrosion of the pin, and will lead to electrolytic corrosion of ordinary steel chain etc, so should only be used where frequent inspection is possible AND DONE! Try to minimise the number of shackles as these are the weakest (and most expensive per foot!) part of the mooring.

Swivels

All scopes should incorporate a swivel to avoid twisting the chain. But these are a common source of mooring failure and must be checked carefully and regularly for wear. A twisted chain is weakened, and will wear rapidly. The swivel may be incorporated in the buoy. Make sure any loose chain cannot jam the swivel.

Information Booklet for Cruiser Owners 2024Buoys & Strops

Mooring buoys must be of an adequate size to be afloat at all states of the tide (Chain Bosun or Mooring Secretary can advise) and be marked with the mooring number. Mooring strops a minimum of two are required, if made of rope, must be properly protected against chafe. Shackles must have the threads sealed and be wired, or welded. Welding is preferred as corrosion will be minimised.

All mooring buoys must be clearly marked with the row and position number, and be large enough to support the weight of scope and relevant part of the bridle, and thus be clearly visible at all states of tide. Do not rely on a pick-up buoy to mark a larger buoy under the surface. If you have a small boat relative to your neighbours, you may wish to mark the buoy with a tonnage to discourage visitors with larger boats. "Hippo" types are ideal for deep-water moorings, but due to their reserves of buoyancy high snatch loads above the buoy can occur and strops must allow for these.

Rope strops may be used from the buoy to the boat (min two), but **MUST** have suitable protection where they pass over the bow of the boat (e.g. reinforced polythene tube) and where they attach to the buoy. Additionally the strops must be lashed down to the boats fairlead. The helm should be lashed amidships to minimise chafe. Raising the buoy out of the water so that there is permanent tension on the rope is recommended. Light boats with raised rudders on drying moorings are particularly likely to chafe through a rope. Mooring strops can be left off for the laying procedure but must be available for inspection.

Deep Water Moorings (Rows A-C)

See additional information on page 4 re introduction of three year cycle. All deep-water moorings are laid in the spring, and retrieved for maintenance in the autumn once every three years. In an attempt to make the job of laying and retrieving deep water moorings safer, we have teams of key members in each mooring party who will stay in their allotted roles for each session. Each team will do two sessions as indicated on page 5. We have used this system since 1988 and have continued to update both the system and the equipment to operate as safely as possible, but ultimately each individual is responsible for his own safety. It is essential that you attend on both dates shown above (page 5) for your mooring position. Moorings will be laid out on the hard and inspected prior to each session, and any tackle not considered satisfactory will not be laid.

Important Note: The anchors must be of the CQR or Danforth type – Fisherman types are not acceptable. All anchors must have laying rings at the crown; these do not have to be welded on. Shackles or ringbolts will do but must have a minimum of 1-inch hole so the line does not jam.

Drying Moorings (Rows D-F)

Drying moorings should be laid and FREQUENTLY CHECKED by the owner at low tide. Those in D row beyond D20 are treated as deep water moorings and laid & lifted annually with the mooring barge.

Sinkers typically consist of a car tyre filled with concrete. It is a good idea to embed a short length of ¾" chain so that the rest of the bridle can easily be replaced. The sinkers must always be dug in so that the top surface is well below ground level to ensure they are effective and to avoid damage to your boat and to dinghies. Moorings at both ends of D & E rows are prone to tidal scouring, so particular care is needed to make sure that they remain well covered at all times. Anchors may be used in lieu of sinkers, but must still be buried, require more frequent inspection, and are more expensive.

The easiest way to transport new chain etc to the mooring position is with a tender just before the mooring dries out. However smaller tenders may need two or more trips. Redundant chain must be removed. – if in contact with new chain there may be electrolytic action to the detriment of the new, and the old may interfere with the action of swivels.

WARNING: Laying and checking moorings should be done with great care to ensure you do not get trapped in the mud around, or on your way to, your mooring. Apparently hard shingle anywhere around Stansgate may be a thin layer over deep and glutinous mud. The moorings at the eastern end of D & E rows are particularly muddy. Special care is needed on D row, as the low tides needed tend to occur when there are few people around. Always make sure help is available should you get into difficulty, and work from or next to your tender where conditions are bad.

COMPLIANCY REQUIREMENTS

It is incumbent upon the MSC to ensure that the individual moorings are placed only within the licensed area, and that the MSC indemnifies the MDC and CEO against all actions proceedings claims and demands resulting from the exercise of the Licences.

The MSC carries insurance to comply with the Third Party and Public Liability aspects of these conditions.

It is a Warranted Condition of the insurance policy that the moorings hardware is inspected annually.

For Deep Water moorings this will form part of the annual inspection detailed previously in these notes.

The laying of drying moorings is not a team event and therefore in the absence of Team Leaders the inspection duties are the responsibility of the Moorings Officer who will conduct the inspection prior to the 1st May each year. Any mooring failing this inspection will be marked as unsafe and the owner notified. The owner shall notify the Mooring Officer in writing once the mooring has been repaired. This procedure is detailed in MSCP20 a copy of which is available in the Clubhouse.

CODE OF PRACTICE FOR LAUNCHING AND RECOVERY OF CRUISERS

The OOD to be informed and suitable notices must be displayed for the information of other Club members.

General

Cruiser movements

Cruiser movements are not allowed on the hard when dinghy events are in progress, unless a year book scheduled activity or there is an emergency need (imminent danger of sinking etc.) and then only with a beach marshal in attendance. At other times they should be handled with great care and with due regard for other Club members.

Tractors/Dumpers

Only to be used by authorised drivers.

- Rigid tow bars must be used for towing and manoeuvring trailers.
- The powered winches must normally be used to launch or recover boats.
- In the event of winch failure and that it is necessary to use the tractor/dumper, the appropriate length **WIRE STROP MUST BE USED** to allow the tractor/dumper to remain on the level and always clear of loose shingle. **THIS PROCEDURE MUST NOT BE USED WHEN DINGHY EVENTS ARE IN PROGRESS.**

Winches - Powered

Only authorised winch supervisors may operate the powered hydraulic winches.

Boat Hoists

Suitable for boats to 6 tons. Members should make use of the boat hoists if their boat is suitable and should register with the Plant Coordinator who will also advise on use and booking. Members wishing to use the boat hoist for loading/unloading boats on or off road trailers should be aware that the hoist can only accommodate trailers up to 8 ft wide. **THE BOAT HOISTS MUST NOT BE USED NEAR THE CLUBHOUSE OR ON THE HARD WHEN DINGHY EVENTS ARE IN PROGRESS.**

Codes of Practice

Tractors/Dumpers and Winches have their own Codes of Practice, (MSCP62 & MSCP 63 respectively). These are issued to all Tractor/dumper Drivers and Winch Supervisors and a copy is available to members in the Clubhouse or on the Club website.

Launching and Recovery Procedure

Boat Owners Responsibility

It is the responsibility of the **BOAT OWNER** to ensure that an adequate trailer or cradle is provided and that it is safe. If a member notices a problem with another member's boat or equipment they must contact the owner at the earliest opportunity to highlight the problem. In an emergency appropriate action should be taken to stabilise the situation and to make it safe, in the short term. If the owner is unable to attend or does not respond, these concerns must be passed to the Health and Safety sub-committee for advice and action.

It is the responsibility of the **BOAT OWNER** to ensure that a sufficiently strong team of helpers is available.

Avoid busy periods if possible.

If circumstances dictate that this is done on Sundays: Plan ahead. Only move boats or empty trailers early morning or late afternoon. Be aware of other Club members and their activities. Plan to launch/recover in the quiet period immediately after the dinghies have left the hard for a start.

Contact the tractor/dumper driver

You must contact the driver during the week prior to the operation. This is in order to confirm details such as start times and to ensure the driver knows how many and which boats he is handling.

Know your place

Be sure that you know how your boat should be positioned on the trailer or cradle and provide yourself with a foolproof system of permanent markings allow for slope (1 in ten) you will need to be further forward than you think. Repeated attempts to get a proper position on the trailer increase the risk of damage to your boat, slow down the recovery operation and give rise to unnecessary and dangerous frustration on the part of all concerned.

Be prepared

Your trailer must be ready to move at the time agreed with the Tractor/dumper Driver.

On recovery operations, prior to your designated slot, your boat should be unlocked with the engine warmed up and moved as close to the hard as possible. Fenders and lines on both the trailer and boat must be in place at the start time of the launch/recovery session. Your Tender is on the hard and ready to launch

Information Booklet for Cruiser Owners 2024

unless a Trot boat has been arranged.

Use the tractor/dumper

Trailers need to be moved on to the hard using a solid draw bar and towed by a TRACTOR/DUMPER.

Do Not Chock on the Slope

Only approved chocks, available from the stowage position at the top of the hard are to be used. Do not leave trailer chocked on the slope unattached from the tractor/dumper or winch. Ensure boat and trailer is recovered to the flat portion of the hard **CHOCK ALL FOUR** Wheels before disconnecting from the tractor/dumper or winch. Move the boat clear of the recovery area to the hoses or off hard completely before recovering another boat.

Arrive on time

Arrive on time (for the start of the launch or recovery session **FOUR HOURS OR EARLIER BEFORE HW WILL NOT BE TOO SOON**) and be prepared to give assistance to others where required. Boat owners are required to help launch/recover all boats planned for the day.

You need help

Notwithstanding the general spirit of teamwork that operates on these occasions you do need to be sure in advance that you have the right number of suitable people to help you do the job and they need proper instruction. Take some time to explain what is going to happen and how they should react. Be prepared for all eventualities.

Get in the queue

The number of slots available for launch/recovery on a given day is determined by experience of the time needed to safely carry out the operation. You need to book and book once only – **don't book multiple slots just in case you can't make it!**

Casual additions

There will be times when circumstances force us to try to launch/recover boats in addition to those listed for the day. It must be recognised, however, that these additions place a pressure on the shore team that is best avoided. Boat owners must use the approved booking system and be prepared to be denied recovery services if they haven't booked in advance.

BOAT LIMITATIONS

The limits on boat size etc depend on the method of launching & recovery, which may be one of:

1. Stored on ground, and launched & recovered using the Club's hoist.
2. Stored on the owner's roadworthy trailer (on or off-site), but launched & recovered using the Club's hoist to avoid immersing the brakes & bearings.
3. Stored in the owner's cradle, but launched & recovered using the Club's hoist.
4. Stored, launched & recovered on the owner's trailer.

The limitations for boats to be launched and recovered are as follows:

	Weight (as launched/recovered)	Beam	Length
Own Trailer	15 tonnes including trailer	4.0 Mt	12.5 m
Hoist	6 tonnes 6000kg	3.2mt 10.5ft approx—precise value depends on draught	11 m

Note: - When a member is considering changing boats, either upsizing or downsizing, the Mooring Secretary must be **notified in writing** in advance of the act and **await a decision** before proceeding.

APPOINTED LAUNCH/RECOVERY DAYS

A launch/recovery team, led by a "Beach Marshal", is appointed for:

- All Wednesdays contact Peter Booth
- Fridays Contact Robin Good
- Saturdays during the peak periods contact Beach Marshall see page 5 for details.

If you wish to launch or recover on any other day, you will need to make separate arrangements with one of the tractor/dumper drivers.

An online booking system will be available for spring 2024 onward, details will be publicised via the weekly email. As a fall back please contact beach marshal for allocated days or dumper driver for unallocated days as before.

Information Booklet for Cruiser Owners 2024**THE BRIEFING**

The objective of the briefing is to ensure everyone is familiar with launch/recovery procedure and order of events. ATTENDANCE IS COMPULSORY – failure to attend could mean your boat does not get launched/recovered that day,

BEFORE THE BRIEFING

New fleet members should familiarise themselves by helping launch/recover a few other boats (as like theirs as possible) prior to launching or recovering their own.

You must contact the nominated Beach Marshal prior to the proposed launch or recovery, but not later than 9 pm the day before to:

- Make him aware that you (still) want to proceed.
- Discuss any weather issues, or particular problems with your boat or lack of experience.
- Receive any special instructions – for example you might be requested to have your boat close to the hard prior to the briefing session.

All boats using the boat hoists are required to have their bottoms scrubbed in the week prior to recovery if possible. This is of particularly important for fin keel boats. Scrubbing on the day delays the activities and severely limits the number of boats that can be handled.

You must also ensure that your boat and any trailer/cradle is fully prepared (see more details under the relevant heading below), and your tender is ready to launch unless a “trot” boat has been arranged.

Any non-members in your crew must be signed in as visitors to the Club, and you must ensure all your crew are all familiar with the relevant parts of this procedure.

SCRUBBING OFF

Scrubbing off of antifouling is not permitted behind the sea wall. As detailed above during the peak recovery season travel hoist boats should be scrubbed prior to recovery. Alternatively it must be immediately scrubbed after recovery before the boat is moved to its winter position. This can cause delays on busy days.

TRAILERS**Road-Style**

Two and close-coupled 4-wheel trailers must be fitted either with a 50 mm ball or pin hitch with minimum diameter of 26 mm. If the trailer boat is to be transferred from the hoist, it must be possible to fit the hoist round the trailer with at least 10 cm to spare each side.

Site only

These must be fitted with an eye fixing with minimum diameter of 32 mm suitable for towing the laden trailer. They must be equipped to take the Club’s power steering attachment for use when laden, and have manual steering that can easily be operated by one person when un-laden. **DANGER OF DEATH** Wheels in particular need regular checks particularly for corrosion, commercial vehicle wheels run at very high pressures and a failure has the potential to cause serious injury. If you are unsure seek advice from the health and safety sub-committee a Beach Marshal or Vice Commodore.

Readiness Checks

Before the briefing, you must ensure:

1. Wheels rotate freely
2. Tyres are correctly inflated
3. There are no structural defects
4. Ball hitch operates freely
5. Steering operates freely

The Club accepts no responsibility for trailer safety, and tractor/dumper drivers can and will refuse to move a trailer if they have concerns about its safety. These concerns will be passed to the Health and Safety sub-committee for advice.

Information Booklet for Cruiser Owners 2024**CRADLES**

To minimise the launch and recovery times, the cradle needs to be designed so that:

1. It is possible to fit and withdraw the hoist round the cradle with at least 10 cm to spare each side so that the boat is adequately supported in the cradle for moderate wind conditions. Additional stabilisation may be added later by adding additional supports after the hoist has been removed, and then removed prior to putting the hoist in position to pick up the boat.
2. It is possible to pick up the entire cradle and move it to the hard to act as a temporary stand while scrubbing off etc.

The Club accepts no responsibility for cradle safety, and tractor/dumper drivers can and will refuse to move a boat if they have concerns about the cradle safety. These concerns will be passed to the Health and Safety sub-committee for advice.

Any cradles new to the Club, or cradles for boats new to the Club, must meet the above criteria and be approved by a Vice Commodore – it is strongly recommended that the owner discusses the cradle and procedures with one of the Vice Commodores or Beach Marshalls before committing themselves to any purchase.

As a guide boats less than 30ft may have only four supports with additional fore and aft supports added later. Boats greater than 30ft must have a minimum of six the two at the widest point of beam may be added after the travel hoist is removed with additional fore and aft supports added later as well. Jacobs produce a suitable design please consult with a Vice Commodore before procurement.

Where those criteria are not met, launching/recovery is at the discretion of the Beach Marshal, and may not be possible on busy days. In extreme cases owners will be asked to launch/recover on an alternative day.

Readiness implies removal of any additional supports, and freeing/lubricating all adjusting jacks etc.

Cradle—users should appreciate that the hoist must always be available for recovery of boats with serious problems, so extended periods in the hoist are only permitted by prior arrangement with the Plant Coordinator and if the hoist can be easily removed at any time (without the owner's presence where relevant).

PICKING UP BOATS BEACHED ON THE FALLING TIDE

Providing winds are not from the North, or are very light, this can be a useful way of recovering up to 4 bilge-keel boats. Boats should be beached at right angles to the hard approximately opposite the red winch, either on the hard, or on the shingle very close to the bottom of the hard (i.e. beach the boat when the scrubbing posts show a depth of water just less than the draught of the boat). This will probably require the engine to be run till the boat is fully grounded. If there is more than one boat side by side, they must be separated by at least 2 metres.

The technique can also be used in reverse for launching.

In view of the weather dependence, "slots" for this technique cannot be pre-booked, but must be agreed with the Beach Marshall on the day.

Please Note:

This list of advice is not exhaustive. If in doubt about any of the processes or equipment please contact the health and safety sub-committee a Beach Marshal or Tractor/dumper driver.

IF IN DOUBT - ASK!

Information Booklet for Cruiser Owners 2024

AUTHORISED OPERATORS AND CO-ORDINATORS

Authorised Tractor/dumper Drivers and Telehandler Operators

Darcy Roberts	07749 049050	These drivers have had instruction in the safe operation of all Dumpers, Tractors, Travel Hoists, Tow Bars and Winches	Colin Wardell	These drivers are not trained to launch or recover vessels
Peter Bell	01621741413		Cliff Poutney	
Tom Clayton	01621 772841		Lesley Ross	
Ewan Livingstone	01245-269686		Jenny Ball	
Stuart Taylor	01371 873624		Andy Ellis	
Peter Booth	07710 522799		Ken Parry	
Stephen Beal	01371-810129			
John Walker	01245-261233			
Andrew Winton	07443 861083			
Roy Bellord	01245-348205			
Derek Brown	01245-324691			
Richard Collis	07812-071264			
Rupert Anderson	07786361352			
Dave Parrot	01245 259094			
Joe Leary	01621 853426	These drivers have had instruction in the safe operation of all Dumpers, Tractors, Travel Hoists, Tow Bars and Winches with additional training in the safe operation of the Telehandler		
Robin Good	01268 562638			
Steve Golding	07887 733149			
Bob Godbold	01245-256029			
Glen Brooks	01379-650956			
Colin Leveridge	01245-353192			
Murray Bates	01245-348277			
Richard Roberts	01621-772911			
Mick Richardson	07831 261112			
Peter Clayton	01621-772841			

<u>Scrubbing Post Co-Ordinator</u> Richard Roberts 01621-772911	<u>Tony 'B' Bosun</u> Bryan Spencer 07789-657311	<u>Workboat Bosun</u> Cliff Baron 01621 772000	<u>Winch Maintenance Coordinator</u> Peter Bedding 01621 928011
<u>Plant Maintenance Coordinator</u> Mick Richardson 07831-261112	<u>Mast Derrick Coordinator</u> Richard Roberts 01621-772911	<u>Jack 'B' Bosun</u> Steve Golding 01245-353192	<u>Chain Bosun</u> Bob Whittaker 01245 224464

Winch Supervisors

Peter Culling	01277-822791	Richard Collis	07812-071264	Steve Golding	07887 733149
Bob Godbold	01245-256029	Mick Richardson	01245 320317	Colin Leveridge	01245-353192
Tom Clayton	01621-772841	Paul Aldridge	01376 551438	Murray Bates	01245-348277
Derek Brown	01245-324691	Glen Brooks	01379-650956	Rob Lovett	01702-526138
Peter Booth	07710 522799	Frank Burgess	01621-828233		
Stephen Beal	01371-810129	Bob Whittaker	01245 224464	Andy Ellis	07530 373975
Ashley Box	07767 496420	Roy Bellord	01245-348205	Dave Onyons	07748 147847
Robin Good	01268 562638	Peter Clayton	01621-772841	Peter Ward	07841 014366
Charlie Ball	07872456555	John Littlewood	07831 918395		
Kevin Stubbs		Andy Fowler	07879 246945	Richard Roberts	01621 772911

MAST DERRICK SUPERVISORS

Ewan Livingstone	Roy Bellord		Mike Turner	Richard Roberts
Peter Booth	Derek Brown	John Littlewood	Paul Aldridge	Frank Burgess
Peter Clayton	Mick Richardson	Colin Leveridge	Bob Godbold	Andy Fowler
Tom Clayton	Peter Culling	Robin Good	Glen Brooks	Lee Hooper

