



**ROYAL DORSET YACHT CLUB**

**MOORINGS REGULATIONS**

**AND**

**INFORMATION FOR MOORING HOLDERS**

## **INTRODUCTION**

The Royal Dorset Yacht Club (RDYC) has permission from the Crown Estate Commissioners, to lay swinging moorings in a specified area of Portland Harbour. A fee is paid for each mooring laid.

The Club allocates mooring locations to Members. This allows Members to have a mooring laid in that location. This mooring remains the property of the Member (Mooring Holder). The mooring tackle (from the mooring support buoy to the boat) is also provided and owned by the Mooring Holder.

The Club Moorings Officer is responsible for the allocation of mooring locations, maintenance of the moorings register and making arrangements for the annual survey, maintenance and laying of moorings.

Portland Harbour Authority (PHA) is the statutory Harbour Authority for Portland Harbour. The PHA charges a fee for each mooring laid in the harbour (whether it is used or not) and 'harbour dues' for the use of a vessel in the harbour.

The Club moorings area lies off Castle Cove Sailing Club (CCSC). There is an agreement between the two clubs that allows Club Mooring Holders to use CCSC facilities. (See Annex A.)

The RDYC General Committee, with advice from the Moorings Officer, is responsible for reviewing and revising the Mooring Regulations and related fees from time to time.

## RDYC MOORING REGULATIONS

1. **Eligibility to hold a mooring.** Only Members of the Club may be a Mooring Holder, i.e. keep a mooring within the moorings area.
2. **Mooring locations.** Mooring Locations (the area in which a Member may lay a mooring) are allocated by the Moorings Officer on an annual basis. Priority will be given to existing Mooring Holders.
3. **Application/renewal form.** After the end of the moorings season (October 31<sup>st</sup>) the Moorings Officer will send an application/renewal form to existing and prospective Mooring Holders. This must be completed, signed and returned to the Moorings Officer by 30<sup>th</sup> December.
4. **Laying of moorings.** Moorings may only be laid in the allocated mooring location and by the Club's approved Mooring Contractor. Requests for laying must be made to the Moorings Officer.
5. **Use of mooring.** Moorings laid at the Mooring Location may only be used to moor the vessel described on the application/renewal form. No other vessel shall be put on the mooring without prior written consent of the Moorings Officer.
6. **Maintenance.** Moorings shall be maintained as set out below.
  - a. Moorings must be surveyed annually by the Club's approved Mooring Contractor. Requests for survey shall only be made by completion of the application/renewal form (see Regulation 3).
  - b. The Mooring Contractor will supply and replace each riser chain and top shackle (where fitted) when any link in the chain has worn to 15% of the original diameter. Riser chain currently supplied is 19mm and will be replaced when any link measures less than 16mm. Riser chains and top shackles may only be supplied and replaced by the Mooring Contractor.
  - c. If an annual survey raises concerns regarding the integrity of the mooring, the Committee has instructed the Mooring Contractor to replace the riser chain and top shackle at an earlier date where this appears necessary to maintain the integrity of the moorings and protect the interests of the Club.
  - d. No vessel shall be placed on the mooring until the survey, and any necessary work, has been completed.
  - e. The cost of survey, and any work required, shall be paid to the Club by the Mooring Holder.
  - f. If at any time a mooring, including mooring tackle, is identified as being unsafe/insecure Portland Port Authority reserve the right to remove the moored vessel and charge the owner for removal and storage.

7. **Portland Harbour Authority.** On behalf of Portland Harbour Authority, the Moorings Officer shall issue a harbour dues sticker to Mooring Holders who have paid the appropriate fee to the Club. This sticker identifies the vessel to Portland Harbour Authority Officers. It must be affixed to the vessel, on the port quarter or transom, before the vessel is placed on the mooring.
8. **Marking moorings.** Members shall ensure that support buoys and pickup buoys are clearly and permanently marked with the mooring number (as issued by the Moorings Officer). If the Mooring Contractor is unable to identify the mooring through inadequate marking, the Club shall not be liable for any consequential additional costs or delays which may prevent the vessel being placed on the mooring. (See Regulation 6.)
9. **Responsibility for mooring tackle.** The mooring tackle, i.e. the rope/chain which attaches the boat to the mooring support buoy, shall be the absolute property of the Mooring Holder. The Mooring Holder is responsible for the design, specification and maintenance of the mooring tackle in a safe and satisfactory condition. The mooring tackle must secure the vessel sufficiently close to the support buoy so as to not interfere with neighbouring vessels.

Any advice given by the Moorings Officer, including the guidance in Annex B, shall not render the Club or Moorings Officer in any way liable for any damage to the owner or the owner's property or to any third party or to the property of any third party.
10. **Insurance.** The Mooring Holder's vessel must be insured against risk to a third party for a sum of not less than £2,000,000. The Mooring Holder undertakes to adjust the cover from time to time in accordance with the minimum figure laid down by the General Committee.
11. **Restrictions on use.** Mooring Holders are not permitted to sublet any mooring, or bareboat charter any vessel whilst berthed on a mooring in the Club mooring area. The Mooring Holder, with the permission of the Moorings Officer, may skipper charter his own vessel whilst using his/her mooring. However, prior to chartering the vessel an in-date copy of his/her relevant yacht insurance must be lodged with the Club.
12. **Transfer of ownership.** If ownership of the mooring is transferred (through sale or otherwise) to another person, the new owner must submit a mooring application and have a Mooring Location allocated before the mooring is used. Until a Mooring Location is allocated to the new owner, the Mooring Holder remains responsible for the mooring under the terms of these Regulations. (For this reason, Members are advised to inform the Moorings Officer of any prospective transfer of ownership.)
13. **Payment of fees.** The Club will normally invoice Mooring Holders separately for the mooring fee and maintenance. Invoices must be paid within 30 days of the invoice date.

14. **Compliance with the Regulations.** Mooring Holders may continue to keep a mooring on their allocated Mooring Location provided that they comply with the terms of these Regulations. In particular, the Mooring Holder must:
- a. be eligible to keep a mooring in the moorings area (Regulation 1);
  - b. return an application/renewal form by 30<sup>th</sup> December in each year (Regulation 3);
  - c. have the mooring maintained by the Club's Mooring Contractor (Regulation 6); and
  - d. maintain the vessel's insurance (Regulation 10).

Failure to comply with the above mentioned Regulations will render the Mooring Holder ineligible to keep a mooring in the allocated Mooring Location. In this case, the General Committee may:

- e. upon giving one months' notice in writing by registered post to the Member or former member at his/her last known address shown in the register of members, take ownership of the mooring and remove and/or sell it and any associated mooring tackle and deduct any monies due to the Club (whether arrears of subscription or mooring fees or otherwise).
15. **Cessation of use.** If the mooring is no longer required, the Mooring Holder must either:
- a. continue to maintain the mooring and pay mooring fees in accordance with these Regulations; or
  - b. have the mooring removed from the Club moorings area. Note that the Moorings Officer is not responsible for making arrangements to have the mooring removed and the mooring must be removed by the 31st March. If the mooring is not removed by this date, ownership will transfer to the Club; or
  - c. transfer ownership of the mooring to the Club.

Note that these options are only available to Members who are eligible to hold a mooring, i.e. if the Mooring Holder resigns from the Club whilst the mooring is in place, Regulation 14 will apply.

16. **Deposit.** Members applying for a new mooring allocation shall pay a deposit upon allocation. This deposit will be held by the club and retained if the ownership of the mooring transfers to the Club under Regulation 14(e), 15(b), 15(c) or 15(d).
17. **Revision of Regulations.** These Regulations are subject to review and revision by the RDYC General Committee. A copy of the latest revision will be sent to Mooring Holders with the application/renewal form (See Regulation 3).

## Annex A - RDYC/CCSC Agreement

The RDYC and CCSC have a formal agreement that deals with sharing facilities. Under this agreement, the RDYC allows CCSC to lay moorings for their rescue boats etc. in the Club mooring area. In return, CCSC allows RDYC Members access to the CCSC site and use of certain facilities. This is described below.

- a. **Access to the CCSC site.** On being allocated a Mooring Location, Mooring Holders will be given (on payment of a deposit) an electronic tag that opens the main gate and a key to open the other gates on site.
- b. **Using vehicles on site.** Mooring Holders are permitted to use a vehicle in the boat park in order to launch or retrieve a tender. The boat park can get very busy when dinghy racing is taking place (normally, Monday and Wednesday evenings and Saturdays). Please keep this in mind and take care at these times.
- c. **Parking.** Mooring Holders may park on the CCSC site. However, for security reasons, it is advisable to not leave a vehicle for more than a night or two.
- d. **Tender storage.** There are 12 numbered tender storage racks available to Mooring Holders. They are allocated by the Moorings Officer each season and a fee is charged. Those allocated a tender rack will be provided with an additional Portland Port sticker. This should be applied to the tender so that it can be readily seen when the tender is in the rack.
- e. **CCSC ferry service.** Mooring Holders have the same rights to use the CCSC ferry service as CCSC members. That said, it would be appreciated if Mooring Holders would give preference to CCSC members when racing is taking place. The ferry usually operates on Monday, Wednesday and Friday evenings from around 1730 until racing is over (around 2130). From April to September the ferry service operates on Saturdays and Sundays from 0930 until 1800. Please note that these times cannot be guaranteed and Mooring Holders should not rely on the ferry being available during these times. Contact the ferryman on VHF Channel 37 (M1); callsign 'Castle Cove Ferry'.

## **Annex B – Guidance on mooring tackle**

As noted in Regulation 9, the mooring tackle, i.e. the tackle that secures the boat to the support buoy, is the responsibility of the Mooring Holder. This guidance is intended to help Mooring Holders provide and maintain mooring tackle that is fit for purpose.

From time to time, boats have broken away from their mooring. In virtually every case, this has been caused by failure of the mooring tackle. It cannot be emphasised too strongly that well designed and maintained mooring tackle is vital in ensuring the security of the vessel. Owners are also reminded that, if a boat breaks away from its mooring, insurers are likely to scrutinise the mooring tackle before agreeing any settlement.

It is strongly recommended that mooring tackle consists of a combination of rope and chain. The rope should take the mooring load as it is 'kinder' to fairleads and cleats and helps absorb shock loads. The chain acts as a 'back up' should the rope fail. These, and other elements of good mooring tackle, are described below.

### Rope

Many mooring holders use a bridle arrangement. This is essentially a Y shape formed by splicing two lengths of rope. The bottom of the Y should be spliced to a galvanised thimble and is shackled to the support buoy. The two arms should have spliced loops and be passed through fairleads to the bow cleats.

The alternative arrangement is to use two separate ropes individually shackled to the support buoy. This provides 'redundancy', i.e. each rope acts as a backup to the other. However, the ropes are prone to twisting together and the weight of the extra shackle tends to unbalance the support buoy.

In both cases, the rope should be good quality and as large as will fit the fairleads and cleats. Chafe is the most likely cause of failure. It may take some trial and error with the rope arrangement and chafe protection to avoid this.

### Chain

As noted above, it is strongly recommended that chain is used to back up the rope. This should be a minimum of 10mm and preferably 12mm certified chain. This can be secured to the support buoy with one or more shackles. However, a better method is to use chain with a larger (usually oval) link at one end. This allows the chain to be reeved to the support buoy top shackle and is much more secure than a shackled arrangement.

Ideally, the chain should pass over the bow roller (this may require the anchor to be taken off the roller) and be made off on a deck cleat. The chain should be left slightly slack. If rope bridle is used, the chain can be hung from the centre of the Y.

### Shackles

The mooring tackle described above will require at least one shackle. These are generally a weak point in the system and the following should be noted:

1. Use only galvanised shackles. Stainless steel shackles can suffer from internal galvanic corrosion and have been known to fail with no external sign of corrosion. (Stainless steel chain should not be used for the same reason.) It is worth spending a little extra to obtain certified shackles.
2. The pin thread is vulnerable to corrosion. If this occurs, the pin will work loose. As a minimum, it should be tightened as hard as possible to avoid water getting into the thread. A better approach is to smear the thread with waterproof grease, thread sealant or thread lock.
3. Even if thread lock is used, shackle pins should be moused, either with monel seizing wire or cable ties.

### Support buoys

The support buoy is provided as part of the mooring. This is not inspected as part of the annual maintenance and it is for mooring holders to request replacement as required. Although these generally last many years, their lifespan is greatly shortened if the mooring tackle is left on the buoy over the winter. This is because the weight of the tackle tips the buoy to one side and allows the riser chain to chafe the buoy. In addition, mooring tackle will continue to wear when not in use. For these reasons, it is highly recommended that mooring tackle is removed at the end of the season.

If the support buoy fails, the riser chain will drop to the seabed. This almost invariably leads to the loss of the mooring as it is very difficult (if not impossible) and expensive for a diver to find the chain on the seabed. The Mooring Contractor will not replace the support buoy as part of the annual survey. Because the integrity of the support buoy is so important, mooring holders should request a replacement if the condition is doubtful.

### Maintenance

It is advisable to check mooring tackle on each visit to the vessel. A check after a spell of bad weather might also be prudent. In addition, contact with the Moorings Officer would be appreciated if anything untoward with a fellow Member's mooring tackle or vessel is apparent.