



The following notes may be of help to new members who may have had mooring laid by a boatyard or other professionals in the past. Next to launching and recovery of boats with the club crane, this is probably the principal area of concern.

The club does its best to meet the requirements of new members, but the supply of moorings is limited so there might be a wait before one becomes available. A 'first come, first served' system of allocating a mooring is in force but please bear in mind that the size and draught of your boat will affect how easy it is to find you a spot.

Mooring allocation is in the hands of the **Mooring Master**. To apply for a mooring, please put your request in writing addressed to the Mooring Master at the club. Please state:-

The type of mooring requested.

The draught of your boat.

The mooring trots have heavy stud link ground chains laid by the club. However, recent changes in insurance stipulations require the mooring holder to be responsible for the whole of the mooring system, so you need to check your insurance documents to see if the cover is adequate. Insurance companies ask about the maintenance of moorings and you need to declare that you are responsible. You may need to help with checking the mooring, but help is at hand via the Mooring Master. Bottom shackles, riser chains, swivels [if any] and buoys need regular maintenance in the harsh environment out in the trots.

The Mooring master will be able to help you access the right size shackles and chain.

The moorings are open to winds from the NE to NW. If you have kept a boat in a marina or up-river location in the past it can be a bit of a shock to find out how choppy the waters can be in the trots when the wind had some North in it. 'Wind over tide' conditions add to the difficulty, so intelligent use of the tide tables may save you stress and a soaking. Please see the advice about using your dinghy.

There are two types of mooring, these are:-

1. **Mud - with varying depths at Low Water.**

All the mud moorings are privately owned but do change hands from time to time and one might be available to borrow. Due to Harbour Board regulations it is no longer possible to lay your own. The mooring master must be informed.

On the very edge of the navigable water these can dry out for a large proportion of the tide. They are only suitable for very shallow draught boats. It should be noted that the wash from ships and the wind driven waves can make the boats bounce about, which can be a problem just as the mudflats cover and uncover on the tide. Rudders can be susceptible to damage.



2. Deep Water - afloat at all states of the tide.

Further out into the river there are deep water moorings for boats with a substantial draught of well over 1m. These are the most sought after moorings and any waiting list is liable to be lengthy. Often, the distance to the mooring from the quay is considerable and in poor weather the conditions in the river should not be underestimated.

Please also note that the *ebb tide runs very hard* through the deep water trots. Picking up and letting go a mooring requires skill, judgement, and forethought. Unless you are very experienced and confident, it is advisable to have a warmed-up engine running on standby in case it is needed after letting go. Watch out for trailing strops, pick-up buoy lines and half-submerged buoys.

The innermost trot has less water at LWS and boats may touch the bottom at times.

Dinghies.

You need to time your departure and arrival at the quay in a dinghy to suit the tide bearing in mind the difference at springs and neaps. In most cases an inflatable dinghy can get away about two hours after Low Water. It may be necessary to row the first section out past the breakwater barge. Do not leave it too late to return to the quay. Two hours before Low Water may be cutting it fine, and the last part up to the quay may require oars.

A reliable engine with adequate fuel, a set of efficient oars, and lifejackets for all people in the dinghy are essential. A small kedge or grapnel anchor is desirable, as is a basic tool kit for the engine to change a plug or clear a fuel blockage.

It is the responsibility of the mooring holder to provide a suitable **buoy** sufficient to support the riser chain. It must be **clearly marked with the Harbour Board number and the name of the boat**. A minimum letter and number size would be 50mm high. Talk to the Mooring Mater about the availability of a used buoy as these are sometimes available.

The buoy will need a **strop** for the tethering of the boat and a smaller **pick-up buoy** to make the job of picking up easier. Please keep the pick-up buoy line quite short as long lines can be a hazard to navigation.

Chafe on the strop at the stem head can be a problem so think about how this can be reduced by the use of polythene pipe or servings. If you are unsure what type [sometimes two strops] to provide, the Mooring Master and club members have a wealth of experience to share.

It is sometimes possible to 'borrow' a mooring from another member for part or all of a season. In such a case it is reasonable for the borrower to pay for some of the costs to the official holder. **The Mooring Master must be informed and give his sanction to any such arrangements** as the groundwork may not be suitable for the proposed boat. He will know if any member plans not go afloat for part or all of the season. This facility is of great benefit to new members who might be waiting for the allocation of their own mooring.

Please note that the Mooring Master needs to know if you **do not intend to use your mooring** for part or all the sailing season. Members who are on the waiting list would appreciate being able to borrow a mooring. It is the mission of the club to facilitate as many boats being actively used afloat as possible and if you are in possession of a mooring and do not use it, the effect is to deprive another member of the chance to use their boat.

The Mooring Master has the power to reallocate a vacant mooring and about which he has no information or the mooring holder has not responded to his enquiries. To ensure that all members are treated fairly and to facilitate the wider use of member's boats, the need to communicate with the Mooring Master is vital as your plans for the season develop.



Sailing Club Moorings

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Winter buoys

During the winter months [November to May] it is best if the main buoy is replaced with a 'winter' one. This would have to be robust enough to withstand a gale and will need similar number and name markings but need not have any ring for mooring. The main riser chain is lowered into the de-aerated mud on the river bed where it will deteriorate more slowly than if left in the main body of water. Often members do this work themselves, but the Mooring Master can point you in the right direction to get help.