

## MOORING POLICY

**Revision Control notes:**

Rev 16 22/11/06 First formal issue

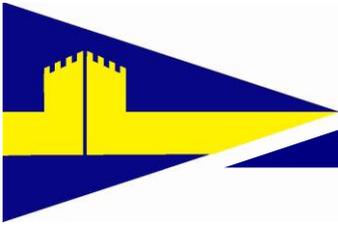
Rev 17 23/11/06 Pile mooring recommendations amended due to typing error on rope breaking load, explanation of snatch loadings, and explaining breaking loads are when rope is new. Alternative spring snubber added.

Rev 18 3/1/2007. Time limit of two weeks applied for responses to offers of mooring spaces.

Rev 19 27/01/07. Notes modified to add back up strop and pin through bow roller

Rev 20 13/04/12, Clarification of the ability to swap moorings within the mooring areas without reference to the 'Periphery to Central area' swap list.

Version Number	Author	Date	Approved By	Date
20.0	Rob Shrimpton	13/04/2012	DRAFT	13/04/2012
20.1	Jim Watson	13/04/2012	EDIT	



## TYPES AND DEFINITIONS OF CLUB MOORINGS

(Charges are based on whether the mooring is type 1 or 2)

### 1. CHANNEL MOORINGS (deep water)

- a. **Between piles**, these are moorings on the piles directly opposite the slipway or on the two rows of piles closest to and parallel to the approach channel to Port Solent
- b. **Between fore and aft buoys or swinging**, this mooring is defined as a non-pile mooring which is in the closest row of moorings to the low water tide line, or which allows the craft moored to it to stay afloat at mean low water neap tides in calm conditions (height 1.87Mt)

Boats on these types of moorings may touch bottom at low water.

### 2. OUTER MOORINGS (half tide or mud)

- a. **Between piles**, these are moorings on the other two rows of piles northwest and south east of the piles described above
- b. **Swinging**, these are any other non-pile moorings

Boats on these moorings dry out fully or partially at low water.

## DEFINITION OF MOORING AREAS

- The Central mooring area is north of pile 72A and south of pile 73
- The Peripheral mooring areas are those south of pile 72A or north of pile 73

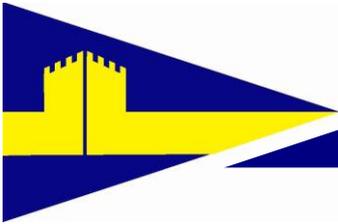
## POSITION OF MOORINGS

The latitude and longitude of a mooring as indicated on the moorings chart displayed in the clubhouse represent a position as below:

- Swinging mooring: The position of the single riser when vertical from the fixing on the seabed.
- Fore and Aft mooring: The position of the centre of the craft when attached to its fore and aft mooring

## APPLICATION PROCEDURE

Members requiring a mooring space must write to the Moorings Officer at the Club address (contact may be made by email) detailing the type of mooring required i.e. outer or channel mooring. Boat details required are name, type of keel, overall length and type of craft. If the member expresses a preference for a pile, swinging mooring or fore and aft mooring, only that type of mooring will be



offered. Expressing no preference other than channel or outer will probably result in an earlier allocation being made.

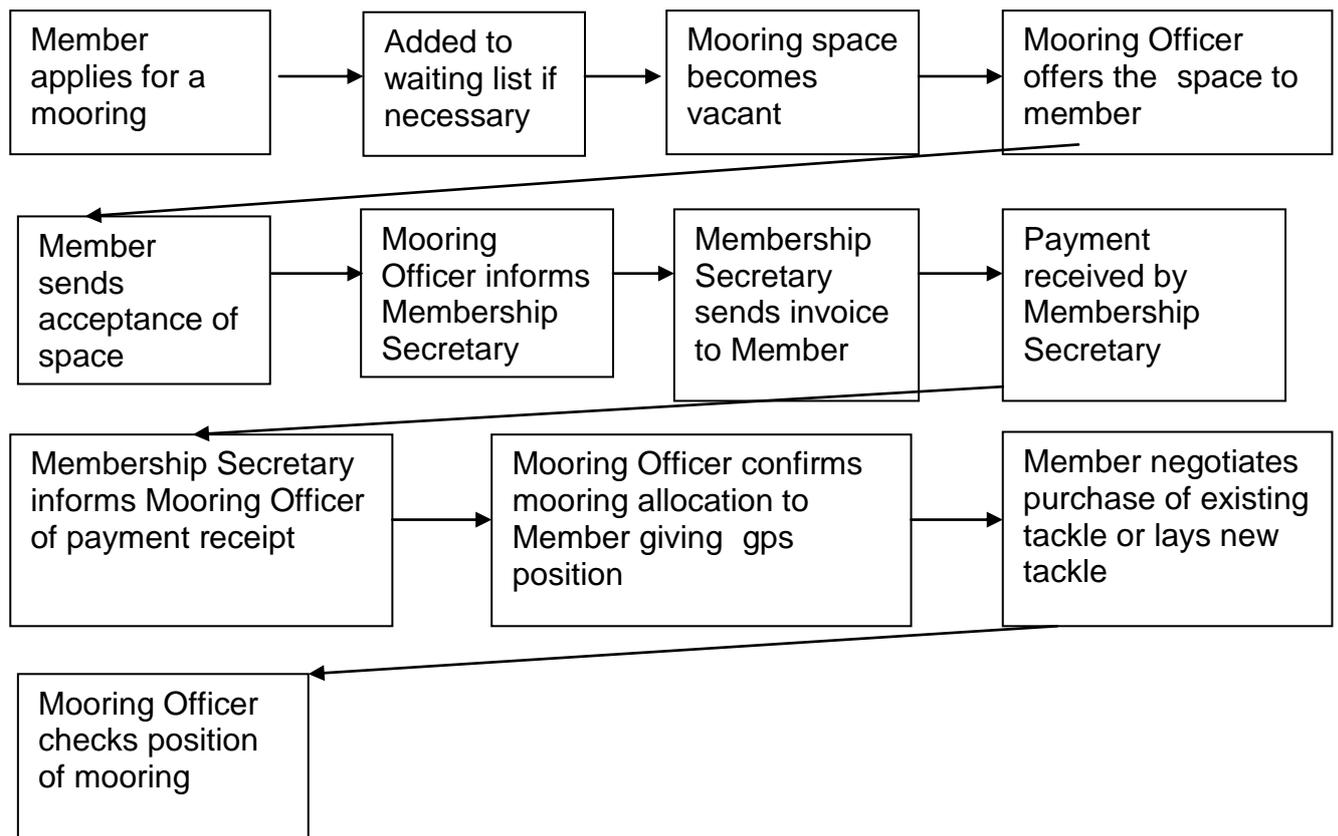
Note: before any boat is placed on a mooring within the club area it must be insured with at least £2M third party cover, in accordance with club rules for all vessels.

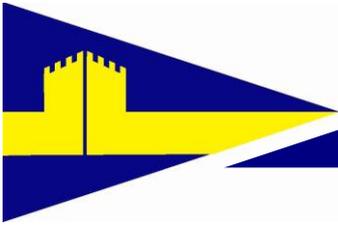
A member who already has a Channel Pile or Channel Mooring in one of the Peripheral areas and wishes to change to a mooring or pile in the Central area must write to the Mooring Officer at the Club address detailing the type of mooring required i.e. outer mooring, channel pile or channel mooring. Boat details required are name, type of keel, overall length and type of craft.

The Mooring Officer will acknowledge in writing or by email, the receipt of any application.

## PROCESS FLOW

**Note that all communications are confirmed in writing or by email**





## ALLOCATION PROCEDURE

### *Members with no current channel mooring*

- For **outer mooring spaces** there is normally no waiting list and vacant ones are allocated on receipt of application. Should there be no vacant spaces at the time, there is space to lay new ones. A waiting list may be in operation for outer piles if there are no vacant outer piles.
- For **channel mooring spaces** and piles there are usually waiting lists for the peripheral and central areas, a copy of each of which is placed on the notice board and republished at least every 3 months.
- A member's name may be added to the Peripheral waiting list and the member will then be offered a mooring when the member's name reaches the top of the waiting list they are on, provided it is suitable in the opinion of the Mooring Officer.

The Moorings Officer will place applicants on the Peripheral area waiting list in 'receipt of application' order.

When a space in a Peripheral area becomes available, it will be offered to the member at the top of the list provided the space is deemed to be suitable by the Mooring Officer. Should the space be unsuitable, the space will be offered to the next person on the list, and so on. If the space becoming free is deemed unsuitable for the member's craft, the member's name will remain at the top of the list. The offer will be made in writing and the member will be allowed two weeks from the date of the letter in which to respond. In addition the Mooring Officer will also attempt to communicate by telephone to speed the process up.

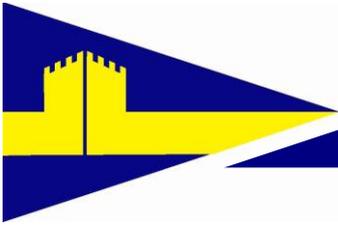
Should the member not accept the offer of a space deemed suitable by the moorings officer, or not reply to the communication within two weeks, then the member's name will revert to the bottom of the list.

Members with no mooring will always be offered a space in a Peripheral area and not the Central area, unless there is no waiting list for the Central area and a mooring space in it become free.

### **Members with a current Channel mooring in a Peripheral area who wish to transfer to the Central area**

Upon receipt of the application the Moorings Officer will place applicants on the mooring exchange waiting list in 'receipt of application' order. When a space becomes available in the requested area and is of a suitable type, it will be offered to the member at the top of the list provided the space is deemed to be suitable in the opinion of the Mooring Officer. Should the space be unsuitable, the space will be offered to the next person on the list, and so on. If the space becoming free is deemed unsuitable for the member's craft, the member's name will remain at the top of the list. The offer will be made in writing and the member will be allowed two weeks from the date of the letter in which to respond. In addition the Mooring Officer will also attempt to communicate by telephone to speed the process up.

Should an owner not accept the offer of a space deemed suitable by the moorings officer, or not reply to the communication within two weeks then his name will revert to the bottom of the list.



**Members may swap mooring spaces within the 'peripheral' or 'central' areas with the mooring officer's approval without reference to this transfer list.**

Before taking up a mooring for the first time, owners must inform the Club Membership Secretary of their boat's insurance details: - company, policy number and expiry date.

## **FINANCE**

The price paid for non-pile mooring tackle is negotiated between the old and new owners. The piles are owned by the club and so do not attract such payments. Rent for mooring space is paid to the club as part of members' annual accounts.

## **MAINTENANCE**

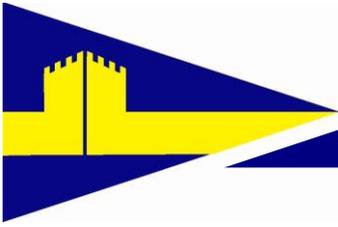
The maintenance of non-pile moorings rests entirely with the owner, who is required to keep the mooring in good condition. The club accepts no responsibility for damage caused by craft breaking adrift. Maintenance of moorings can be undertaken by local contractor, or on a DIY basis using the club's mooring barge and workboat. A local diver can be employed to check underwater fittings between major maintenance routines – the moorings officer can advise. On pile moorings it is the member's responsibility to maintain strops between craft and pile. The Club is responsible for the pile, slider bar and slider bar ring.

Nothing in this brief shall be deemed as overriding the Club Rules and conditions. Attention is specifically drawn to condition 11 of the Additional Conditions, applying only to Moorings, as below:

11. All moorings and mooring tackle - except the piles themselves in the case of Pile Moorings provided by the Club - shall be provided by and maintained in good condition by the Member. In particular all bridles must be inspected annually, and the complete mooring inspected each third season. Moorings and Mooring tackle sold or otherwise transferred to another Member shall be thoroughly inspected at the time of transfer. The Club may, at its own expense, inspect any Mooring and Mooring tackle; if the Club decides that its condition is not adequate for its permitted use, the Club may withdraw the Member's mooring permission. A Member allocated a Club Pile Mooring shall immediately report to the Club, in writing, any signs of damage to or weakness of the Pile; nevertheless, he/she must do all in his/her power to maintain the safety of the vessel.

## **MOORING TACKLE RECOMMENDATION**

These recommendations are given in good faith but they are only recommendations (based on the past experience). It is the sole responsibility of the member to ensure the mooring is adequate for the craft moored on it.



## DRYING MOORINGS OVER MUDLAND

For craft up to 6metres (20ft)

- 2 x 25KG (1/2 cwt) single fluke anchors
- Ground Chain- 7 metres (4 fathoms) 12mm (1/2") chain
- Bridle- 2 metres ( 1 fathom) 12mm (1/2") chain, 12mm (1/2") swivel leading to 4.5 metres (2.5 fathoms) 10mm (3/8") chain

For craft up to 9 metres (30ft)

- 2 x 50KG (1 cwt) single fluke anchors
- Ground Chain- 7 metres (4 fathoms) 25mm (1") chain
- Bridle- 2 metres (1 fathom) 25mm (1") chain, 25mm (1") swivel leading to 4.5 metres (2.5 fathoms) 20mm (3/4") chain

## CHANNEL MOORINGS

For craft up to 8 metres (25ft)

- 2 x 50KG (1 cwt) single fluke anchors
- Ground Chain- 11 metres (6 fathoms) 25mm (1") chain
- Bridle- 4 metres (2 fathoms) 25mm (1") chain, 25mm (1") swivel leading to 5.5 metres (3 fathoms) 20mm (3/4") chain

For craft up to 11 metres (35ft)

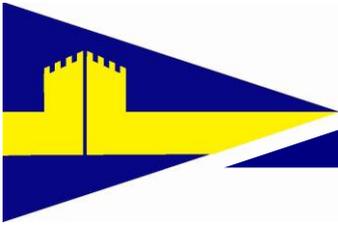
- 2 x 100KG (2cwt) single fluke anchors
- Ground Chain- 11 metres (6 fathoms) 25mm (1") chain
- Bridle- 4 metres (2 fathoms) 25mm (1") chain, 25mm (1") swivel leading to 5.5 metres (3 fathoms) 20mm (3/4") chain

## NOTES

Lengths of bridles shown are to the high water point only. The mooring must be completed to the owner's requirements; i.e. if it is to be attached to a Hippo type buoy, no additional length is needed. If however, a strop or chain inboard is to be used, the distance from the water surface to the inboard bollard must be added. For the latter method a 6-metre rope and a pick-up buoy must be included.

**Fore and Aft moorings:** The above weights and sizes will apply, but lengths of ground chain will be 1.25 times the length of craft between bridles, plus 3.5 metres (2 fathoms) beyond each bridle to the anchors.

All chains, anchors, swivels and buoys must be securely attached by shackles of a size equal to the size of the materials, which are to be attached.



**IMPORTANT:** Particular attention must be paid to the securing of shackles

- Do not grease threaded underwater shackles
- Threaded shackles of the conventional pattern should be riveted and wired after tightening
- All ground chains to be stretched out and anchors dug in
- If a rope stop is used it must be protected where it comes over the bow roller or fairlead.
- No wire stops to be used.
- Worn or faulty materials must be renewed immediately.
- On fore and aft moorings, if the member wishes to connect the 2 buoys with a pick up line when the mooring is vacant, the line must be supported by floats to make it visible.
- 1 rope stop or chain from bow waterline to mooring bollard and another to a mooring cleat should be used. The second should be slightly longer than the first and connected to a different point on the bridle so that it acts as a backup. On fore and aft moorings this layout is repeated at the stern.
- Rope stops should be encased in plastic tube where they pass through fairlead or bow roller, to protect from chafe.
- Where the rope passes through the bow roller, a pin should be inserted in the bow roller to ensure the rope stays in it. If the rope is attached to a Hippo type buoy and the craft pitches a lot in rough weather there may be insufficient weight on the rope to ensure it does not jump out of the bow roller.

In compiling these figures, particularly lengths of bridles, it is taken as an average and it must be appreciated that moorings will be laid in various depths of water; therefore each mooring must be measured independently.

## **PILE MOORINGS**

- 2 rope stops or chain from bow to pile and from stern to pile. One should be slightly longer than the other so that it acts as a backup.
- Rope stops encased in plastic tube where they pass through fairleads, to protect from chafe
- Hard eyes fitted into rope stops where they are shackled onto the ring on the slider bar
- Length of stops when made up to be ((distance between piles minus boat length) times 1.3 divided by 2) plus distance from bow or stern to cleat plus allowance to cleat off)
- Rubber/Spring Snubbers are recommended to absorb shock loadings.
- As a guide to rope type/diameter to use, nylon has a greater shock absorbency than polyester.
- 24mm 3 strand polyester has a breaking load of 11,000Kg and 24mm multiplait nylon has a breaking strain of 14,000 Kg when new.
- As pile moorings do not have the same shock absorbency qualities as mooring to the seabed it needs to be recognised that a load when applied as a snatch load can be double the normal load.

Rob Shrimpton  
Club Moorings Officer -

Telephone 01329 287982

Email [rnskrimpton@ginetiq.com](mailto:rnskrimpton@ginetiq.com)