



Further Guidelines and Rules for Using TYC Harbour, Moorings, Pontoons, Upper Dinghy Park

Overall

The harbour, moorings and pontoons are the responsibility of the Twickenham Yacht Club (TYC) Harbourmaster who is there to offer advice and support as well as to oversee safe, considerate and responsible operation of the harbour. The Harbourmaster acts on behalf of the General Committee and will act in accordance with TYC Club Rules and ByeLaws. In order to ensure the smooth, rule-abiding operation of the harbour and the fair use of the shared pontoon facilities, you are asked to comply, in a timely manner, with any instructions given by the Harbourmaster.

These guidelines should be read in conjunction with the published TYC Rules and ByeLaws available to all TYC members.

The Moorings

The TYC moorings are leased from the Port of London Authority (PLA). We are responsible for the mooring installation and maintenance and boat owners in turn are responsible for the upkeep of their allocated moorings.

Please note that the moorings are non-residential and boat owners are not allowed to sleep overnight on their boats on the moorings.

There are three trots (lines) of moorings known as 'Inner', 'Middle' and 'Outer'. They are joined to a heavy ground chain which is anchored to the river bed. The risers are shackled to the ground chain and the buoys at the top end of the risers are connected with a pre-determined length of bridle to keep the moorings in line, regardless of the number of boats actually moored.

If you try to navigate across the moorings you are likely to foul your propeller and rudder as well as inflicting damage to the moorings.

There are navigable entrances at the upper and lower end of each trot and downstream of the pile immediately opposite the TYC Clubhouse.

As a first-time user of the moorings, you will be given a tour by the Harbourmaster.

There are certain rules that must be observed when using TYC harbour, pontoons and moorings: these are covered later on.

Tying Up Your Boat

Use good quality, marine rope, not cheap polyester or DIY/Building ropes, they are not up to the job.

Boats should be moored facing upstream.

The river can run quite fast during flood and ebb tides and also in periods of high rainfall and so we recommend doubling up of lines fore and aft.

Bow lines should be attached to a single point on the bow/foredeck, fairleads are useful for keeping the bow lines in place. Two stern lines should be used and be of the same fixed length and attached to each quarter. *A single, running loop of stern line will allow your boat to swing into other moored boats during a fast flood tide and will also wear through quickly.*

The upper ring on some, but not all buoys, can be used for attaching mooring lines. Please check with the Harbourmaster for your allocated mooring. Otherwise, lines must be attached to the lower (underwater) ring.

In terms of overall length, your boat plus fore and aft moorings should equal the length between your mooring risers, i.e., they should add up to the designated bridle length.

Please DO NOT adjust the length of your bridle without consulting the Harbourmaster or the whole trot can slip out of alignment.

The Draw Off

To allow for maintenance of facilities along the river between Teddington Lock and Richmond Lock, the operation of the maintained level is suspended for a few weeks each Autumn. This is typically from the last weekend in October to the third week in November but it varies every year, so look for notices.

During the Draw Off, moored boats will rest on the river bed twice in twenty-four hours every day/night. *Make sure your boat can take the ground or make arrangement to have it moored elsewhere or lifted out during the Draw Off.*

TYC Harbourmaster uses this window of opportunity to undertake maintenance and replacement of our mooring equipment and you are expected to inspect your allocated mooring and to take part in the moorings working parties, as a condition of having a mooring at TYC.

Cruiser meetings and Safety Briefings

We try to have two meetings a year, one Spring and one Autumn, where we gather at the club to share any relevant new information and to refresh our knowledge on matters applicable to river users.

Our Cruiser Captain will also share the calendar of cruising activities and we encourage you to take part and support those activities.

Club Duties

As a cruiser owner, you will be familiar with the operation of powered vessels. These skills are particularly helpful when running support and safety boats for Club dinghy racing. We encourage you to offer you support to the Sailing Secretary when he is compiling the Duty List. Additional skills training will be offered to those who are unfamiliar with our safety boat operation or with sail boat racing and how to safely help a boat in trouble.

From time to time, and especially during busy periods, we operate a Harbour Master of the Day system and you will be asked to help out with these duties. It is not onerous if this is share across all mooring users.

Use of the Pontoons - RULES

This is one of the bottle necks for cruisers as demand for the limited pontoon facilities often exceeds supply.

Common sense and good citizenship will usually avert any problems. However, experience has shown that we need to apply and enforce certain rules.

We ask you to observe these simple rules to help us keep clear spaces on the pontoons so all dinghy and cruiser owners can have access to pontoons for setting off and arriving on cruises:

1. Boats using the pontoons should moor towards the furthest, upstream end of the pontoons first. Use one of the smaller pontoons if your boat's draught allows.
2. Boats must not be left unattended on the pontoons or moored overnight without authorisation from the Harbourmaster by text or email. When authorised, please add your name, boat name, mobile and reason for leaving your boat on the pontoons to the list on the Moorings Notice Board in the Club Entrance Hall.
3. ***Unattended mooring is not allowed at any time adjacent to the yellow line on the pontoons. Offending boats may be moved at owners' risk.***
4. Overnight mooring will only be granted in exceptional circumstances; for example, boat maintenance or early starting on a voyage that is dictated by tide windows. However, it is accepted that members who join club cruising events which end after dark may need to moor overnight. Such boats must **not be moored adjacent to the yellow line** and they must raft up as necessary but no more than two deep. They must also use the two smaller pontoons upstream of the three larger pontoons where their boats' draught allows.
5. Prior authorisation is still required for Cruiser Event overnight mooring and owners must return their boats to their moorings as early as possible the next day.
6. If your boat is on the pontoon blocking others, and you are working on it and not planning leave shortly, you must move your boat upon the request of another member who wishes to immediately take on passengers, provision their boat and leave for a cruise. If you tie up your boat for this purpose, you must be available on or near your boat so you can move it upon request.
7. There will be a £10 penalty per night for unauthorised overnight moorings.
8. Please do not leave Club tenders on the moorings when you un-moor your boat.
9. Do not leave tender rowlocks in position as this has caused damage to the boats. Unship them so they hang down inside the boat.
10. Do not leave the tenders moored to the 3 large and 2 smaller cruiser mooring pontoons but further upstream on the small tender and support boat pontoons.

Use of the Upper Dinghy Park (UDP) - RULES

Space in the UDP is at a premium. It is intended to be used as a storage area for trailers when boats are elsewhere on club property (LDP or Moorings) and for short term storage of boats requiring out-of-the-water repair. It is NOT intended for long term boat storage or boat rebuild and renovation projects. To avoid blockages, congestion or use of the UDP as a dumping ground, TYC is now introducing the following rules and standards for the UDP, under the ByeLaws:

1. Boats on trailers must be moveable - no missing wheels, seized bearings or flat tyres.
2. Any trailer left in the UDP must be roadworthy.
3. No loose items are to be stored around boats; everything must be inside your boat (not under it) or taken away. You may store small items if carefully stowed in a box on your trailer whilst a boat is on the moorings.
4. Prior permission must be sought to bring a boat or trailer into the UDP. This applies to temporary storage no matter how short a period.
5. Spaces will be allocated on a plan held by the Harbourmaster.
6. UDP users must participate in the twice-yearly (Spring and Autumn) clear-up and grass- cutting.
7. All rubbish must be taken home and not left in the UDP.
8. You may only store allocated boats or trailers in the UDP. Inflatables, boating apparel etc. may not be stored unless you have the express permission of the Harbourmaster.
9. A runway must be kept clear towards the gates.
10. The space alongside the yellow brick wall of the theatre is reserved for club boats (i.e. the RIB and trailer)
11. Any new boats for storage must be must be 16' or less.
12. Trailers may only be stacked where allocated by the Harbourmaster.

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