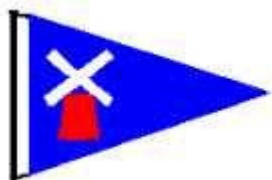


# Langstone Sailing Club



## Berthing and Mooring Information

This pamphlet is intended to provide general information it does not include details that change due to dates and tides. Please see Notice Board for this information

Up dated 8/12/2009

## **CONTENTS**

1. Mooring and berthing
2. Tractor and hoist
3. Services including use of slips
4. Laying up guidance notes:
  - a. General
  - b. Boats drying out overnight
  - c. Afloat boats
  - d. Lay-up positions
  - e. Working parties
  - f. All boats must be insured
5. Fitting out, Lift In
  - a. General
  - b. Lifting in
6. Moorings
  - a. Club moorings
  - b. Sinker
  - c. The riser
  - d. Mooring buoy
  - e. Assembly and maintenance
  - f. Checking the mooring
7. Tenders
8. Trailers

## **1. MOORING AND BERTHING**

There have been a number of changes to Mooring and Berthing in the past few years.

Langstone Sailing Club has a Mooring and Berthing Committee that meets prior to and after every major event, such as laying up and fitting out etc. Before an event, every aspect of the operation is discussed and every effort is made to avoid problems and ensure a smooth and safe operation by paying attention to detail. Afterwards the operation is analyzed to highlight improvements that could be made in the future.

The club owns a hoist and tractor and can accommodate 90 boats ashore during the winter, along with 125 dinghies.

The Club administers 74 moorings, some for Chichester Harbour Board.

Moorings are allocated to club members who pay a small fee to the Club.

However, change of boat ownership does not automatically transfer the mooring or right to a winter storage space.

The mooring consists of a buoy, sinker and 6 metres of calibrated 19mm chain, supplied by the Club. Deeper water moorings use 7metres of 19mm chain. The user supplies the swivel and strops. The user of the mooring is responsible for checking the whole mooring including the eye in the sinker annually, reporting any problems to the Mooring and Berthing Officer,

Berthing ashore, winter and summer, is allocated to members for both dinghies and cruisers. When there are no moorings or shore berths available a list is created. Spaces are allocated from the list, priority being given to those who have been the longest serving members of the Club. There is a mooring and berthing folder by notice board in the clubhouse. Inside the folder is the allocation of club moorings, cruiser shore berths, tender berths, dinghy berthing, waiting lists and useful contractor information.

Cruiser owners are reminded that Fitting Out and Laying-Up weekends should be adhered to, lifts outside these weekends cannot be guaranteed. The tractor and hoist are serviced and inhibited after Fitting Out and Laying-Up.

## **2. TRACTOR AND HOIST**

The club purchased a new Wise hoist in 2000 and replaced the tractor in 2009.

The mooring and berthing committee is responsible for reviewing the laying up and fitting out of cruisers when necessary.

There are named drivers for the Tractor and Hoist who are fully trained to place the Hoist around boats. Boats may be just a couple of feet apart and manoeuvring such a large vehicle in close confines can be tricky. You are therefore asked for patience, understanding and co-operation during this operation. (See Appendix I for a list of tractor drivers.)

The hoist is operated from the tractor unit. Trained and named drivers only will operate the system within a marked out area. Anyone out side the club-house in the taped off area must wear High Visibility Jackets and a hard hat or bump cap during operations.

A boat sits inside the hoist on two slings. The upper part of the hoist moves by hydraulic rams that lift and lower the boat in the slings. The hoist has a failsafe system requiring hydraulic pressure to move the rams in both directions. Please remember the operation of the hoist is a voluntary operation undertaken by club members. Please do all you can to help and ease the burden during the busy time when moving boats.

### 3. SERVICES

Water and electrical services have been extended to other parts of the Club and a revised laying up plan has been implemented. Please do not use hose pipes, electric cables or unload boats during the operation of boat movements. The hoist needs to travel through the car park to make best use of the available space for boat lay-up, therefore parking will be restricted during boat lift operations. Also, slipways on the club side of the road are closed for general use during hoist operation due to the high activity in this area. It is forbidden to wash down boats over any lifting weekend. At other times, **all mains power to your boat must be disconnected before you leave the club.**

### 4. LAYING UP GUIDANCE NOTES

#### a. GENERAL

All owners are required to complete a lifting request form even if not using the hoist before coming ashore. A copy of the winter berthing lay-up plan can be found on the mooring and berthing notice board in the clubhouse. All boats out later than the lift out weekend must be launched two weeks before the next lift in.

All owners who may have difficulty with attending the lift in must make arrangements to have someone else look after their boat. Having to lift boats twice may incur a lifting fee. A briefing will take place in the club house each morning before lift in starts, please make yourself available even if your boat may not be lifted till later in the day. It is difficult to publish an order of lifts, so please be available, boats that hold up the lift may not be brought ashore the next year.

No person will be allowed to ride on a moving hoist, access to a boat by ladder during lifting and moving is prohibited, All loose deck equipment is to be removed before lifting. There will be an order for lay-up published on the notice board, some boats will be required to dry out over night on the Friday and Saturday also after the tide at midday Friday, Saturday, and Sunday. Some of the larger boats will be lifted on Friday. Fin keelboats will be spread over the laying up weekend to be lifted near high water.

**In the event of adverse weather conditions, information can be obtained by contacting the mooring and berthing officer during the hours of 8.30 till 9.30 the day before.**

**"Any person may halt an operation but only the controller or the tractor driver may restart it".**

**b. BOATS DRYING OUT OVERNIGHT**

Those boats drying out overnight will need to contact the mooring and berthing officer for details. When drying out, enough room must be left to get the hoist down both sides of the boat. A briefing will take place in the clubhouse. Please see the notice board for details. Both strops will be put in place after the hoist is in position. The boat will then be lifted transported to the lay-up berth and lowered into position.

**c. AFLOAT BOATS**

Those boats that are not drying out overnight will be lifted direct from the water. It will be difficult to give an exact time of lifting; therefore members are asked to make themselves available at least 3 hours before high water. A support boat will be available to take crews out to their boats. The hoist will be placed into the water and the strops lowered to the seabed, when ready the boat may be positioned in the hoist with the help of shore helpers, **engine turned off**, and the strops raised to the correct position on the boat. The boat will be raised into the hoist, transported to the lay-up berth and lowered into position.

**A support boat will be available to take crews out to their boats**

**d. LAY-UP POSITIONS**

Because the hoist has to move over the ground where boats will be laid up, it will not be possible to prepare level sleepers etc in advance. Wooden wedges-will assist in the event the sleepers are not exactly level and speed up the setting down of bilge keel boats.

Fin keel boats are required to have a substantial cradle with adjustable supports to make setting down as quick as possible.

It is the owners' responsibility to supply sleepers and wedges for his boat to sit upon.

**e. WORKING PARTIES**

A small number of people will be required as a hoist working party, under the direction of a team leader and mooring and berthing officer. There will also be a ground repair working party. See club notice board for working party lists.

f. **BOAT LIFT - ALL BOATS MUST BE INSURED**

Please make sure you have insurance for this type of activity as all boats and property are lifted and stored at the club at your own risk.

5. **FITTING OUT, LIFT IN**

a. **GENERAL**

The hoist will be operated from the tractor unit. Trained and named drivers will operate the hoist, supported by a team leader and hoist team on the ground.

All owners are required to have paid any outstanding fees and filled in a lift request form. A fitting out plan for boats launching will be published on the notice board in the clubhouse. If your boat has no L.S.C strop position markers, please notify the BMO or team leader before hand.

Anti fouling is to be completed 7 days' prior to a boat being lifted in the hoist. No boat owners will be allowed to ride on a moving hoist. Access to a boat by ladder during lifting and moving is prohibited and all loose deck equipment is to be removed before lifting.

Boats will be lifted as they become accessible, depending on their type of keel and draft. Given favourable conditions some boats may be placed on the shingle alongside the new slip, to float off on high tide. When practical, boats with fin keels will be placed into the water at or near high tide. All owners who may have difficulty with attending the lift in must make arrangements to have someone else look after their boat. A later unprogrammed lift may not be possible. A briefing will take place in the club house each morning before hoisting starts, please make yourself available even if your boat may not be lifted till later in the day. It is difficult to publish an order of lifts, so please be available. Owners who hold up the lift procedure without good cause may have their lifting request for future years reviewed.

**Remember boats that don't go in, have to pay higher charges to stay ashore.**

b. **LIFTING IN**

Owners of boats being launched direct into the water will be allowed onto their boats, once the boat is over the water, the boat will then be lowered into the water.

Owners are requested to quickly start their engines and indicate to the tractor driver when they are ready to move out of the hoist. The strops will then be lowered to the seabed clear of the boat. Do not engage drive until instructed. A boat will be made available as a patrol boat and to transport people from their

boats back to the shore after securing and making their boats safe on the mooring. The Club's workboat, Sinbad, will be available to assist those who cannot clear the slip under their own power to a mooring. **BOATS THAT ARE UNABLE TO START THEIR ENGINE WILL NOT BE LIFTED BACK ASHORE DURING THIS TIME.**

**"Any person may halt an operation but only the controller or the tractor driver may restart it".**

## 6. MOORINGS

### a. CLUB MOORINGS

A mooring must be totally reliable and able to withstand the worst conditions likely to arise. With the correct specification and maintenance, a mooring offers a secure and safe berth for a well-found vessel. To achieve this, the component parts of the mooring must be fit for the 'purpose' intended.

**A person using a club mooring is responsible for the upkeep of the whole mooring including the checking of the eye and shackle at the sinker. The club will revoke the use any mooring found to be poorly maintained.**

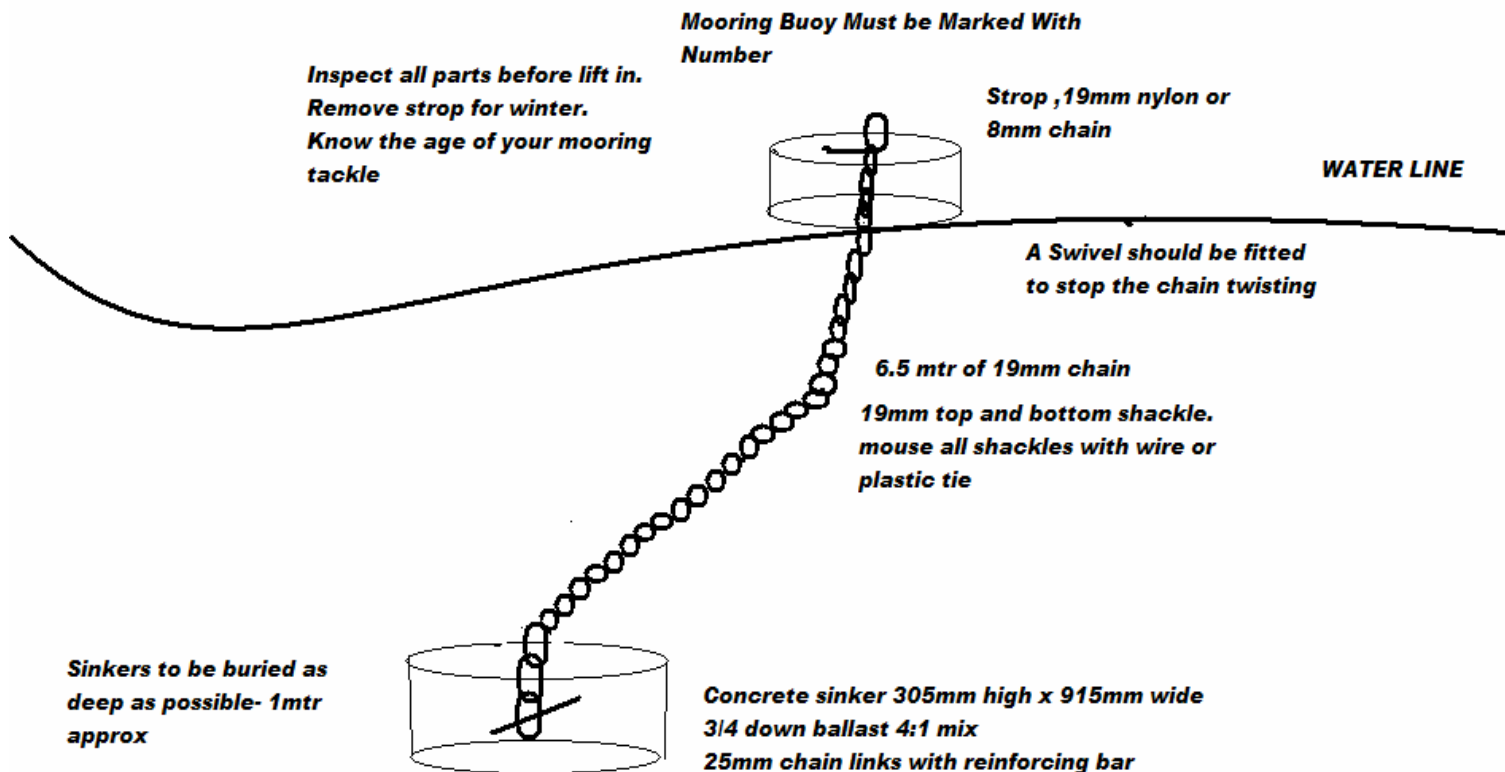
Each year the whole mooring should be inspected and any worn parts replaced. Chain and shackles should be replaced when there is wear on any part of the mooring: the 19mm ground chain is "calibrated chain" which means it has been load tested to ensure that there is no weak link during production. A certificate is issued with the purchase of the chain.

### b. SINKER

The effectiveness of the mooring relies upon the weight of the mooring chain and sinker. The sinker supplied by Langstone Sailing Club is approximately 1mtr in diameter and 500mm thick weighing approximately 700 Kg. The eye is 22mm chain links set into the reinforced concrete sinker. The mooring blocks are spaced 30 metres apart on the seabed and buried to a depth of approx 1 meter. It is therefore most important that the correct length of strop is used and is not over length; in order prevent collisions between boats.

# L S C Recommended Mooring Tackle for C3

AND C2



## c. THE RISER

The depth of water and the size of the boat will determine the riser. Langstone Sailing Club purchases chain from the Midlands to the specification of the Harbour Conservancy. The ground chain and the complete riser for larger boats are 19mm of mid link self-colour calibrated chain. The chain has a level of carbon below 0.3% and manganese below 1.0% i.e.: - grade 30 or 40 mild steel, which have been found to be most suitable for marine use. The use of alloy-steel chain should be avoided.

**d. MOORING BUOY**

Mooring buoys are being supplied as older moorings are updated to moorings using 19mm chain only. .

Moorings using lighter chain may use only a pick-up buoy on a rope stop.

**e. ASSEMBLY AND MAINTENANCE**

The Mooring is assembled using shackles. This builds a weakness into the mooring therefore shackles at least one size larger than the chain should be used. Shackle pins have been known to work loose and fall apart, they should therefore be moused using wire or plastic tie-wraps.

Every system of maintenance is based on regular inspection. Annual checks of the chain, sinker eye, swivels and shackles are essential. It is advisable that new moorings are closely monitored to establish wear patterns. The effects of electrolysis, erosion and corrosion on the mooring equipment in a salt-water environment will accelerate the rate of deterioration. If at any time excessive wear is detected in any part of the mooring equipment it should be replaced and the entire mooring inspected, after all, the mooring is only as strong as the weakest link.

**f. CHECKING THE MOORING**

The recommended way of getting to a mooring to check it is for two people to proceed across the mud by pushing a dinghy, alternatively on a good day row to the mooring and wait for the tide to go out. When walking or working in the mud it is essential to have tight fitting footwear. Before setting off, ensure that you have a radio or portable phone (place inside a plastic bag and secure the end against water ingress) also it is advisable to have someone ashore to keep a lookout and call for assistance if required. Ensure that the dinghy is alongside the mooring and not over the top of the mooring. If positioned correctly it should be possible to dig down and check the sinker from the dinghy. A bucket of clean water is useful to clean around the sinker shackle prior to inspection.

Sandwiches and a flask help pass the time while waiting for the tide to return.

**7. TENDERS**

There are two tender berthing pens.

The old road situated south of the club house for tenders using the slip between the bridges

The Apron situated on the east side of Langstone Bridge tenders using the slip into Chichester Harbour. Keys are the same for both pens and can be obtained from the membership secretary. A spare key is kept on the mooring and berthing notice board.

## **8. TRAILERS**

Please ensure all trailers are not locked to anything and move freely two weeks before any lift dates.

### **APPENDIX 1**

#### **HOIST OPERATOR DRIVERS**

Nigel Catling

Graham Norton

Paul England

Colin Gilbert-Wood

Dave Cox

Joe Would

Ron Caldicott

Pete Clack

#### **HOIST TEAM LEADERS**

Adrian Watkins

Simon Hickman

Trevor Dalladay

Tony Kynvin

Rob Smith

#### **HOIST AND TRACTOR MAINTENANCE**

Nigel Catling

Mike York

Please ensure that you have placed your  
Chichester Harbour plaque on the stern port  
quarter of your boat.

Langstone Sailing Club berthing plaques in position that is always visible.

Please make sure your mooring is always  
clearly marked with the correct number  
summer and winter