

Difference between revisions of "Moorings and Yard"

Revision as of 17:08, 24 February 2021 (view source)

Richardphillips (talk | contribs)

(Tag: 2017 source edit)

[← Older edit](#)

Revision as of 17:09, 24 February 2021 (view source)

Richardphillips (talk | contribs)

(Tag: 2017 source edit)

[Newer edit →](#)

Line 23:

4.When leaving the mooring, if there is any wind, you should always arrange to leave so the wind is blowing you away from the bridle. This may necessitate splitting the bridle in the middle and re-joining on the windward side of the boat. Failure to do this may result in getting the bridle caught around the keel, rudder or prop.

– [[File:mooring-bridle.jpg|center]]

==GYC Pontoon==

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+ [[File:mooring-bridle.jpg|center]]

==GYC Pontoon==

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See the [Fees_and_Charges](#) page for costs of renting a mooring with the club.

Moorings

Drying Moorings

We have fore and aft drying moorings, suitable for lifting keel, bilge keel and shallow long keel boats.

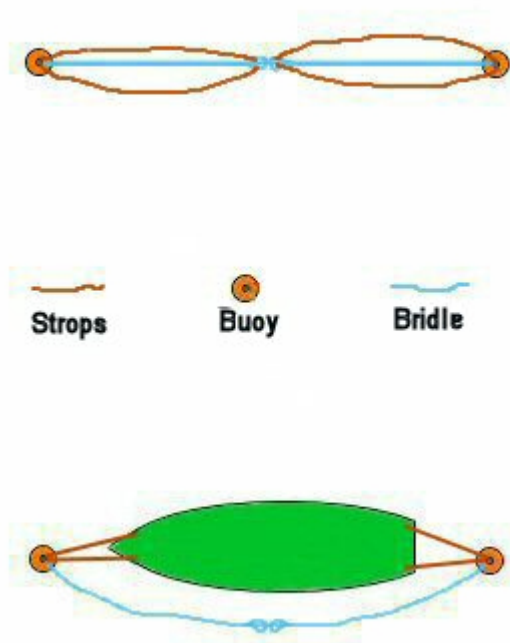
Deep Water Moorings

Deep water moorings are either fore and aft bridal or alongside our river pontoons.

How our bridal moorings work

All GYC moorings are bridle moorings. This enables us to keep a high density of boats within a small space, but does require an understanding of how to moor. The following guidelines should help, but please ask the harbourmaster if you have any questions.

1. When there is no boat on a mooring the bridle maintains the integrity of the trot.
2. When the boat is on the mooring it takes the place of the bridle, i.e. the mooring strops should be taut and the bridle slack. If the bridle is not slack it is inclined to saw along the side of the boat causing damage to both boat and bridle.
3. The mooring should generally be approached into the tide and down wind of the mooring. Once tied fore and aft, motoring the boat into the tide will enable you to further tighten the fore lines, making the bridle go slack. It is advisable to use two lines fore and two lines aft and also to loosely tie up the bridle alongside.
4. When leaving the mooring, if there is any wind, you should always arrange to leave so the wind is blowing you away from the bridle. This may necessitate splitting the bridle in the middle and re-joining on the windward side of the boat. Failure to do this may result in getting the bridle caught around the keel, rudder or prop.



GYC Pontoon

Members are entitled to moor on the GYC pontoon at a members' reduced rate of £5 per night, which is chargeable after three nights free mooring. Members are reminded of the GYC Byelaws: "No craft (including yacht tenders) shall be moored on the pontoon without the permission of the Harbour Master or an Officer of the Club."

The Yard

Our yard is a members' facility not a commercial yard. We have limited space and encourage members to make their stay as short as possible.

If you wish to work on a longer term project (perhaps a major refurbishment or boat construction) that may take more than a year, you can apply to the committee for 'project status'. This requires a project plan to be submitted, setting out what you plan to do and when. Progress will be reviewed periodically.

All boats coming into the yard (whether by river or road) may only do so with the Yardmaster's permission. All members wishing to bring their boat into the yard must fill in the on-line application form. Please note that the lift date requested is not guaranteed until confirmed by the yardmaster. Please make contact with the yard team verbally before the day to avoid confusion.

Every boat-lift application form *must* be accompanied by a copy of current and sufficient insurance policy (Byelaws 27c)

Cars in the Yard

The Yard is not a car park. If you plan to leave the premises, please either park your car in our car-park or be sure to drop your car keys in the white post box outside the Harbour Master office. If you leave your car locked-up in the yard please leave a note with a contact number in the window.

Bear in mind that if your vehicle is parked in the yard it may prevent the use of the lifting equipment and can make it extremely difficult or even impossible to launch or recover other members boats.

Please, be considerate and treat fellow members as you would like to be treated.