

ROYAL DART YACHT CLUB - WATER BASED FACILITIES – REGULATIONS

The object of these regulations is to encourage members to utilise and enjoy Club facilities by adhering to protocols that achieve a high standard of safety without unduly constraining sailing activities.

The Regulations cover club moorings, pontoons, tender and paddleboat berths on the pontoon, rowing boats, club motor boats, club dinghies, the bosun's locker including outboard storage, VHF's, and Special Interest Group (SIG) activities.

Club Pontoon

The Pontoon is provided for the general use of Members for the short-term mooring of their yachts, motor boats, and tenders.

- Yachts and motor boats may only moor to the outside of the main pontoon and vessel owners must remain on the club premises while moored on the pontoon.
- Long-term mooring of yachts or motor boats is not permitted, overnight mooring on occasions is allowed if prior permission is received from a club Flag Officer or Moorings Officer.
- Members' tenders may be secured to the inner upstream area of the pontoon allowing for Tango's berth which is marked.
- No tenders or sailing dinghies may be secured to the offshore side of the pontoons except during a recognised Club training or SIG activity.
- There are a number of tender rack berths on the main pontoon suitable for small inflatable dinghies/tenders and a rack suitable for paddle boards and kayaks. In order to use these facilities members must make a moorings application. Children under the age of 16 are required to wear an appropriate buoyancy aid while accessing the pontoon. This is also best practice for adults.
- No rubbing down, painting, or varnishing is permitted on the club terrace or club pontoons.

Moorings

The Club moorings are available for members to rent for personal use and for events arranged by the Club.

- Club moorings are available from the 1st of April to the 31st October for craft up to 40 feet L.O.A. or 11 tons displacement. Any use of the moorings outside of these dates has to be arranged with the consent of the Moorings Officer and the DHNA.
- The Moorings Officer or his deputy appointed by the General Committee will consider all applications by members for moorings.
- The Club moorings available to members consist of: trot moorings; pontoon tender rack spaces; pontoon paddle board and kayak rack spaces. The maximum length of tenders that can be stored in the tender rack is 3.4m. The pontoon dinghy storage is reserved for club dinghies .

- The Club accepts no responsibility whatever for any loss or damage to member's craft, outboards, or ancillary equipment whilst on Club premises, pontoons, or moorings.

Applying for Club Moorings

Applications can be made for trot moorings, dinghy/tender racks, and paddleboard / kayak racks. Members may apply for a mooring at any time during the year by completing a Moorings Application Form and returning it to the Club. A mooring will be allocated if one is available.

- Members who have held a club mooring are invited to renew annually in January for the ensuing year and are given priority.
- Priority for the tender rack will be given to those members who have been allocated a Club mooring.
- The process of allocation of new moorings is done on a first-come, first-served basis subject to the availability of suitable moorings.
- The allocation of moorings is at the discretion of the Moorings Officer/GC.
- Payment for moorings and other club facilities is done on receipt of an invoice from the Club
- Successful applicants will be notified as soon as possible in March by post or email. The allocation of moorings shall be posted on the Club notice board early in April.
- Members must ensure that any tender being stored on the club pontoon must bear the name as shown on the application form. If it is the tender to a boat on a club mooring it should carry the DHNA "T" sticker. Dinghies and paddle boards under 4.0m are not required by the DHNA to carry a DHNA sticker but they must be clearly identifiable if stored on the Club facilities. Unidentifiable boats may be removed by the Club. The Club reserves the right to reposition craft on the pontoons at its discretion taking all reasonable care but without accepting any liability for damage sustained or caused thereby.

Rowing Dinghies

The club has two club rowing dinghies which are available for the use of members between the club pontoons and the club moorings.

- Members using the club rowing dinghies to access their craft on the club moorings must return the dinghy to the pontoon. At no time must a club dinghy be left unattended on a club mooring.
- Members using the rowing dinghies are responsible for any damage or loss to the boat or gear from the time of leaving the pontoons until replaced in its position after use and oars to the store.
- Permission to use the rowing dinghies for any purposes other than as stated must be obtained from the Moorings Officer or a club flag officer.

Bosun's Locker

- Members who have been allocated a berth on the pontoons may use the bosun's locker at their own risk for the free storage of oars and pumps which must be clearly marked with the owner's name or their boat's name.
- Members with a space in the bosun's locker for an outboard must ensure the motor is clearly identifiable. Members' equipment must be removed from the locker by the 31st October unless arrangements to leave it over the Winter have been made through the Club Office.
- No fuel tank or container, unless an integral part of an outboard motor, may be left in the bosun's locker and any such fuel found there will be removed and the fuel disposed of.
- Outboards must not be refuelled in the bosun's locker.

Sub-Letting

No mooring, berth or space in the bosun's locker may be sublet nor the right to use it assigned.

Scrubbing Berth

The Club scrubbing berth may be used by members who wish to dry out against the wall. Booking is done via the club office and recording a booking on the list displayed on the Club's sailing notice board. The Club accepts no liability for yachts drying out against the terrace wall.

Club Motor Boats

The club motor boats Zulu, Bravo, Tango, and Delta are there to be used for recognised Club activities including the Special Interest Groups (SIGs) as determined by the General Committee.

- Club motor boats may only be driven by authorised "Approved Club Drivers"
- The Boatmaster (appointed by GC) in conjunction with Rear Commodore Sailing will maintain and publish a register of members approved to use each of the motorboats annually. No one should assume that they are authorised until their name appears on the list of authorised drivers. Normally those who have recorded time in the logs during the previous season will be re-authorised without further assessment.
- To become an Approved Driver the member must hold a valid RYA Power Boat 2 (PB2) certificate (or equivalent or higher qualification), be deemed to have sufficient experience and have been assessed and authorised by the Boatmaster

for that particular boat. More information re booking an authorisation is available office@royaldart.co.uk

- An authorised driver may, during a SIG activity, supervise another PB2 qualified driver who is unauthorised so that he or she can acquire experience. However, the supervisor must accept that he or she is taking on additional responsibility
- Those drivers whose names are highlighted with an asterisk on the list of approved RDYC motorboat drivers may, if required, accompany members wishing to gain driving experience in Tango and Bravo, prior to taking their RYA PB2 qualification. In order to drive Zulu or Delta before being signed off as an approved driver you MUST hold your PB2 (or ICC Power/Yacht master or any similar approved rating) and MUST be accompanied by one the drivers whose name appears with an asterisk.
- Logbooks for each club motor boat are kept in the Sailing Office together with the keys for each motor boat. The logbooks should be checked and details recorded before use and completed after use and the keys returned to the Sailing Office. The approved driver should also ensure a yellow emergency tub and VHF is taken on board on each outing.
- All drivers and passengers of club boats must wear personal buoyancy. This is a requirement of our insurance company. If, therefore, you are driving a club boat and expect to pick up passengers who may not have personal buoyancy (for example when ferrying race crew) you should carry some onboard and require all passengers to wear one.
- Kill cords must be correctly used at all times by anyone driving Tango, Zulu, and Delta
- The carrying capacity of the club boats must not be exceeded. The maximum number of persons is marked on each boat (Bravo 12, Zulu 8, Tango 8, Delta 8). Failure to comply with these limits will invalidate Club insurance.
- All club power boats may be used by the SIGs. It would be usual for the SIG to have priority except in exceptional circumstances on the normal day of their activity.
- The fuel level of each boat must be checked both before and after use, and if low the boat must be refuelled before being berthed. Tango and Zulu should be left with at least half a tank of fuel. The bosun, via office@royaldart.co.uk, should be informed of any fuel issues.
- Any damage or faults must be reported as soon as they occur both by making a record in the log book in the Sailing Office and by contacting the Boatmaster so that repairs can be effected as soon as possible. (Any incident should this also be recorded in the accident/incident book in the galley.)
- Club power boats may NOT be used by members to access their moorings or for any other purpose without the authorisation, on each occasion, of the Boatmaster or the Rear Commodore Sailing. Authorisation will only be given in exceptional circumstances.
- Bravo is a Cygnus 21 and does not have positive buoyancy. Bravo should therefore not be taken out into a heavy sea. The normal operating area is the area limited by the permanent race marks numbered 1 – 4 in the range outside

the mouth of the River Dart. However, in calm conditions the range can be extended to Brixham and Hallsands.

- Tango is a 5m Pioneer and should not be taken out to sea beyond a line drawn from Kingswear Castle and Checkstone Buoy.
- Zulu is a 5m Ribtec and is a high-powered safety boat. Zulu must not be used for pleasure purposes other than SIG activities and must not be beached or used for landing on any shore except in an emergency.
- Delta is a high-powered 6m rib specially adapted for mark laying and can be used as a safety boat.

The club motor boats listed above may be used in support of other club activities and for pleasure purposes during SIG events

- All club motorboats are equipped to be used as a "Safety boats". However, they are not to be deemed a Safety boat unless designated so by the Club event organiser and helmed by a RDYC Approved Driver who also holds a RYA Safety Boat certificate. When not designated a Safety boat they are regarded as a Support boat.
- The Club accepts no responsibility for any accident or the consequences of any accident resulting from the use of the motor boats due to misuse, reasonable care having been taken by the Club in the maintenance of the same.

VHF (Radio Telephone)

The Club's radio telephone equipment shall only be operated in conformity with current legislation. Any VHF set which has been used by a member must be returned to its recharging cradle immediately after use and any faults logged and reported in the same way as for the launches.

Dinghy Fleet

The Club, in conjunction with RDYST, owns several fleets of sailing dinghies for the benefit of Junior Sailing and SIG activities.

- The General Committee has determined that Club and Trust dinghies can be used only for Junior Sailing and recognised SIG activities with the appropriate safety cover. Dinghies cannot be utilised by individual members unless taking part in an organised SIG event.
- It is at the General Committee's discretion to allow individual members the use of club dinghies for local regattas. Members must comply with the full terms and conditions on the form for "Loan of Club Dinghies by RDYC Members", obtainable from the club office.
- The RYA Principal or Senior Dinghy Instructor may require a member to undertake a training assessment prior to taking part in a SIG activity. However, this responsibility may be delegated to the SIG dinghy instructor organising the activity.

- When either RDYST or RDYC are replacing dinghies, the General Committee may decide to offer Members the opportunity to purchase such dinghies. Members may also loan dinghies to the Club for the use of other members. Such arrangements are formalised by a Form of Agreement which is available from the Office.
- Members launching their own dinghies at the club must not leave their dinghies on the terrace or slipway. Launching trolleys must be removed from the terrace as soon as dinghy has been launched.
- The Club accepts no responsibility for any accident or the consequences of any accident resulting in the misuse of the sailing dinghies, reasonable care having been taken by the Club in the maintenance of the same.

SIG Activities

The club has the following active Special Interest Groups (SIG's):

Boys in Boats, main activity day Tuesday;
 Ladies Afloat, main activity day Thursday;
 Racing Section, main activity days Wednesday evening and Saturday;
 Cruising and Motorboat Group, events throughout the season;
 Junior Sailing, events throughout the season;
 Friday Evening Dinghy Sailors.

Documents pertaining to the individual SIGs are available on the RDYC Website.

Ferry and Towing

For Wednesday evening racing, Racing Sig Co-ordinator will, if possible and required, arrange a ferry service to and from competing yachts below the Lower Ferry using Tango. The driver may also use Tango to tow disabled or becalmed boats between the Castles and the Lower Ferry. Bravo may also tow disabled or becalmed boats from the race area in Start Bay.

Members should be aware that there is a First Aid Box and Incident Book on the left hand side of the Galley Kitchen There is also a Hypothermia Box in the Junior Sailing Cupboard in the Sailing Office. Sailing office code is kept in the First Aid Box

Amendments approved by the General Committee – 19th Jan 2023.