

Tamar River Sailing Club



Members Handbook

Tamar River Sailing Club
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Members Handbook



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Members Handbook



Welcome

The Tamar River Sailing Club has always been recognised as a friendly club. This handbook is designed to extend the hand of friendship, through a shared enthusiasm, and provide you with the information needed to get the most out of your club membership. With an extensive quay, two slipways, an all tide pontoon, over 70 moorings and a refurbished clubhouse we have facilities that are second to none and we hope you will enjoy using them.

The club organises a range of activities afloat and ashore for its members. Racing for yachts takes place on Mondays in the spring and summer and on Saturdays in the autumn and winter. Racing for Dinghies takes place on Wednesday evenings during the spring and summer. The Cadets meet on Friday nights in the spring and summer whilst cruising activity carries on throughout the year.

Social activities occur at various times in the year when members come together either to celebrate sailing achievements, the end of another successful year or perhaps just to enjoy each other's company.

In the late autumn the club quay takes on a very different look when member's yachts are lifted out for the winter. The lift out and lift in brings members together to assist each other at what can sometimes be a nerve wracking experience, even for those that have done it many times before. With everyone assisting problems are soon solved and the workload shared. To celebrate and mark the end of the sailing season we always enjoy a lift out supper together whilst the start of the eagerly awaited new season is marked by the annual fitting out supper.

One of the greatest benefits of club membership comes from being able to access the range of expertise and knowledge held by the collective membership. Freely given and invaluable when one is confronted with an apparently insoluble maintenance problem!

Almost all of the work of running the club is undertaken voluntarily by members. If you wish to participate fully in the club activities please consider standing for one or another of the club posts when they become vacant each year. Alternatively when a 'working party' is required to undertake one of the small maintenance jobs around the club please consider joining in.

Whatever your reasons for joining the club we hope you will enjoy the facilities and the shared enthusiasm for sailing and boating in all its forms which makes membership so worthwhile.

Members Handbook



History of TRSC

On the 13th May 1932 a meeting was held in the old YMCA building in St Budeaux to discuss the formation of a sailing club which would “foster clean and healthy recreation of the contestants and provide at the same time enjoyment and entertainment to spectators on both sides of the Tamar”. The inspiration behind this inaugural meeting was a George Llewellyn Thomas who was to render unstinting service to the club over the next twenty years until his death in 1951. Such was the burst of enthusiasm at this first meeting that a Mr Norvill suggested that the sailing club should adopt the title of The Royal Albert Sailing Club.

Within two months the Western Morning News queried the use of this title and suggested it be amended to Royal Albert Bridge Sailing Club so as not to offend royal patronage or charter. This was accepted as an appropriate compromise and the club enjoyed the grand title of Royal Albert Bridge Sailing Club until 1950 when the Home Office wrote to request the ‘Royal’ be deleted from the club title. The minute book describes a “momentous meeting” on the 21st March 1950 when the RABSC became the Tamar River Sailing Club.

In it's first season the club made do with a starting line and a flagpole erected on the beach adjacent to the old ferry slip. Soon thereafter the club moved to St Budeaux Wharf built in 1898 and used by James Ware, Coal and Coke Merchants until 1922. The members used a large stone building on the quay as a sail loft and gear store.

- *Racing was held for Dinghy handicap classes between April and September each year together with an annual regatta. Silver cups, generously presented to the club by General T.C.Porter and Miss Jean Porter of Trematon Castle, Mr Leslie Hore-Belisha M.P., Captain H. Wesley Harcourt and C.Magner esq., of the Royal Oak Cargreen are still raced for by members of the club today.*

The club made slow but steady progress during the difficult days of the 1930's when the purchase of a timekeepers watch “at a reasonable price” was a major event. In 1938 a summerhouse was purchased and delivered at a total cost of £4.2s.6d and perched at the top of the slipway for the member's convenience.

At the outbreak of the Second World War St Budeaux Wharf and the club facilities were taken over by the Admiralty and eventually the US Forces. When hostilities ceased our American Allies as a goodwill gesture tidied up the site and fitted out the building as a clubhouse.

In the 1950's *five clinker racing dinghies were designed and built by one of the club members, Mr.J.F.'Jimmy' Donne for members of the club to race. These were known as the Tamar River One Design (sail numbers TR1 –TR5). Sadly none of these craft survive today, the last surviving dinghy being given a 'Viking' funeral in the mid-sixties.*

In the early 1950's the building on St Budeaux Wharf began to deteriorate badly and was declared unsafe to use and was eventually demolished around 1957. This left the club with the use of the wharf for boat storage but nowhere to store sailing gear. During this period racing was conducted from the Saltash side of the river from a small compound located where the modern house known as 'Mediera Park' now stands. The club flags guns and records all being stored at the Wheatsheaf Inn by agreement with the landlord!

During this period part of the wharf was taken over by the owners of Ferryside Garage for the storage of Ministry of Health invalid carriages.

- *In 1958, five members decided to have built lightweight racing dinghies of the class then known as the 'News Chronicle Enterprise'. Now familiar as the popular blue sailed Enterprise class.*

With the exception of a Ministry of Defence mine watching hut, approximately 10 feet square, there was still nowhere to store gear at St Budeaux Wharf or for the crews of these new light weight dinghies to change after sailing. The members agreed that the situation could not continue and various solutions were investigated.

In 1961, temporary planning permission was obtained for the erection of a prefabricated asbestos cement building to provide a club house with changing rooms, tea bar and licensed bar. The building was erected and fitted out by the members and the club was given a new lease of life. During the 1960's and 70's many improvements were carried out by the members although the club were unwilling to erect a more permanent building as long as the land was still owned by the Ministry of Defence.

The Ministry of Defence, in 1974, informed the club and the owners of the Ferryside Garage that it intended to dispose of St Budeaux Wharf. Prolonged and detailed negotiations eventually led to the purchase in 1981 of part of the wharf by the club and part by the Ferryside Garage. The purchase by the club was assisted by a grant from Plymouth City Lottery topped up by donations and interest free loans from members. The fact that the club now owned it's own land meant that plans could be produced for the phased development of the site. With these plans approved the building of what is now the club lounge was started, financed again by club members and a further grant from the City of Plymouth Lottery. The new club lounge, phase 1, was opened by the Deputy Lord Mayor of Plymouth on the 30th July 1982.

The original temporary building was finally removed in January 1986 after a life of twenty five years which meant that phase two could start in February 1986 leading to the creation of the galley, changing rooms, toilets and showers. The Deputy Lord Mayor again officiated at the formal opening of phase two on the 20th May 1986.

During the 1980's the club also purchased from the Ministry of Defence two areas of foreshore with a view to infilling and creating a new slipway. In 1991 the club was also given the option to purchase the land owned by the Ferryside Garage. Again the membership rallied around and in early 1993 the final parcel of land on the old St Budeaux Wharf was purchased.

- *Throughout this period of intense activity the club continued in its prime function of supporting sailing activity by hosting numerous national, area and open championships and events and in the process maintained it's reputation for producing high calibre sailors capable of winning at all levels.*

Perhaps the greatest financial challenge the club has faced has been the most recent. In 1993 a survey of the quay wall confirmed that it was in a poor structural state and would need to be replaced if the clubhouse was not to sink into the river. Quotations for the work were around £140,000 and at the time seemed beyond the reach of the club even though of vital importance.

After much hard work by members the finance was obtained through donations by members and a grant from the Foundation for Sport and the Arts of £85,000. Works began to extend and rebuild the quay wall with the provision of an all tide pontoon and walkway. Much of the basic labouring work was undertaken by the members themselves with contractors taking responsibility for the specialist work. With this extension came the possibility of reorganising the layout of the quay and the club entrance to allow crane access.

Since 1995 the club has been able to offer its members craning out facilities for their yachts producing a new and valuable income stream. With the members' agreement the club took over responsibility for the maintenance of the club moorings and now has greater control of the standards of each mooring ensuring they are fit for their purpose.

The refurbishment of the clubhouse in 2000 was in many ways the final element in the complex jigsaw of the physical development of the club, but the story didn't stop there. While actively encouraging young family and cadet members to take up sailing with the existing fleet of Toppers, it had not yet been recognised as a teaching establishment under the RYA's overall scheme.

Following the acquisition of minor grants to supplement the dinghy fleet with more modern primary training boats, and additional safety cover in 2004/5, the Club was fortunate to win major grants to provide new fast dinghies and storage facilities. The RYA supported the club's development plan to qualify as a teaching establishment, and through the RYA's OnBoard scheme to help even more young people sample sailing. Members can now progress from beginner through to the racing fleet, as well as gain basic powerboat handling qualifications, and study basic navigation and safety, under the Club's own flag.

Whilst new projects will inevitably be necessary there is at the moment a sense of pride in our achievements, brought about by the hard work and dedication of so many club members across the years. From that very first vision so long ago, down through the years to the success of today it has been the love of, and joy in sailing which has united us all. Long may it continue.

Members Handbook



Rules

1. Title

The Club shall be known as the **Tamar River Sailing Club**

2. Address

The Club shall have premises situated at: -

St. Budeaux Wharf, 883 Wolseley Road, St. Budeaux, Plymouth, PL5 1JX

3. Objects

The objects of the Club are to provide for the members' opportunities for social intercourse, entertainment and recreation and to encourage yachting and boating activities. The Club is a non-profit making organisation. All profits and surpluses will be used to maintain or improve the club's facilities. No profit or surplus will be distributed.

4. DATA Protection

Membership of the club and acceptance of these rules by the member will be deemed to constitute consent to the holding of relevant personal data for the purpose of the data protection act 1984.

5. Members

5(a) Membership will consist of the following classes:-

(i) Individual

Mooring Holder Membership

Sailing Membership

Dinghy Membership

(ii) Full and Partner

Mooring Holder Membership

Sailing Membership

Dinghy Membership

(iii) Family - Including children up to the age of 18 years old living at the parental home.

Mooring Holder Membership

Sailing Membership

Dinghy Membership

(iv) Cadets - who shall be under the age of 18years.

Membership

Membership with Dinghy

(v) Associate - Who shall normally be members of the family membership classes 5a (i), (ii) and (iii).

Sibling over 18, living at home.

(vi) Shore

Full and partner

Individual

(vii) Honorary life - Membership may be awarded at the discretion of the committee to those members previously thought worthy through their long standing allegiance to the Club, having regard for their age, years of membership, and service to the Club. Nominations for Honorary Life Membership should be made in writing to the committee at least one calendar month before the A.G.M.

(viii) Honorary- the Club on the recommendation of the General Committee may at General Meetings elect Honorary Members. Honorary Members shall normally be the current holders of certain positions that the General Committee consider to be of benefit to the Club. Honorary Members shall not have voting rights. e.g. the Lord Mayor of Plymouth, the Deputy Lord Mayor of Plymouth, the Queen's Harbourmaster, Plymouth, the Deputy Queen's Harbourmaster Plymouth.

(ix) Temporary Member: Upon payment of one sixth of the Full members annual subscription a visiting sailor may use the club facilities for a period of up to and not exceeding six weeks in any membership year. An ex-member in default of dues cannot become a temporary member. A temporary member has no rights to vote, or hold any office within the club.

5(b) Cadet, Associate and Shore shall be entitled to participate in all activities of the Club but shall not be entitled to hold office or vote at any General Meeting of the Club. Honorary Life members shall be entitled to vote at any General Meeting of the Club.

5(c) The total numbers of Associate and Shore members shall not exceed 20% of the voting membership.

5(d) All members are subject to the Rules and Bye-laws of the Club, a copy of which shall be kept in the Clubhouse.

5(e) A register of Club members shall be maintained in the Clubhouse by the Membership Secretary.

5(f) Membership shall cease upon a member failing to pay the prescribed subscription within the time limit laid down by Bye-law 2.

5(g) Prospective members shall be proposed and seconded by Full members and shall visit the Club on at least three occasions and be properly entered in the Club Visitor's Book, during the Clubs normal opening hours before the application is considered and be introduced to the Commodore by the Full member responsible for the application.

The Application Form shall be exhibited on the Notice Board for at least ten days during which time any Full member may object in writing to the Secretary.

At the first General Committee Meeting after the expiry of the ten days, the General Committee will ballot on the application, taking into account any objections raised. (See also Bye-law 2). Upon election a prospective new member shall pay within one calendar month, such fees as shall be requested by the Membership Secretary. In default of such payment, the election shall be void unless sufficient cause for delay be shown.

5(h) The General Committee be empowered, on an annual basis, if required, to raise the Standard Annual Subscription by the rate of inflation, to a maximum of 10 per cent. Any greater increase shall be determined, as with Application Fees, at an Annual General Meeting or at an Extra-Ordinary General Meeting.

5(i) The General Committee have the option to include beer/food vouchers, redeemable at TRSC, up to the value of £20 per member in the Annual membership fee.

6. Management

The management of the Club shall be in the hands of the General Committee, comprising of the Commodore, Vice commodore, Rear commodore sailing, Rear commodore house, Hon secretary, Hon treasurer, Welfare officer plus fourteen full voting members, all of whom shall hold office for one year until the next A.G.M. when they shall retire, but be eligible for re-election. 20% of the full voting membership personally will represent a quorum of the Club for a General Meeting.

The Commodore on retirement from office shall have the option of being appointed President of the Club for one year. This position shall be ex-officio and shall not have voting rights at any Committee Meetings except by virtue of any other position held.

At each A.G.M. the meeting shall elect from its members a Commodore who has been a member of the club for a minimum of three years, a Vice Commodore who has been a member of the club for a minimum of two years, and a Rear Commodore sailing, Rear commodore house, Hon secretary, Hon treasurer plus fourteen full voting members who have been members of the club for a minimum of one year.

In the case of a casual vacancy in the office of Commodore, Vice Commodore, Rear Commodore Sailing, Rear Commodore House, Hon Secretary, Hon Treasurer, the General Committee may appoint one of themselves or another qualifying member of the Club, to fill such a vacancy until the next A.G.M. Similar powers will be available to appoint a member to fill any vacancy on the General Committee.

The General Committee shall manage the affairs of the Club in accordance with the rules of the Club and the duties of the officers will be clearly defined and in all respects be subject to the control of the General Committee.

The General Committee shall be empowered to borrow money from outside sources on behalf of the Club.

6(a) Six members present shall form a quorum of the committee. At General Committee meetings the senior Flag Officer present shall be the Chairman. Should none of the Flag Officers be present at the appointed time for the meeting, then the members may choose one of their members to be Chairman.

6(b) The membership year shall run from 1st January to 31st December and the Annual General Meeting of the Club shall normally take place in February of each year. Any member wishing to attend any General Meeting shall have paid his/her subscription in full prior to the start of any such meeting. Any member wishing to vote at any General Meeting shall have paid his/her subscription in full, at least seven days prior to the date of any such meeting.

6(c) At the A.G.M. the Treasurer shall present the accounts previously audited by an external auditor or two members of the Club appointed by the general committee.

6(d) At any General Meeting all members entitled to vote shall have equal voting rights. In the event of a tied vote, the Chairman shall have a casting vote.

6(e) A General Meeting may be convened by the General committee at any time on reasonable notice.

6(f) Any members entitled to vote at a General Meeting can summon or require to be summoned a General Meeting at any time, provided that one fifth of the voting membership or not less than 20 members join to do so.

6(g) All Flag Officers and Committee Members shall be elected by a show of hands.

7. Trustees

There shall be not more than **four** Trustees of the Club. The Trustees shall be appointed by the General Committee, and the property of the Club (other than cash, which shall be under the control of the Hon Treasurer), shall be vested in them, to be dealt with by them as the Committee shall from time to time direct by resolution, (of which an entry in the Minute Book shall be conclusive evidence). The Trustees shall be indemnified against risk and expense out of the Club property. The Trustees shall hold office until death or resignation, or until removed from office by resolution of the committee who may for any reason which may seem sufficient to a majority of them present and voting at any meeting, remove a Trustee or Trustees, from the office of Trustee. When by reason of any such death, resignation or removal it shall appear necessary to the Committee, the Committee shall by resolution nominate the person or persons to be appointed the new Trustee or Trustees.

For the purpose of giving effect to such nominations, the Commodore is hereby nominated as the person to appoint new Trustees of the Club within the meaning of Section of the Trustee Act 1925 shall apply to any such appointment, any statement of fact in any such deed of appointment shall, in favour of a person dealing bona fide and for value within the Club or the Committee be conclusive evidence of the fact so stated.

8. Bar Committee

The affairs of the Club Bar shall be managed by the Bar Manager who shall be overseen by the Treasurer and Rear Commodore House.

The supply of alcoholic liquor shall be under the control of the Bar Committee who shall arrange on behalf of the Club for the supply and purchase thereof for members of the Club. Any resultant profit accruing shall be used solely for the benefit of the members as a whole.

9. Sale of Alcoholic Liquors

Alcoholic liquors shall only be supplied to members of the Club as laid down in Rule 4 and to their bona fide guests, providing they have been properly entered in the Club's Visitors Book, as allowed for in Rule 8a. No alcoholic liquors shall be supplied to members or guests under the age of eighteen years.

The supply of alcoholic liquors in the Club as prescribed in the premises licence shall be: -

Weekdays:	10.00 - 23.45 hours
Sunday,	10.00 - 23.30 hours

Plus statutory extension for new years eve.

The actual opening hours are listed on the website and on the noticeboard.

9(a) The following classes of non-members may be admitted to the Club premises and intoxicating liquor may be sold to them, by or on behalf of the Club for consumption on the premises:-

(i) Members and Officials of teams or individual competitors visiting the Club in connection with any amateur sporting event organised by the Club.

(ii) Members of Concert Parties and Artist's visiting the Club in connection with any entertainment or social event organised by the Club.

10. Alteration of Rules

No change or alteration to Club Rules shall be made except at a General Meeting. Any proposal for alterations or additions to the Club Rules must be placed in the T.R.S.C. post-box inside the Clubhouse in writing at least one month before such meetings. Such proposals must be proposed and seconded by Full members of the Club.

11. Matters not provided for by the rules

There shall be Bye-laws relating to the general management of the Club's sailing and social activities. The General Committee shall have power to decide upon events arising from, and not for, in these rules and Bye-laws, pending the decision of the next General Meeting.

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Bye-Laws

1 Conduct of Members

The General Committee shall have the power to expel any member for unseemly conduct or for gross breach of Club Rules, or for other behaviour which the General Committee considers detrimental to the well-being of the Club, providing that one week's notice, in writing has been given to all General Committee Members of the proposal to expel and that the proposal is supported by two thirds of those present and voting, but no member shall be reprimanded, suspended, or expelled without first being summoned before the Committee, and that full opportunity be afforded them to advance a defence.

The club is committed to maintaining a safe and healthy premises, environment and activities. All members must co-operate fully with this objective. Failure to do so may constitute grounds for expulsion.

For reasons of safety, swimming, diving, and fishing from the pontoon and the quay is strictly prohibited.

The club accepts no liability for persons breaking this rule

2. Subscriptions and application fees

2(a) Subscriptions are due on the 1st January each year, and shall be paid to the Membership Secretary on or before that date. For the convenience of members, during January only, subscriptions may be paid "over the bar" for forwarding to the Membership Secretary. If any member's subscription remains unpaid after 31st January, the Membership Secretary shall send a notice thereof to the last known address for the member concerned, shown in the register of members, together with a request for immediate payment.

If the subscription is not paid within two weeks of dispatch of such notice the General Committee shall remove his/her name from the register of members and he/she will there upon cease to be a member and forfeit all rights of membership provided.

The General Committee may at any time during the current Membership Year restore his/her membership upon payment of arrears of subscription and fees due, provided a satisfactory explanation for failure to pay within the period allowed for by this Bye-law is accepted by the General Committee.

2(b) Prospective members shall on application pay the Application Fee, which shall be non-returnable unless the application is refused by the General Committee. On election, the current Annual Subscription shall be paid.

New membership fees are paid on a pro-rata basis for the 1st year along with joining fee and bar vouchers.

Prospective Cadet Members shall not be required to pay an Application Fee.

2(c) No person shall take part in any proceedings of the Club, until his/her subscription has been paid or an explanation of arrears has been accepted by the General Committee.

2(d) If, at any time any mooring or Quay storage fees payable to the club by any member or former member shall be three months or more in arrears:

(i) The committee shall be entitled to move the boat to any part of the premises or other suitable storage place.

(ii) The committee shall be entitled upon giving one month's notice in writing to the member or former member, at his last known address shown in the register of members, to sell the boat or otherwise dispose of and to deduct any monies due to the club (whether by way of arrears of subscriptions or mooring fees or otherwise) from the net proceeds of the sale before accounting for the balance (if any) to the member or former member.

3. Visitors

Persons habitually using the Club premises must apply for membership. A member may introduce guests to the Club, providing that the same guest or guests do not visit the Club on more than five occasions during any one year, and that all guests are properly entered in the Club's Visitors Book on the occasion of each visit, by the member introducing them.

4. Sub-Committees

Each Sub-Committee shall be chaired by a member of the General Committee.

4(a) Sailing Committee

The Sailing Committee shall be responsible for the organisation of the Clubs sailing activities.

4(b) Social Committee

The Social Committee shall be responsible for the organisation of the Clubs social activities.

4(c) House Committee

The House committee shall be responsible for the general upkeep of the Clubhouse excluding cleaning.

5. Under Fourteen year olds in the Club Lounge

5(a) Children under 12 years old must be accompanied by a parent or other responsible adult whilst on club premises except when in the care of a club official during a club activity.

5(b) Unaccompanied children under 14 years old are allowed in the club when involved in a club activity but must leave the club at 9pm.

5(c) Accompanied children under 14 years must leave the club at 10pm, except as permitted by The General Committee who shall exhibit such dates/days on the Club Notice Board when this Bye-law will not apply.

6. Dinghy Park

No vessel with stepped mast shall be stored west of 881 Wolseley Rd or south of the club. Work undertaken on boats stored on the club site shall be confined to routine maintenance only. No commercial activities shall be carried out on vessels within the club site.

6(a) Summer storage

During the sailing season, the Club quay shall be laid out as a Dinghy Park. The berths shall be rented to members for the sailing season at a standard rate and shall not be transferable. When considered necessary, the Quaymaster may restrict the allocation of any remaining berths at his/her discretion.

6(b) Winter storage

During the winter season, vessels normally kept in the Club mooring area may be laid up in such space as allocated by the Mooring Master or other suitably qualified personnel. A clear gangway need not be maintained between the vessels during the winter season. Members shall be charged at the standard rate for winter storage.

All yachts that are stored on the club's quay during the winter months must be returned to the water either prior to or at the time of the club's final crane lift -in for that season. Any yacht that is not ready at this time will be lifted into the water and placed on a suitable site/mooring. Any costs incurred by the club in carrying out such action will be payable by the member responsible.

6(c) Short term storage

Subject to sufficient space, short-term storage may be available during either the Summer or Winter storage periods at an agreed fee.

6(e) Storage rates

The standard rate per foot or Summer/Winter storage shall be set by the General Committee. Any increase of more than 10% in one year must be justified at a General Meeting.

6(f) All cradles used on club land for winter storage of Yachts shall be fit for purpose and must be capable of being folded flat if the member wishes to leave it at the club during the sailing season.

If a member subsequently leaves the club then the cradle must be removed from the yard.

7. Insurance requirements

All boats and equipment stored upon the Club Quay, or in any of the Club buildings thereon, are entirely at the owner's risk and **must be fully insured against third party risks.**

8. Mooring regulations

The Tamar River Sailing Club Mooring Regulations shall be considered part of these Bye-laws.

9. Quay Facility regulations

The Quay Facility regulations shall be considered part of these Bye-laws.

10. Parking

All vehicles on club premises must use the suitably marked out spaces in the Car Park.

11. Fuel/Engines

Outboard engines shall be stored in the paddle store at the owner's risk.

12. All indoor areas of the club are now non-smoking.

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Sailing Programme

1. Racing

The club organises a programme of races each year, details of which are published on the club's website and in the club's Sailing Calendar available from the Rear Commodore Sail/ Sailing Secretary in March. Details of the club's racing programme, and much other useful information, can also be found in the Port of Plymouth Sailing Association's Sailing Calendar and in the QHM Water Events Diary.

2. Yacht Handicapping

Yachts race under the National Handicap for Cruisers system, using base numbers published by the Royal Yachting Association or Plymouth Port Handicaps as published by the Port of Plymouth Sailing Association. Members wishing to race their yachts will need to contact either the Club Sailing Secretary, the Rear Commodore (Sail) or the Race Officer who form the club sailing Committee.

Owners of yachts racing in the club are required to complete a single, annual, race entry form and sign the declaration, which confirms they have adequate insurance and understand their responsibilities.

3. Cruising

There is a less formal programme of club cruises, which normally take place over Bank Holiday weekends.

Details of other one off club events are published within the clubhouse and on the website.

4. Cadets

The cadet section is open to young people under the age of 18 years who are still in full time education. The club has a selection of dinghies both single handed and double handed. These are used to teach the elements of sailing and boat handling skills. The age of 9 years is a guide for children to start sailing these boats in terms of strength, weight, and ability to take instruction, but this may depend on the child.

Family members are welcome but for children under 12 we need a responsible adult to be in attendance on the quay during structured sessions. Young people, who are not family members, must join the club as cadet members.

There will be a fee for the training scheme to cover fuel, use of club boats and training materials.

Voluntary tutors follow the RYA scheme for Start Sailing, suitably adapted for the boats and tidal conditions on the river. Participants will receive an appropriate award.

All members undertaking training must wear personal buoyancy whilst on the club pontoon and slipways.

Youngsters have the option of progressing to racing the Toppers Picos, RS Feva, RS Vision or other dinghies cruising or crewing with cruiser racing fleet.

6. Safety Craft

The club maintains a number of safety boats to support club racing, cadets and other club activities. Operation of these boats is restricted to club members holding appropriate qualifications as laid down by the RYA.

Members Handbook



Quay Facilities

The quay, slipway, pontoon, storage and car parking areas are provided for the convenience of members. With the co-operation of everyone we can be sure of getting maximum benefit from these valuable facilities.

1. Quay Storage

During the summer the quay is used for car parking and dinghy storage.

2. Car Parking

Please confine parking to the designated spaces – clearly marked by the chains. If all the spaces are full, please park off the premises. Do not block access to the slipway, the dinghy park or the tender racks. Disabled parking places are located by the entrance door to the club.

3. Tender Racks

If you have a TRSC mooring, you are entitled to one tender rack space. All tenders are to be clearly marked with Yacht Name.

If, despite reminders, a member does not display his or the vessel's name on his/her tender, then the tender may be removed from the rack at the discretion of the Quaymaster and that member will lose his/her space.

4. Dinghy Park

All boats not in racks should be stored here and nowhere else. You need to apply for a space from the Quaymaster. The Treasurer will invoice you for the storage fee.

Take particular care that dinghies with masts up are kept only on the Southern side of the dinghy park. A notice makes this clear

TRSC reserve the right to charge special rates where warranted – at the discretion of the Quaymaster.

5. Conditions of Storage

TRSC provides storage on the quay subject to the following:

1. The owner maintains legal liability insurance in respect of the use and storage of the craft.
2. Maintenance undertaken must be done in a manner that shows regard for the safety and welfare of all other boats, member and local residents. All rubbish must be removed and the yard kept clean.
3. Owners must take sensible precautions against theft or damage (including storm damage). The Club takes no responsibility for the safety of boats stored.
4. Trailers and trolleys stored in the dinghy park or anywhere in the yard must be marked with the boat name or member's name.

6. Pets on site

Members are advised that all dogs must be kept on a lead whilst on site. Animal excreta must be bagged and disposed of accordingly.

Further information from the **Quaymaster**

Members Handbook



Club Pontoon / Slipways

1. Conditions of use of Pontoon

The pontoon's main purpose is to facilitate loading, unloading, watering and similar short periods of use. The area hatched in yellow is for picking up and dropping off only. Stays should therefore be brief and not exceed two hours without the express permission of the Quaymaster. Tenders should be confined to the North and South sides of the inner cross-river section where hitching rails are provided.

Normally longer periods of use or staying overnight are not permitted. However, the Quaymaster will consider requests from members or visitors and try to accommodate them whenever possible. If permission is given, a small charge may be made for overnight stays.

The gate at the top of the pontoon must be kept locked after use.

2. Visitors

Visiting yachts (i.e. members of other Clubs) are welcome to use the pontoon whilst visiting the Club and using its facilities as our guests (e.g. on race nights). Visitors must sign in as such at the bar. Any enquiries relating to use of the pontoon should be directed to the Quaymaster.

3. Code of use of the Engine/ Paddle Store

To request a key to the Paddle Store you need to complete the register and accept the following conditions of use:-

1. Item stored must be clearly labelled or marked with the owners or boat name. Maximum **one** engine per member.
2. Only engines and paddles may be stored, all other items are expressly forbidden.
3. The **no naked lights** rule must be strictly observed. No engine running, use of power tools or other sources of ignition inside the store.
4. Storage of petroleum or other flammable mixtures (other than in the integral tank forming part of the outboard) is expressly forbidden..
5. The members who are issued with keys are responsible for ensuring that the store is locked after use.

4. Slipways

Back slipway (South End)

There is a scrubbing area here to dry out against the quay wall. You need to book a time slot. See the list on the Noticeboard.

Members Handbook



Mooring Regulations

1. Moorings are, at all times, subject to River and Harbour Authority Rules and Regulations, as well as those laid down by the Club.
2. Mooring gear and positions shall be under the control of the club and subject to the approval of the P.C.C. AND T.R.S.C. Mooring Master. A valid annual inspection certificate for all moorings will be provided to the Moorings Master by the Mooring Contractor.
3. Moorings will be held as a certificate, which represents the value of the mooring tackle. The certificate will not relate to any particular tackle or position. Mooring certificate values will be determined by the Mooring Master and General Committee.
4. TRSC will manage the routine maintenance and repair of mooring tackle on behalf of the mooring certificate holders. This will include arranging contractors to carry out inspection and certification in accordance with Harbour Authority requirements, and renewal or repair of equipment as found necessary. TRSC will charge each certificate holder an annual fee to cover the costs involved.
5. All mooring spaces are subject to an annual review, and members must apply in writing for a mooring space, and pay the required mooring membership fee before 1st January each year. Failure to do so may result in the loss of the mooring space, and/or the demotion of position to the furthest end of the trots from the club. Applications will be deemed as unacceptable if the member owes the club money e.g. for winter lay-up.
6. The annual charges for maintenance fees are to be set by the Mooring Master and General Committee and will be invoiced by 15 February. Maintenance charges must be paid before 15 March. The charge for the mooring space will be made after we receive our annual bill from PCC and must be paid within two weeks of receipt of the invoice. Mooring holders will not be able to take up their moorings if any of membership, maintenance or mooring space charges remain outstanding at the start of the sailing season.
7. The owners of all vessels are responsible for the payment of all costs incurred by the Club in the management of mooring spaces.
8. The club reserves the right to move any vessel, mooring, or gear, at its discretion, in the interest of safety and/or expediency.
9. All vessels are moored and gear repaired, worked on, moved, stored and otherwise managed and kept at the sole risk of the owner, and the club accepts no responsibility for loss or damage occurring from any cause whatsoever. Members shall ensure, therefore that their vessels and/or property are insured against all risks, this includes Third Party risks of

£2,000,000 minimum, and to include full salvage cost including wreck recovery, (this is required by PCC).

10. Mooring Certificate Holders will continue to be responsible for all pick up gear and will ensure that this is suitable, of adequate dimensions, and this is maintained in good condition. For the safety of all vessels on the moorings, the moorings master or his authorised delegate may inspect pick up gear and require changes or improvements to be made where it is deemed to be inadequate or unsafe. If any certificate holders remove pick up gear for maintenance purposes they must rig a reasonably taught line connecting the buoys. The Mooring Master will provide a specification of the minimum mooring pick up gear requirements.

11. When a member sells without replacing his/her vessel within a reasonable period, he/she automatically forfeits all rights to the current space. The club reserves the right to purchase the mooring certificate at the current rate. Members who have a mooring behind a vacant position will be given the opportunity to move forward into the next available space. The club will then sell the rear space mooring to a new applicant on a 1st come 1st serve basis.

12. Any member wishing to sub-let his/her mooring (except in an emergency) must obtain approval of the Mooring Master or his assistant in advance. The sub-letting of moorings will only be permitted to another club member. In addition the sub-lessee must complete a temporary mooring application, pay a temporary mooring holders deposit, and the arrangement must be accepted by the Mooring Master before the sub-lessee occupies the mooring. Sub-letting will only be allowed for a maximum of two seasons.

13. "Rafting Up" of vessels on moorings within the Club area is not permitted.

14. Tenders stored at Tamar River Sailing Club shall not exceed 9 feet overall length.

15. No vessel other than the club's safety craft shall be moored for more than two hours on the Club's pontoons without the prior permission of the Club's Quay-master or deputy. (Planning Permission Requirements).

16. If the member does not pay the required fees, or if the mooring holder fails to abide by any of these regulations, the certificate holder may forfeit the mooring space and sale value, this would be at the discretion of the General Committee.

1. Mooring allocated to new members of the club in their first year of membership will be offered on a temporary basis under the normal rules for temporary moorings. A deposit will be required, which will be set against the cost of the share certificate as and when the mooring allocation is made permanent. This is in order to avoid the allocation of permanent moorings to new members who make no contribution to the club or fail to follow club rules. At the end of the year the member will either be allocated a permanent mooring or not, subject to a review by the Moorings Master and the General Committee.

Members Handbook



Winter Lay-up

During the winter months we use the quay for storage of yachts on cradles. If you want to store your boat here you should add your name to the list when it appears on the board. Space is at a premium and we may not be able to accommodate everyone that applies.

Winter lay- up and craning is administered by the lift out subcommittee

If you are given winter storage it is on condition that you accept the following terms which the club has formulated for the safe and sensible use of this facility:-

1. Payment for winter lay up must be made in advance. No boat will be lifted unless payment has been received by a member of the general committee. Additionally a club representative, appointed by the general committee, will be available on the day of each lift out to receive any monies due.
 2. TRSC accepts no responsibility for loss, damage or injury during craning or storage.
 3. Owners must have liability insurance, including craning operations. All members are advised to have comprehensive insurance for all their boating activities.
 4. All fin keel boats must be stored in suitable cradles.
 5. All cradles must be of adequate design and dimensions and capable of being 'flat packed' for summer storage. TRSC reserves the right to refuse to accept any storage without adequate support and may, at its own discretion, reject or remove any vessel or apparatus, which appears unsafe.
 6. All owners must adhere to the Craning In/Out procedures.
 7. All storage fees must be paid promptly when invoiced.
 8. Normal repairs and refurbishment work is permitted, but any special operations (e.g. grit blasting, spraying etc. or the erection of any structures) should only be done after consultation with the Quaymaster/Moorings Master and the owners of adjacent vessels. Giving prior notice of this before craning out will help us to position your vessel in the yard so as to minimise nuisance to others.
 9. Owners are expected to keep the area around their vessel clear and tidy. Take your rubbish home.
 10. The use of electricity and water for routine cleaning and maintenance is included in the lay up charge, but not the use of heaters or similar high load equipment, without the consent of the Quaymaster/Moorings Master. (A charge may be made if consent is given).
- You should not leave electrical appliances connected whilst the vessel is unattended.

11. Give every consideration to our neighbours – particularly with regard to noise. Ensure that halyards do not frap.
12. Vessels at the northern end of the quay must lower their masts for the winter period.
13. Craning, packing away cradles, tidying the yard etc. are all group activities with which everyone is expected to participate.

Safety

All of you that have been involved in lifting boats in or out of the water will realise that it is a potentially hazardous activity. The Club is committed to getting all members' boats ashore without injury or damage. The prime objective is safety, but we also need to make it happen efficiently so that we make optimum use of the crane and available water. This entails the co-operation of all those taking part. The idea is that everyone helps everyone else. All boat owners should be there at the start of operations and still be there until all the boats are secure on their cradles or on their moorings. Bring your crew or other volunteers if you can – but no children or animals on site please. Join up with one of the various gangs that will be organised and follow instructions. The water and electrical supplies will be turned off on the day to ensure that everyone is focussed on the team task.

Key safety rules

- The crane driver will only respond to the designated signaller. Do not confuse him with other signals.
- Follow the instructions of the gang leaders.
- During lifting, no one is to travel on the boats.
- Stay out from under the boats whilst they are in the air.
- If you have them, you are advised to wear a safety helmet, gloves and protective footwear.

Craning out

All fin keeled boats must have an appropriate cradle. Check that yours is fully assembled, and ready for use before the day (grease the acrows). If you need blocks of wood or props etc., make sure that these are also ready – preferably labelled with your boat name so that there is no confusion as to which boat/cradle they belong. For the safety of other boats the Club may refuse to lift your boat out if the cradle or other means of support appears unsafe.

You should know the weight of your boat and where the lifting points are. Try to establish where the strops will pass (under or over the guardrails – between the stays). Provide four long lines two fore and two aft, to control the boat in the air. If you want the mast down, make sure that we know in advance and get things ready. Please note that at the north end of the yard it is a planning requirement that masts are lowered for the winter storage period – we have no choice.

Where your boat is placed in the yard will depend on several factors. Whilst we will try to accommodate any special needs you may have, (provided that they are advised well in advance), we will never be able to please everyone. On the day you must accept the spot allocated – or make alternative arrangements elsewhere. This is a members club not a marina

Some of you may not have lifted out before. If you need help or advice, ask. The Club will be pleased to assist where it can.

Craning in

Make sure that you do an engine check before the day and that your battery is charged. Remember to have the seacocks in the correct position.

If your mast needs to be stepped before your boat is lifted in, check that the Lift Manager and Mast Boss know, and get things ready. Bring some help or ask for assistance. Provide a rope with a loose loop under the spreaders that is long enough to clear the top of the mast and has another loop to attach to the crane hook.

You should know the weight of your boat and where the lifting points are. Try to establish where the strops will pass (under or over the guard-rails – between the stays?) Provide four long lines two fore and two aft, to control the boat in the air. Hang fenders out both sides. You may have a (brief) opportunity to put some anti-fouling on the bottom of the keel when the boat is lifted, so have a brush and tin ready. If you wish to do this you must use the long handled roller and tell the lift supervisor so that he can steady the boat while it is still in the cradle and less than 1 metre off the ground.

The club will normally run a water taxi to collect you from the mooring.

After the lift in, the quay yard returns to use as a car park and dinghy store for the summer. The cradles therefore need to be dismantled, all the portable bits removed, and the frames stacked neatly. The latter is a group exercise that will usually be done first thing on the morning after the lift-in. Gloves and protective footwear are a really good idea for this.

Remember that you are responsible for your boat and its equipment. If you are unhappy with the lift positioning tell the signaller. We do need to keep things moving, but we also want to avoid any damage.

Strong winds

If the forecast wind strength for the lift in/out day is high, we may decide to abort. A decision will be made by 2000 hours on the evening before the day. If in doubt, telephone the Club (Plymouth 01752 362741) after that time.

Members Handbook



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