

# Members Handbook

40<sup>th</sup> Anniversary Edition



2021

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# WELCOME TO KIELDER YACHT CLUB

We hope the time you spend here is relaxed, stress-free and enjoyable. This Handbook is aimed at giving you the necessary information to ensure that you know how the club functions, what services are provided for you and also what is expected of you as a member.

You are encouraged to visit our website [www.kielderyachtclub.com](http://www.kielderyachtclub.com) regularly where you may find the latest news and information pertaining to the club along with Social and Sailing event updates and current weather conditions for your convenience. Contributions and suggestions are welcome.

Information regarding club events is also displayed on the Clubhouse Notice Board. Reminders may also be sent out by email. The current Committee Members are identified on a picture board in the clubhouse so if you have any questions, concerns or suggestions please approach any one of them.

The Club is open to both sail and motor cruisers and has a reputation for being a small friendly club where everyone helps and supports each other, where there are a minimum of rules and where the Committee strives to ensure the safety and comfort of the members. As well as being able to sail on one of the most unspoiled and beautiful lakes in the country, there is also a full programme of social and sailing events on the water, in the clubhouse and at other venues. You will be made welcome at any of these but if your preference is to just enjoy a quiet sail on your own that will be respected.

Kielder Water is the largest man-made lake, by capacity, in Europe, capable of holding 44000 million gallons of water. Officially opened by Her Majesty The Queen on 26th May 1982. The lake has a surface area of 2740 acres and a depth of 52 metres (170 feet) at its deepest point.

Set in the beautiful county of Northumberland and surrounded by the majestic Kielder Forest (England's largest working forest), the reservoir has a shoreline approximately 27.5 miles long which is used by walkers, runners, and cyclists.

In 2009 ospreys were re-introduced after an absence of 150 years and they have been successfully breeding every season since then. 'Osprey Cams' have been set up by the Kielder Wildlife Trust and feed live action back to the Forestry Commission's Kielder Castle & Northumbrian Water's Waterside.

50% of England's native red squirrel population can be found in Kielder Water & Forest Park, the last remaining stronghold in the country.

The Kielder Art & Architecture programme has turned Kielder Water & Forest Park into an art gallery and, as well as providing a home to work by more established artists, created a venue where students can display their pieces. Various works can be seen around the lake.

A full year-round activities schedule adds to the visitor offering at Kielder Water & Forest Park. Highlights include Osprey Watch, the *Active Northumberland Kielder Marathon Weekend*, daily events at the Kielder Observatory, and fishing.

Sadly those wonderful tales of villages and church spires emerging from the water when the reservoir level is low are pure myths. When the reservoir was constructed all the houses and buildings were demolished and the materials taken away. There's nothing there!

## **CLUB TROPHIES**

### **Leaplish Trot Trophy**

A pewter plate purchased by the club or presentation annually for the best performance in a series of races throughout the season. Leaplish Trot Races were held on Saturday afternoons from Whickhope Moorings to Leaplish, home of our first clubhouse, yachts were moored overnight in the creek to attend social functions.

### **Through Winter Birches**

A framed picture of Kielder in winter. Given by the 3rd Commodore, Dr Iain Mungall, for presentation annually to the runner up in the Leaplish Trot Series.

### **Fable Trophy**

A silver rose bowl, given by the 2nd Commodore, Charles McPhail, for presentation annually for the most outstanding effort that had failed to win any other club trophy.

### **Regatta Cup**

A Silver cup, given by the 4th Commodore, Derek May, for presentation annually for the best performance during the Regatta Weekend.

### **The Round The Lake Trophy**

A silver gallery tray, to be presented annually for a race, or series of races, encompassing a complete circumnavigation of the lake, including the buoys close to both dams.

### **The Belling Bell Trophy**

A brass model yacht, given by the Sailing Secretary Derek May, after the amalgamation of the yacht club with the motor cruising club in 1994 for an event or series of events in which motor cruisers could take part as well as sailing yachts.

### **Commodore's Chase Trophy**

A gold and silver model dhow, given by the 6th Commodore, John Lowe, for presentation annually for a pursuit race, in which bonus times are given to family groups for competing.

## GUIDE TO MEMBERS

This guide is designed to help you get the most out of your membership by providing information about your Club facilities and practices, together with general advice on using the lake. Basic sail training is available at the Sailing Club at Tower Knowe and from the Scout Association at Hawkthirst. Please read & comply with KYC safety policy & risk assessments which are also available in the club house.

[www.kielderyachtclub.com](http://www.kielderyachtclub.com)

### There is No Rescue Service on Kielder Water.

Northumbrian Water, our landlords, insist that we have a system in place which identifies which boats are out on the Lake at any time. To comply with this requirement, you must leave a 'Trip Slip' in the rack at the notice board near the end of the Marina. An example of this slip is shown below.

### Trip Slip Examples

Print your own

Boat Name: TITANIC II

Date: 7th Oct

No of Persons: 2

Likely Return Date/Time:

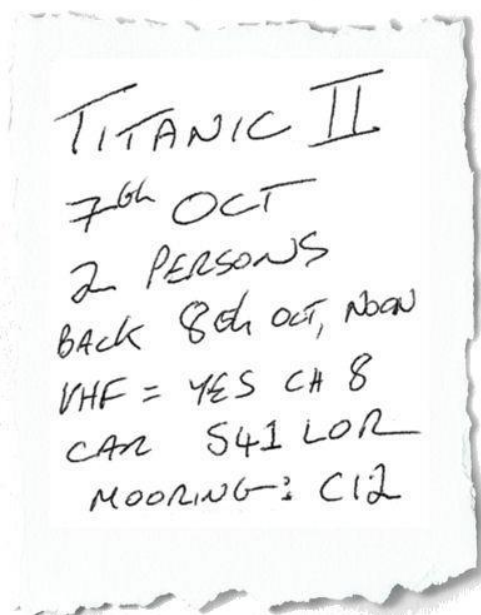
8th Oct, approx noon

VHF Radio: YES / ~~NO~~ CH 8

Car Reg: S41 LOR

Mooring No: C12

or hand written



TITANIC II  
7th OCT  
2 PERSONS  
BACK 8th OCT, noon  
VHF = YES CH 8  
CAR S41 LOR  
MOORING: C12

**Do not forget to remove your 'Trip Slip' on your return.** If you do forget, then you will involve other members' time and effort in determining if you really are still out on the lake or have, in fact, gone home. N.B. sailing after dark is not permitted on Kielder reservoir.

### Access and Security

Your Club key fits all road barriers (inside padlocks), Clubhouse and store, petrol store and club tenders. Road barriers are also locked by NWL and by Calvert Trust. Kielder is isolated and vulnerable to thieves. Please protect your Club and your property by locking all barriers, doors and tenders after use. Never leave the Clubhouse empty and unlocked, even during the day. If in doubt, lock up. **If you see any suspicious behaviour phone Northumbria Police HQ 01661 872555 or call the local police using 101. In an emergency always use 999.**

## Clubhouse

The Clubhouse is open to members throughout the year. Names of guests must be entered in the Visitor's book. The Clubhouse is strictly non-smoking throughout. Pets and overnight sleeping in the Clubhouse are not allowed. During the winter more limited services are provided and members will need to turn on the water when they arrive and turn it off and drain the system when they leave. (If in doubt as to how to do this, ask).

The Clubhouse has the following facilities:-

**Heating:** This can be activated for 30 minutes at a time by pressing the green button on the main switchboard in the Clubroom. Please use sensibly – don't activate and then leave doors open – electricity is expensive!!

**Hot Water:** This is controlled by a wall switch in the kitchen and a pull switch in the toilets. Please remember to switch off after use. Please check that taps are turned off, especially hot ones.

**Kitchen:** The kitchen is equipped with kettles, cooker, microwave, fridge/freezer, toaster, extractor fans, crockery and cutlery. Please wash up and put away any items you have used. Food left in the fridge/freezer should be clearly labelled with your boat name, and dated. The Clubhouse cleaner has authority to throw away any unlabelled or noxious items.

**Radio/cassette:** This can normally be found on one of the benches in the Clubhouse.

**Showers:** Always switch on the extractor before use to avoid setting off the smoke alarm. Switch off when finished

**Burglar Alarm:** This is automatic and requires no action by members

**External Tap:** A freshwater tap is located on the outside of the kitchen wall.

**External Sockets:** Are located in the following locations: - 2 outside the East end and 2 outside the West end of the Clubhouse and 2 on the pillar next to the slipway.

**First Aid Kit:** This can be found on top of the filing cabinet in the main clubhouse room.

**Accident Book:** Beside the notice board in the main **club room**. Please report all accidents.

## Bosun's Store

This is located at the west end of the Clubhouse. Its use is primarily for the storage of Club equipment, but members may store oars and boat ladders only. All members' equipment must be marked with boat name or owners name and stowed tidily in the racks. There are some tools, which include a workbench, vice and a battery charger for members' use.

## Rubbish

Since there is no refuse collection from the club site, no rubbish must be left by members. Members are required either to take their rubbish home or leave it in the large skip at the main gate as they leave. The pedal bin in the galley will be emptied by members of the committee and can therefore be used for kitchen waste. **Never put paint, solvents, fuel or oil into any drains on the site. Doing this will wreck the sewage disposal system.** All non-kitchen waste resulting from annual boat maintenance must be taken home. I.e. completely removed from site.

## Chemical Toilet Disposal

These should be emptied at the disposal point halfway down the slipway and **NOT** in the Clubhouse. Please use the water hose situated adjacent to the disposal point to flush away your effluent – please do not leave it for others to clear up. Use AQUACHEM GREEN (or similar) rather than BLUE as it is much more environmentally friendly and can be disposed of more easily by the authorities.

## Car Park

Please park considerately to make the best use of limited space. Do not park on the slipway or beside the Calvert Trust Boathouse. Always lock your car and keep valuables out of sight. No boat parking or boat storage is permitted in the car park between 1st May and Mid October. In an emergency you may park a boat here temporarily but please notify a member of the committee as soon as possible. Spaces for winter boat storage are allocated by the committee.

## Boat Parks

The winter boat park is just inside the second road barrier on the east side of the access road & the summer boat park is on the west side. All boats, including tenders must display current NWL registration. Summer boat park fees & tender fees are collected at the time of membership renewal.

## Tender Park

Members' own tenders may only be parked in allocated places in the tender park. Your tender must be secured by a chain and padlock. Oars and rowlocks must be removed. Only rigid tenders are permitted in the tender park. Inflatable tenders must be secured in the rack for inflatable tenders with chain or steel cable and locks. All tenders, rigid and inflatable, must display a current NWL registration sticker and the parent boat name.

## Trailer Park

Empty trailers are stored in the trailer park (winter boat park), which is on the east side of the access road. Space is limited and we would ask that you consult the Bosun before leaving your trailer so that they can advise on the most economical use of space. There will be occasions when the trailer park is full and trailers need to be stored in other areas but again advice will be given. There is no charge for trailer parking but your trailer must be clearly identified with your boat name. Ensure your trailer is secured.

## Boat Launch/Haul Out

The club has its own tractor for assisting members with Launching/Haul-out. It may only be driven by a competent and authorised member from the available launching/haul-out crew. Other members of the launching/haul-out crew and/or work party will be available to assist members on advertised launching or haul out dates. Use of the tractor on advertised weekends is free. Use at all other times, if available, attracts a fee per boat, regardless of the number of boats arranged. Members wishing to use the club tractor to assist with Launch or Haul-out on these dates should note the particular advice contained within this handbook and also the following Rules and Regulations:

### • Launch/Haul-Out Rules & Regulations

Members may make their own arrangements for launch/haul out at any other time, with the exception of club launch/haul out weekends. **These operations can be hazardous and are always at owners' sole risk.** You should pay particular attention to the following:

- Read & observe KYC risk assessment for this activity.
- Most trailers spend their lives rusting. Well before launch or haul out days, check wheels, tyres, brakes, tow hitches and jockey wheels, and take any appropriate remedial action.
- Check the condition of winch ropes and cables and replace them if there is any sign of damage or fraying. Never rely on the winch cable to keep a boat on the trailer. Always lash the boat separately.
- Make sure there is no person at risk, especially children and disabled people, before moving on to the slipway, especially when reversing.
- Chock all wheels on both sides of the trailer when the boat or trailer is on a slope and not connected to the towing vehicle.
- Trailers carrying deep-keeled boats may have to be hauled into the water with a line from the jetty. Remember to leave a long line on the front of the trailer so that you can retrieve it afterwards. For hauling out, it can be helpful if the boat's water line is marked on the trailer supports, and if the position of the supports is marked on the deck.
- Rigging of yachts should be done on the water or safely in the Boat Park or car park, and not on the access road. (Beware of live overhead electric cables).



## Club Tenders

Two tenders are available during the summer and one during the winter. These are for members to visit moorings and to bring craft to the marina. Petrol tanks are in the steel fuel store by the tender park.

**Please avoid long periods of use during busy periods and be prepared to ferry or to be ferried by other members.** Cut down waiting time by preparing and putting the boat to bed at the marina and not at the mooring. After use moor the tenders alongside the first finger on the East and West sides of the marina. If you think you are the last user of the day, padlock the tenders, and return tanks to the Fuel store (You could always check the 'Trip Slips' remaining).

**A lifejacket or buoyancy aid must always be worn by all persons in both the club tender, their own tender, when on deck in a yacht or motor cruiser and when on the marina (NWL Rule 47). No person under the age of 16 may drive any powered craft unless directly supervised by a trained adult on board (NWL Rule 27).**

Please treat the Club tenders with respect – considerable damage has been done in the past by misuse. The engine drive leg/propeller must be in the water when the engine is running to allow coolant to circulate. Never stand in the bow of the tender whilst the engine running unless there is sufficient weight in the stern to keep the propeller submerged. To ignore this will quickly cause the engine to seize.

## Marina

The marina is for short stay and overnight use by members. Boats are not to be left overnight on the marina unless club members are staying on board otherwise boats must be returned to their allocated mooring. **Please be considerate when berthing, particularly at busy times. Larger craft need more space at the end of the marina** and they also need more depth, especially when the lake is low. You will find that your boat will lie more comfortably, especially in strong winds if you use 'springs' in addition to bow and stern lines.

## Key Rules and Regulations Governing the Use of Kielder Water

**NWL Rule 4** "No craft shall be launched on Kielder Water until the registration fee has been paid and the allocated registration number prominently displayed on the vessel (when practicable on the Port Bow)."

**NWL Rule 5** "Each craft must be insured against third party claims to a minimum of £2,000,000 (two million pounds sterling)".

**KYC Constitution Clause 4.3** "All boats shall be used in accordance with the regulations and rules of Kielder Water Club Ltd and Northumbrian Water applicable to Kielder Water. It is the responsibility of all members and their guests using boats on Kielder Water to have obtained and be acquainted with such regulations and rules".

## **Assisted Launch/Haul-Out**

Members should make themselves aware of the Kielder Yacht Club Assessment of risk involved in launching and retrieval of boats.

Assisted Launching/Haul-out dates will normally be Saturday and Sunday on two or up to three advertised weekends in April/October from 8.30 a.m. to 4.00 p.m. On the final Sunday haul out will finish at 1.00 p.m.

Bookings are to be made on the appropriate form, specifying the date (although not the time) a member wishes to Launch or Haul-out. Bookings may be made by telephone or email but a completed form must be produced on the day of launch/haul-out.

Members must request a space, if required in the car or trailer park, prior to haul-out, and all craft/trailers will be positioned by the launching/haul-out crew in the positions they deem most advantageous.

Failure to attend a booked date will normally result in the loss of any fee.

Bookings may be changed or cancelled by members up to 48 hours before the booked date and a transfer will apply.

Trailers should be regularly serviced and maintained by the member, with particular attention paid to jockey wheel, brakes, wheel hubs and axles and corrosion/strength of structural framework. Trailers should also be marked with owner's or boat's name.

In the event of severe weather or other adverse conditions the launch/haul-out team may declare a "No Launch/Haul-out Day" and transfers will apply.

Assisted Launch/Haul-out dates other than official dates are unlikely to be available.

Neither KYC, nor any of its authorised drivers or launching/haul-out crew members accepts responsibility for damage to boats or trailers. Owners are solely responsible for the launching or recovery of their boat and its security on and off their trailer.

The drivers have the authority to refuse to use the tractor for members whose trailers are inadequately prepared or considered unsafe.

## **Northumbrian Water Jetty**

The jetty on the slipway is owned by NWL rather than the Club, and is used throughout the year by both young and disabled people. KYC members may use the jetty for launching and hauling out, but should not moor boats or tenders here at any time.

## **Whickhope Moorings**

Trots A-C for boats weighing up to 2 tons. Trots D,E & F are for boats heavier than 2 tons. Moorings are allocated annually by the Committee/Membership Secretary. These are swinging moorings with Trot A nearest to the shore and Trot F furthest North. Numbers run from West to East. Boats must have, as a minimum, a primary and a secondary mooring, one of which must be chain. Use plenty of chafe protection. Further information is available in this Handbook. **No sailing is permitted within the moorings except in emergencies.**

## Boat Security

Boats and equipment are left at owner's risk. Members are encouraged to comply with Northumbria Police recommendations. Any incidents should be reported to the police, and the Club should be made aware of the incident. Thefts have occurred from boats both on shore and on moorings, the main targets being outboard motors and items such as instruments, radios and binoculars which can be sold at boat jumbles. You can help deter access to moorings by making sure that tenders are secured as above.

Northumbria Police Recommendations: Do not leave valuables on board. Mark equipment with Postcodes and/or a security marking system such as Alpha Dot, which is available from Halfords. Fit a simple alarm system such as a shed alarm, available from DIY shops. Register equipment with the Marine Police. Check your insurance policy. You may be required to fit locks to your outboard and your trailer. Painting the engine cowl can often make engines less attractive to thieves. Make sure your road trailer is secure.

## Safety

Club members are reminded that aboard their own boat they alone are ultimately responsible for the safety of themselves and their crew. It is the skipper's responsibility to ensure that the boat and its crew are properly equipped and to decide whether or not to set out or to continue sailing. **NWL rule 14** requires that clearly readable information (**See example in this handbook**) stating the Name of your boat, Skipper's Name and the number of crew on board, expected return date and time and your car registration should be placed in the rack at the notice board near the end of the jetty. This information is not required if your boat is staying within the moorings. **NWL** Rules require you to have basic safety equipment on board. You should make sure it is stored where the crew can get at it quickly and that they are familiar with its use. **THERE IS NO RESCUE SERVICE ON THE LAKE.** All lake users are expected to keep an eye out for each other and must give assistance when needed. Do not be foolhardy especially when sailing alone or midweek when there are few other boats about.

## Limits of Navigation

The following areas are out of bounds. (See the map in the Clubhouse).

- A zone West of the dam, including the valve tower, marked by white diamond shaped boards.
- Leaplsh and Little Whickhope water ski zones. (The ski area west of the quarry is open to navigation when not in use by water skiers).

## Underwater Hazards

Most of the lake presents very few problems for navigation, but there are shallow areas that become hazardous as the water level is drawn down or falls naturally. A chart with depth contours is displayed in the Clubhouse, but cannot be relied upon to show all hazards. Use a depth sounder if you have one and turn on its alarm, at least until you get to know the water. Do not cut corners. Most headlands continue under water and islands appear at very low water.

## Fishing

Fishing is not allowed on any moorings, jetty or marina. Hooks, caught in moorings can injure divers during inspection and maintenance.

## **Courtesy to Other Lake Users**

Please keep clear of Calvert Trust boats, racing fleets, dinghies off the Sailing Club or Hawkfirst, which have, or look as though they might have, learners on board. Keep a good look out for sailboarders, who tend to spend a lot of time in the water. The ferry will normally try to avoid you if you are under sail, but has the right of way over all craft near the ferry jetties. Here, "steam" does not give way to sail. If you are taking avoiding action, make a significant change of course so that your intentions are clear. Please observe the powerboat speed limit of 6 knots and do not disturb the peace with excessive noise or wash.

## **Jetties**

The West jetty at Leaplish Marina is available for public use. There are also Northumbrian Water jetties at Benny Shank and Mathews Linn, which members can use, provided they are aware that these jetties are primarily for the use of the ferries and ferry operations must not be obstructed.

## **Overnight Moorings**

These are situated in sheltered bays and inlets around the lake and are for short stay overnight use. A chart showing their location is on the Club notice board. Some are equipped with a small pickup buoy & line.

## **Racing Marks**

Most of these are red or yellow drums with a large number or letter and are used for both Sailing Club and Yacht Club events. Never use them as moorings, they have only light ground tackle and sometimes float away even without boats tied to them.

## **Anchoring**

**NWL Rules** require you to carry an anchor with a fathom of chain and 70 metres of rope. The lake bed is generally a mixture of peat, stiff clay and rock with numerous tree roots. If you have to anchor it is advisable to use a trip line.

## **Emergencies**

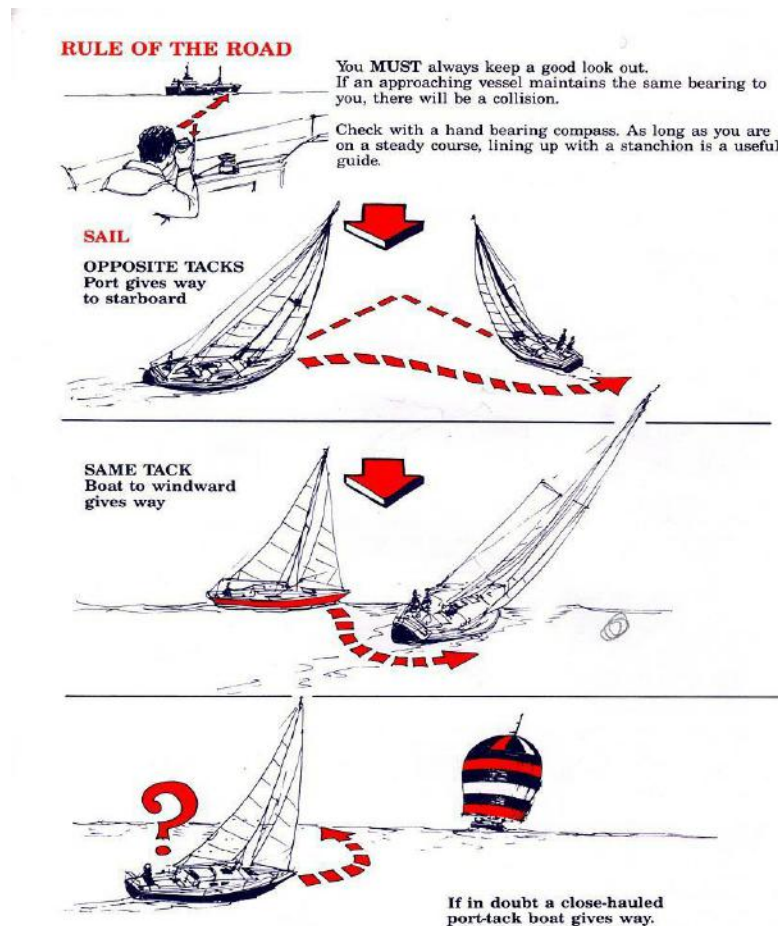
Do stay with your boat if you get into difficulties. It is surprisingly difficult to swim in such cold or rough water and you may not be seen if you try to swim ashore. If you need assistance and are within sight of other craft, Tower Knowe, Leaplish or a Club House, then your orange smoke flares may be the best method of attracting attention. If you are drifting into danger it may be best to concentrate on trying to secure the boat, anchoring if necessary. A sea anchor or drogue may be desirable under these circumstances. Even if your distress signal is seen, it may be some time before help comes, if at all. A call for assistance on VHF could result in help from other boats on the lake or from people in the Clubhouse. Legal use of marine VHF radio is highly recommended. Mobile phone coverage is patchy, Orange/EE seems to work best, but may not be available in the event of an emergency.

## **Man Overboard**

There have been few accidents in the club but this has been the most common type. There is a serious risk of cold water shock or hypothermia and it can be extremely difficult to recover the casualty. Agree on a drill, practise it and make sure that both the helmsman & crew can carry it out. There are ladders at various points on the marina to enable people who have fallen in to climb back onto the jetties.

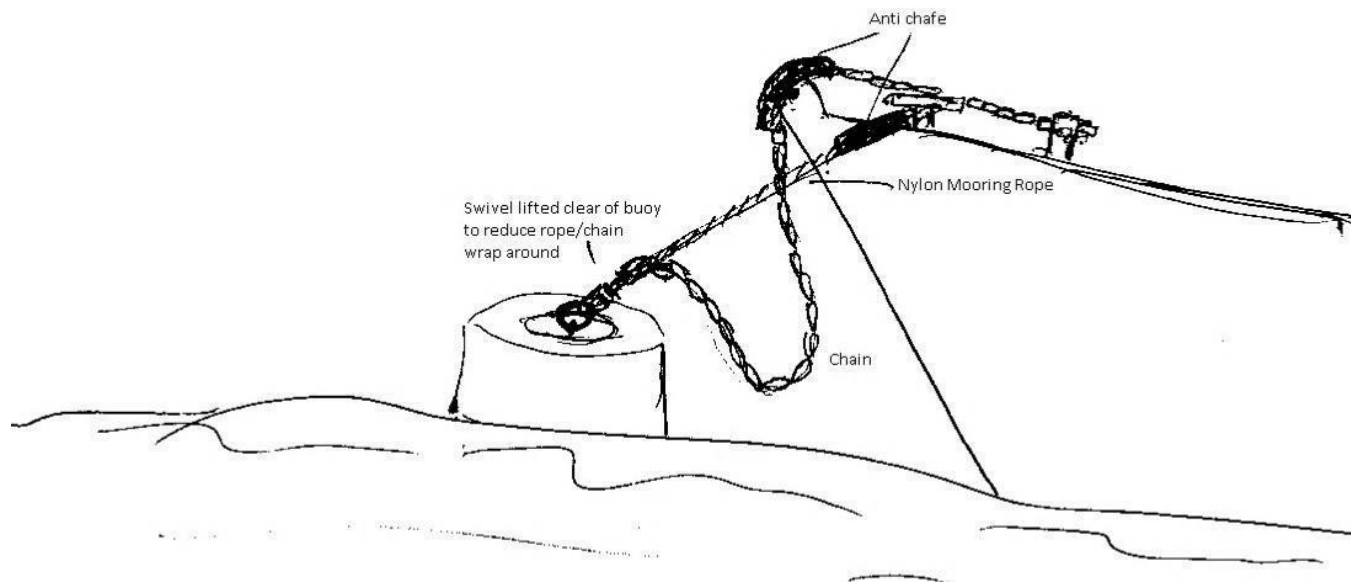
## VHF Radio

In order to enhance safety on the Lake, and to enable members to contact each other, the Club actively encourages members to fit and use VHF radio. Members should maintain a listening watch on Channel 16 and when necessary be prepared to give assistance within their capabilities. Move to Channel 8 for ship to ship communication. A VHF set mounted aboard your vessel is generally more powerful, but a hand-held portable version may be carried even in tenders and may be clipped to a lifejacket. Some models are waterproof & float. **A certificate of competence and a ship's licence are required for legal use.** For more information contact the Bosun. During the sailing season the club operates a VHF radio which is located at the west end of the Club House. The radio is to be left ON at all times and maintained on FULL volume.



## Mooring Recommendations

**Club Rule No.12:** All yachts on moorings at Whickhope must have a primary rope and secondary chain attaching it to the buoy. The rope should be shorter than the chain which is a back up should the rope fail. Both systems should be protected from chafe. It is preferable to attach the chain and rope separately to the mooring ring.



### The Primary Rope

This rope should be of nylon. There are two reasons for this, firstly this material has a high strength to diameter ratio, and will stand shock loading well; and secondly it does not float, so will be less likely to foul propellers if left permanently attached to a mooring buoy. The good strength diameter ratio is important because ropes over certain diameters cannot be secured properly upon the smallish cleats found as standard fittings on many of the yachts at Kielder. The elasticity of nylon ropes will help in absorbing shock, or snatching loads, when the weather cuts up rough and there is a bit of a chop in Whickhope.

### Attaching Primary Rope to the Buoy

The rope should NOT be taken from the yacht, led through the ring on the buoy, and back to the yacht. This is a recipe for disaster, as the rope will work and chafe through on the buoy ring. The rope should be secured to the buoy ring in such a manner that it cannot move or chafe.

Two recommended attachments:-

- Line with an eye splice, threaded through the ring on the buoy with the free end pulled through the eye splice.
- Line with an eye splice containing a hard eye or thimble shackled to the ring on the buoy and secured with locking wire.

From these two recommended attachments it will be seen that the rope is, for ease of mooring and unmooring, left permanently attached to the buoy, and any tying or untying is done upon the yacht. This to most people will be the most convenient.

## **The Rope**

All ropes have a slight elastic property, which means they stretch under load. A mooring rope may only stretch half an inch or so in a six foot length between slackness and maximum tension, but that little bit of movement could be continuous on a windy day, and the rope could chafe through at the point where it leaves the yacht. Good practice is to ensure that the rope is threaded through a proper fairlead on the yacht, and the rope should be further protected against chafe by threading it through a piece of flexible plastic hose at this point. Some owners may wish to fit a rubber snubber, as sold in chandlers, into their mooring ropes. These really do act like shock absorbers and reduce the jerking on the yacht, and its fittings, during some weather conditions.

## **Attachment of the Rope to the Yacht**

All yachts should have adequate sized cleats, well sited, and fitted securely with a backing plate. Check yours if in any doubt. The rope can be wound around a cleat in the normal manner with at least two locking turns, but many owners prefer to have the rope ending in an eye splice which can be dropped over the cleat (if you do this the eye must be large enough to drop over the cleat easily, and it should then be made secure with a small piece of cord or a sail tie so that it cannot work itself off or jump off the cleat).

## **Picking up the Mooring**

All of us should endeavour to make this task as easy and simple as possible. Chandlers sell a purpose built pick up buoy with a handle moulded in. One of these on the free end of your mooring rope will make it easy to pick up out of the water and pull aboard. Alternatively you could for economy reasons use an old fender or plastic container. Your mooring should be approached from downwind so that you are not blown past.

## **The Secondary Chain Mooring**

In certain weather conditions, when there is a snatching or jerking between the yacht and the buoy, the shock loads can be momentarily very high. Steel chains are, under steady tensile loads, much stronger than appropriately sized ropes. However under these conditions they suffer as they do not have the elasticity of rope, and the cyclic loads, even if they are below the breaking strain of the chain, cause weakening through accumulative metal fatigue. Chains should therefore be of adequate section relative to the mass of the yacht, and should also be renewed regularly even if they appear to the eye to be relatively unworn. Chain used for moorings should be mooring or anchor chain as sold in chandlers as this low carbon steel has good ductility and fatigue resistance. Do not use old lifting chain as this is high tensile and has a low resistance to fatigue and embrittlement in a marine environment.

## **Some Recommended Sizes for Mooring Chain**

Boats below 16 ft - Chain 6mm (1/4") Shackles 6mm

Boats 17 ft to 19 ft - Chain 8mm (5/16") Shackles 8mm

Boats 19 ft to 23 ft - Chain 10mm (3/8") Shackles 10mm

Boats above 24 ft or 1.5 tonnes - Chain 12mm (1/2") Shackles 12mm

**Note:** Buoy Mooring Ring is 35mm Diameter. The chain should be shackled to the buoy, and the shackle pin locked with wire.

## **Securing the Chain to the Yacht**

All yachts should have a proper bow fitting and fairlead for anchoring purposes, and this should be used if possible. Some owners have an aversion to chains as there have been scare stories of chains sawing their way downward through topsides. This will not happen if some precautions are taken. Protect your boat by threading the chain through a piece of cheap flexible plastic pipe or hose, and lead it through a proper bow fitting which incorporates a top pin to stop the chain jumping out. If you care about appearance, galvanised chain, which resists rust, is available from chandlers.

Many small yachts and trailer sailors have an eye in the stem, for securement to their trailers, and this can be utilised as an alternative place of attachment for a mooring chain. The methods of attachment on deck are many and various and will depend much upon an individual yacht's layout. If you do not have a windless or chain stopper, then the chain could be shackled to a special fitting or cleat, or ended in a looped strop, of flexible wire or smaller chain, that could be secured over a strong fitting or Samson Post. The chain should be of such a length that there is normally some slackness in it when the yacht is moored and riding to its primary mooring rope. For ease of recovery during mooring operations, the chain could have a rope tail terminating in a pickup buoy or rope.

It is important that we all adhere to the letter and spirit of the club rules and the above are just a few ideas and recommendations. Please note that under the wording of the rule we must have a primary mooring of rope and a secondary or back up mooring of chain, but we could have more than one of each if we wanted.

**If in doubt consult with the Bosun/Assistant Bosun or any Committee Member for advice.**



# KIELDER YACHT CLUB RULES

## Rules & Bye-Laws

### **Registration & Membership**

1. Only a cruiser (motor or sailing), and its tender may be registered in the Yacht Club. All other craft must be registered through another section of the Kielder Water Club.
2. All boats ashore or afloat at Kielder shall be registered with Northumbrian Water and display a registration number and current year sticker in a visible position. Ideally on the port side near the bow. All trailers shall carry either the boat or owner's name.
3. There will be no hiring of boats. A paid up member must be in charge whenever a boat is in use.
4. Members must behave at all times with due courtesy to other members and water users.
5. Yachts shall not enter the Leaplsh and Little Whickhope ski areas. Yachts may enter the area East of Hawkhirst when water-skiing is not taking place.

### **Security**

6. The Clubhouse and Store. The barriers across the Clubhouse car park, trailer park and at the top gate should always be locked by the last member to leave the site and the top boat park locked using the combination padlock.
7. The Bosun's store is basically for Yacht Club equipment. Members may store their oars and ladders, labelled with their boats name, tidily on the racks provided. Members should seek permission from the Bosun/Assistant Bosun before using the store for any other purpose.
8. The Club tenders are the property of KYC and are for the use of club members only. At the end of the day petrol cans should be removed and locked in the fuel store adjacent to the slipway. All tenders should be moored to the marina using bow and stern lines and secured to cleats on the marina by means of the locks and chains provided. The tenders should be moored on the first finger on the east / west side of the marina. The gate at the end of the Marina should be locked.
9. Privately owned rigid tenders are to be kept in the tender park, securely locked and chained in the designated place. There is a limited storage facility for inflatable tenders, which will be allocated on the first come first serve basis. Inflatable tenders must also be secured in the rack for inflatable tenders with chain or steel cable and locks. Oars and Rowlocks must be removed from all tenders when not in use. Tenders should be marked with boat names and display a NWL Registration sticker.
10. Car Parking should be in the car park next to the clubhouse or in the lower car Park.

### **Use of Moorings, Car Parks, Marina and Jetties**

11. Normally the club car parks cannot be used for storage of boats during the season. In an emergency the area next to the Bosun's Store can be used for repairs by agreement with the Bosun. Use of the car park for emergency repairs and temporary use of the Boat Park will be charged at a rate to be determined each year by the General Committee.
12. Fishing is not allowed from boats on moorings anywhere on the lake.

- 13 Sailing on, or off, or through the moorings is prohibited, except in emergencies. (Failed engine etc)
- 14 Members should use the marina and jetties with consideration for others. In the event of overcrowding, members should be prepared to move their boats.
- 15 The Marina is for short stay and overnight use by members. Boats are not to be left overnight on the Marina unless club members are staying on board otherwise boats must be returned to their allocated mooring. Unattended boats on the marina become a security risk.
- 16 Any craft on moorings at Whickhope must have a primary rope and a secondary chain attaching it to the buoy. The rope should be shorter than the chain, which is a back up, should the rope fail. Both systems should be protected from chafe. The committee would urge all members who are unlikely to sail during the winter to book a haul out and vacate their mooring. Members who do choose to stay on their mooring in the winter must: Secure the boat to the mooring buoy with two ropes which incorporate rubber snubbers, and are protected from chafe with plastic tubing and a secondary chain; these should be attached separately to the mooring ring with three shackles wired to prevent them from coming undone. Check your boat at least every two weeks and sign a log in the clubhouse to confirm that this has been done. Ensure that you have appropriate insurance over the winter. Boats left afloat must be moved to **A trot**.
- 17 Buoyancy aids or life jackets must be worn by all persons when using club or private tenders and on any jetty or marina.

### **Allocation of Moorings**

- 18 Only fully paid up members of KYC shall be considered for moorings
- 19 Members holding moorings in the previous year have priority over new members.
- 20 Invoices for membership fees are sent out each year in early January asking for payment by return, but no later than 28<sup>th</sup> February. Members holding moorings in the previous year and are paid up by the 28<sup>th</sup> February are eligible for inclusion in the first mooring allocation in March.
- 21 A second allocation for members will be made during April and will include new members.
- 22 Further allocation will be made as applications and fees are received and space allows.
- 23 Moorings are allocated for a period of 12 months. 1<sup>st</sup> April-31<sup>st</sup> March.
- 24 Members must register their craft with Northumbrian Water and pay the mooring fee within 21 days of being allocated a mooring, otherwise, the mooring will be re-allocated.
- 25 Moorings are not transferable and, on being vacated by a member revert to KYC for re-allocation.
- 26 Moorings allocated and paid for should be taken into use. A mooring inspection will take place during May and moorings monitored during the season to ensure that they are not left vacant indefinitely.
- 27 Moorings will be allocated on a first come first served basis, and length of continuous mooring holding will be used as a guide where any arbitration is necessary, e.g. where the mooring list is over subscribed and a waiting list is formed.
- 28 Waiting list for moorings are open only to fully paid up KYC members.
- 29 The specific mooring a member is allocated will be decided by the committee using historical information which takes into account length of membership, promptness of payment, service on the committee, ill health and size of craft etc.

## Control and Regulation

- 30 Any member failing to conform to these rules, or Northumbrian Water Rules where they relate to moorings, e.g. failure to pay subscriptions, mooring fees, registration fees, not displaying a registration number visible from the port bow of their craft, using a non-allocated mooring etc., shall be given notice of the misconduct and either asked to leave the mooring or given 7 days to remedy the fault. Northumbrian Water may be involved and appropriate action taken.

## Property of former or unpaid up members

- 31 If property is left on the Club premises by a member or former member whose fees are more than 3 months in arrears, the committee may:
- i. Move the property to any other part of the Club Premises without being liable for any loss or damage to the property howsoever caused.
  - ii. Give one month's notice to the member or former member at his last known address and themselves sell the property and deduct any monies due to the Club from the net proceeds of the sale before passing the balance to the member or former member. If the balance of money cannot be passed on, it will be held in a deposit account for a period of 6 years against a claim by the owner. Thereafter any such monies become the property of KYC and shall be included in the general Club funds. If the property cannot be sold, after giving notice in writing as per paragraph 2, dispose of the property as agreed by the committee and the cost of so doing and any arrears of charges to be a debt owing to the Club by the member or former member. Evidence will be kept to show that all reasonable steps have been taken to trace the owners of any Property.

## Points of Note:

1. All spaces to be allocated by the Launch/Haul out Team. Unauthorized boats, obstructing safe operations are to be removed by owner or tractor team and may be subject of a surcharge as per Boat Launch/Haul out Rules.
2. No boat parking or storage in main car park from 1<sup>st</sup> May to mid October inclusive. Members can seek temporary permission to use spaces close to the clubhouse for emergency repairs only during summer, but please contact a member of the committee as soon as possible. (See Rule 11 Club Rules and Bye Laws). Spaces for winter boat storage are allocated by the Launch/Haul out Team.  
Charges and rules are applied as for Boat Park.  
Requests may be made in advance for a storage position but it may not always be possible to grant these.
3. All boats and tenders whether afloat or ashore **must** display current Northumbrian Water registration. See Rule 2 Kielder Yacht Club Rules and Bye Laws
4. Members removing boats from moorings/boat park/tender park or leaving club/or boats entering the Club premises are requested to inform a Committee member to assist with security.

## **PAST COMMODORES**

Tom W Sewell	1982
Charles A McPhail	1983-84
Dr Iain Mungall	1985-86
Derek C May	1987-88
David Mitford	1989-90
John J Lowe	1991-93
Dr Joe E Gordon	1994-96
Mike S Findeisen	1997-99
Dennis Calvert	2000-02
Peter Glass	2003-04
Tom Fernyhough	2005-06
Christine M Birrell	2007-08
Malcolm Stephenson	2009-10
Mike Robson	2010-12
Malcolm Harris	2012-14
Gary Liddle	2015-16
Richard Wallace	2016-17
Andy Buchan	2017-18
Eric Lawrence	2018-20
Matt Bridger	2020-

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## **Honorary Members**

Judith Robinson  
Rodney Forsdike  
Derek C May  
Mike Robson

# EMERGENCIES

In the event of **FIRE** including **FOREST FIRE** and for  
**MEDICAL EMERGENCIES DIAL 999**

**Defibrillator available in the Clubhouse**

## USEFUL NUMBERS

Northumberland Police HQ	01661 872555
Bellingham Medical Practice	01434 220203
Leaplish Waterside Park	01434 251000
Tower Knowe Visitor Centre	01434 240398
Kielder Castle	01434 250100
Sailing Club	01434 240052
Ski Club	01434 250161
Calvert Trust	01434 250232
Scouts at Hawkhirst	01434 250217
Forestry Commission	01434 220242
Clubhouse	01434 250273