



“Know the Ropes”

There are many things about belonging to Tudor Sailing Club (TSC) which are not necessarily ‘need to know’ but worth knowing anyway. A lot are common sense, but others are specific to our club. This guide contains useful information about lots of different aspects of the club that we’ve gathered from club members. It’s not exhaustive, but, kept for reference it should go a long way to helping you settle in as a member at Tudor. The information is listed in alphabetical order. The main club constitution deals with the ‘must know’ matters required to run the club and this can be found on our website in the ‘members only area’.

The website for Tudor Sailing Club can be found at www.tudorsailing.org.uk

Your NOTES

Contact Information

Key contacts for the club are detailed below.

This information is available in full on the Tudor Sailing Club website.

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Rear Commodore	Jane Dare	rearcommodore@tudorsailing.org.uk
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Training Manager	Naomi Langford	training@tudorsailing.org.uk
Duties Manager	David Heath	dutiesmanager@tudorsailing.org.uk
Fundraising Officer	Steve Yoxon	fundraising@tudorsailing.org.uk

Bosuns Locker

Our Bosuns Committee are responsible for the allocation of moorings, compound space and laying up berths. They are also responsible for looking after all Club mechanical equipment.

All activities are overseen by our Bosun, Myles Semmens, however individual requests and queries regarding moorings and the availability of compound space should be directed to our Moorings Bosun and Compound Bosun respectively.

Cadets – Sailing / Rowing / Kayaking for under 18

During the spring/summer months (Apr-Sep) Tudor runs junior sessions for sailing and rowing that aim to cater for all abilities of younger members of the club and the children of family members. The programme will change week to week depending on sea and weather conditions, and our Cadet Captain will be happy to answer any questions that you have and help you and your family get involved.

We are not a RYA recognised training centre and so we aim to provide supervised recreational sailing rather than a structured tuition program. That said, we do have some sailing instructors amongst the membership and therefore some guidance and informal tuition may be offered. Formal tuition can be arranged at the Andrew Simpson Watersports Centre (formerly Portsmouth Watersports Centre) adjacent to the club. There is a discount available to Tudor members on all their training courses. Please ask them at the time of booking.

Currently the club owns ten Optimists, two RS Fevas, one RS Quba and three RS Teras. There is also a Wayfarer, a Wanderer and a Topper Topaz which can be used.

Additionally, the club rowing gigs will be available and our younger members will use the lighter sculling oars and also be able to try their hand at coxing.

Club Duties

Tudor Sailing Club is a member run club. This means that we do not employ the services of staff to carry out club roles, other than tasks that require specialist companies. Most tasks to maintain and keep the club running are completed by each of us.

To facilitate this, the annual membership cost is reduced in return for completing duty hours per year.

Duty hours can be accrued from a range of activities and responsibilities including driving or crewing patrol boats for sailing events, managing races, operating the bar or galley, maintaining the club and its equipment, running training sessions and being an active member of a committee.

More details are included in our guide to Completing Club Duty Hours.

To help manage the 'self help' ethos we ask each eligible member to do club duties as follows to keep the club running efficiently.

- Individual and Family Membership - 15 hours of club duties (excluding Cadet member)

For members joining partway through the year the duty hours will be accrued monthly.

For duty hours incomplete at renewals the club charges members a levy based on an hourly rate for the time they are unable to offer. This is set at £10 per hour for members in their first year of membership and £20 per hour thereafter. This levy is aimed to encourage members to complete their duty hours and therefore keep the club running.

If you are having difficulties finding duties, please make contact with any of the Committee Members or the Duties Manager. Please do not leave completion of your duties until the last minute.

Compound Space – Dinghies, Rowing Gigs, Kayaks

All new requests for compound space are reviewed by the Bosun before approval and allocation of a space. On approval, the Bosun will contact you to confirm your space and payment instructions. You will also need one Langstone Harbour Board Licence (permit) for each vessel you wish to bring to the club.

Summer only space spaces are available from approximately mid-April, after the cruisers have been launched, to mid-October, before the cruisers come ashore for the winter.

Contact: Compound Bosun, Dave Lindsay at compound@tudorsailing.org.uk

Compound Reorganisation

The weekend prior to cruiser recovery at the end of the season is reserved for compound reorganisation. Sailing dinghies are moved to their respective winter positions to maximise the available space in the compound. This often includes some gardening and general tidying.

The club owns a sturdy road trailer that members can use to transport any dinghies and tenders to/from the club compound. This is bookable on webcollect (under club boat session hire) in the club website with a daily hire fee. <https://webcollect.org.uk/tudorsc>

Members are reminded that the club trailer must not be put in the water at any time.

The Compound Bosun can be contacted for more information at compound@tudorsailing.org.uk

Help from members with compound reorganisation is appreciated and contributes to duty hours.

Cruiser Moorings

Cruisers must be monohulls with no outriggers or floats. We can accommodate cruisers up to 10m and a limited number up to 11m. We currently have moorings available, but our moorings are suited to bilge / lift keel configurations as the majority of these dry out. We can provide winter storage in our secure compound, subject to availability, providing you have used your mooring during the season. Our Mooring Bosun can confirm availability and suitability of a particular yacht on our moorings. Power-driven planing hulls are not permitted under any circumstances as they cause too much wake. You'll find more specific information about moorings later in this guide.

Contact: Mooring Bosun, John Dunn at moorings@tudorsailing.org.uk

Cruiser owners – safety points

- You are responsible for your own safety at all times and should caution others whose actions are not safe. (Basic Health and Safety Rules always apply)
- Fix a safety line from your outboard to your tender. (we lose at least one outboard a year)
- Tie on the crutches/rowlocks if rowing.
- Do not overload your tender. Make two trips.
- Do not stand in the tender when travelling on the water. Do not sit on the tender 'trim' if carrying passengers.
- The water around Kendall's Quay at the south end is always choppiest than elsewhere.
- You can warm up your outboard in the compound water tank before taking to the water.
- You should run your outboard through with clear water after returning to the club. (minimises corrosion etc.)
- Putting up masts is potentially dangerous. Get plenty of help, use a swivel frame to assist raising/lowering the mast.
- Ensure all equipment on your boat, tender, trailer etc. is in good safe condition.
- Always wear a life jacket/buoyancy aid when going to or from your moored boat. (one or two members have managed to sink their tender)
- A VHF radio is much better in emergencies than a mobile phone, but take both.
- Always wear your outboard's kill cord if it has one.
- Check for dredger activity before casting off – being constrained by draft, it has priority.
- If in doubt come along to the club and ask. There is no such thing as a silly question.

Cruiser Launch and Recovery

Cruiser members are expected to launch and recover on the organised weekend unless there is an exceptional reason not to do this. It can be helpful for some boats to be lifted early to ease the pressure over the weekend, but late boats add considerably to the amount of work required by members who drive the tractors and act as marshals. We need plenty of members to assist with the many tasks that need to be completed to ensure a swift yet safe operation. Members benefit from the presence of others and their skills and experience.

Cruiser owning members should regard these weekends as a club commitment and not a service provided by the club or fellow members. A safety briefing usually takes place in the clubhouse on the Wednesday before the nominated launch or recovery weekend.

All cruiser members are required to attend. Help from other members is also appreciated.

For cruiser owners, there is some more specific information about the launch and recovery weekends later in this guide.

Club Dinghies, Rowing Gigs & Kayaks

There is a small charge for the use of club dinghies, rowing gigs and kayaks. The purpose of charging for their use is to help fund the maintenance and upkeep of the equipment and contribute to replacing these items when they eventually wear out.

Currently the club has the following club dinghies, rowing gigs and kayaks available for member use:

2 x RS Feva	‘Bart’ and ‘Ben’
1 x RS Quba	‘Freddie’
3 x RS Tera	‘Ellen’, ‘Dee’ and ‘Helena’
1 x Topper Topaz	
1 x Laser Pico	
1 x Wanderer	
1 x Wayfarer	‘Wy Si Wig’
10 x Optimist	Sail numbers 1-10, unnamed
3 x Gig (rowing)	‘Rosie’, ‘Olive’ and ‘Lady Jane’
4 x Single seater sit on kayaks	
2 x Double seater sit on kayaks	

Club Boat Booking System

Please book on the website under Club Sections, Club Boats Summary or the Club Boats in the Quick Links. Contact Laurie Gould at clubboats@tudorsailing.org.uk if you have any questions about the club craft, problems booking or problems with the boats or related equipment.

Club Boat Booking Policy

The following policies are in place to manage the booking of club boats:

- Priority is for members use during any organised club event (racing or organised cruising)
- Users must be able to rig and de-rig the dinghies competently. For rowing gigs users must be able to safely launch independently. For club dinghies this will be covered in a demonstration session, please keep an eye on Tidal Diamonds for the next one or email clubboats@tudorsailing.org.uk to find out. For rowing gigs please contact the rowing captain if you are unsure of your ability to launch.
rowing@tudorsailing.org.uk
- Users must put the boats and equipment away in a clean and tidy state, and immediately report any problems to the Sailing Committee or a Flag Officer
- Club Sailing Dinghies are not to be used in wind conditions where gusts are in excess of **20 knots**. If the wind strength is strong, please refer to www.chimet.co.uk to assess the maximum observed gusts. Please consider that Chimet has an archive of wind conditions, and if damage occurs to the boat when is being used outside of the permitted wind range, the user may be liable for the full cost of repairs
- Please read the good practice guidelines for gig rowing before taking out a club gig. These can be found in the useful documents page on the club website or by contacting the rowing section captain
- The club will monitor usage and reserves the right to bar any individual member or groups of members from using the boats (for example if they are misusing the boats) / or limit their usage (for example, if it is felt they are preventing other people from using the boats)

The Sails/rudders/masts for the Optimists are stored in a large blue box next to the Optimist dinghies. Sails for the Wayfarers, RS Feva's, RS Quba and RS Tera's are stored in the sail store. Both boxes are locked with a combination lock. The code for the lock will be provided with confirmation of the boat booking.

Launch and Recovery for Cruiser Owners

- The dates for the Lifts are usually published in the club calendar. However, they sometimes need to change and are then published in Tidal Diamond, and in our WhatsApp and Facebook groups, and at the Clubhouse.
- If, due to bad weather, the lift is cancelled a fall-back date is agreed.
- In the interest of safety during these activities, members should take instruction from the organisers and are responsible for their own safety and that of other members. Normally the operation is controlled by a slip-master (call sign 'Tudor Slip').
- All boats to be out of the compound by the end of the organised club launch weekend. After this an overstay charge will be incurred weekly which is set by the executive committee. The only exception is for boats with serious problems which are declared 'sick' by the Bosuns. Please apply to the Bosuns to obtain this status; you will need to show a plan detailing what is wrong with your boat and a schedule for how you intend to fix it.

- It is very important for all boat owners to be prepared for the Lifts; it is relatively complex and requires full co-operation.
- Payment is normally for a lay-up and a launch and the Lifts are conducted over one week-end.
- Should you be the owner of a boat which is not to be launched, your boat must be able to be moved out of the way if required during the Lift weekend. This avoids holding up the operation needlessly.
- Your boat must be ready by the weekend of the launch this means everything completed by Friday night prior to the lift.
- Boats with non-working engines can be towed but a charge will be made.
- You should have visited your mooring prior to launch to inspect the tackle.
- If you are going to a different mooring number ensure the buoys the chain etc. and attach mooring pick up gear etc. are renumbered correctly.
- Arrange your own help for lay up and launch. Two people is the minimum. Normally other members will assist, as you in turn should do.
- If your boat rests on blocks, cradles etc. which you wish to keep then paint your boat's name on it and take it away after Launch. This also applies to ladders and associated timber etc. (Unless there is an agreement otherwise with the Bosuns).
- On the day of the lay up you must ensure your tender is in position under your boat or end up by your boat directly your boat is settled in the compound.
- Your ladder must always be chained up when not in use otherwise it will be impounded and centrally chained to deter thieves.
- Do not leave the bung in your tender. Pump up your tyres.
- Fence posts are useful for resting your keels upon. Try Covers or B&Q.
- If you completely cover your boat leave an identifying name on your cover.
- You should set aside two days for the lay up/launch. Normally the lifts start at 6.00 am on the respective Saturdays.

Members Secure Area

Whilst the club website is accessible to anyone on the internet, there are areas restricted to members only. The members secure area contains pages for the Executive, Sailing, Rowing, Bosuns, Maintenance and Social Committees, and includes archives of meeting minutes, in addition to a wealth of information regarding moorings, compounds and other technical documents.

Moorings Detailed Guidance

What we have available:

- The moorings are mainly swinging moorings with a few trot (fore-and-aft) moorings on the south side of each run of moorings.
- You will be allocated a mooring position (which you must number on your pickup buoy) by the Moorings Bosun. Negotiate (& pay for) this in advance. Do not turn up with a boat and ring up to ask 'where do I put it'.

- The moorings consist of concrete blocks set 25 metres apart. Under no circumstances must these blocks be moved. They are ideally suitable for boats up to 25 ft, but somehow we squeeze in larger boats by careful matching of boat type to suit how their neighbours swing.
- Most blocks are in mud but some are on harder, shingly ground. This is mainly in the north of the moorings and towards the centre of the channel which is scoured by a tidal flow from Hilsa known as Ports Creek.
- There are two rows in use. The inner row floats you for a bit longer, so are more favourable, but also harder to maintain – you can only do your chain maintenance at the lowest possible tides and these happen just a few days a year, so you must be organised.
- New members to the club are initially allocated less favourable moorings, but can apply to be on the Improved Mooring Waiting List.

Setting Up Your Mooring:

- The standards of chain length, gauge etc. for different boat sizes are displayed on a notice board in the club foyer (Club Mooring Specification) and on the website.
- Normally there is a thicker ground chain attached to the block eye which leads to a swivel (this prevents boats 'winding themselves down' with a circle swinging action) from the top of the swivel is a smaller gauge bridle chain which leads to your main buoy. Your main buoy may have a smaller 'pick up' buoy attached to enable easy pick up. The main buoy then has a purpose-made strop which is used to moor the boat to.
- Pick up buoys should be attached to mooring buoys, the line being no longer than one and a half times your freeboard measurement.
- When securing the strop or chain on board it is advisable to tie down the mooring strop to the cleat or the Samson post with line and to ensure that the strop/chain cannot jump out of the fairlead in rough weather and start sawing through your topsides.
- If you are leaving the club or are allocated another mooring and wish to transfer your chain, mark the position of the vacant block with a suitable float on a strong line. Whipping the marker line with some small stuff makes it less likely to go walkies.
- Before launch, go and check that your pick-up gear is still there (it might have been carried away over the winter) and that the chain, swivel, shackles etc. are in good order.
- Check every link and shackle. Yes that includes the nasty end that is buried in thick mud. Don't get out of your dinghy to do this check though – that mud is treacherous. Instead dry out over your block and haul the chain up so you can see it.
- Note that due to strength deriving from area, not diameter, a shackle or chain link that has rusted half its diameter away is NOT half-way through its life. It is down to a quarter or less of its original strength and needs replacing immediately.
- Note also that the ends of each link wears much more than the sides, so check by pushing the links together so you can see the ends better. Don't just glance at the sides of the chain from afar, and don't assume that because the bit you can see is alright, the rest is.
- Mooring strops suitable for your boat fixings and length can be made up by Jimmy Green Marine chandlers.
- Don't buy and use cheap shackles for mooring (They are known in the trade as 'one season' shackles). Use monel metal seizing wire to secure them. Much preferred over Nylon cable ties that will eventually disintegrate with the exposure to UV light from sunshine.

When Using the Moorings:

- Take care when going through the moorings, go slowly to avoid creating a needless wash especially if kayakers or cadets in dinghies are around.
- Trot moorings often have a line under water between the buoys which present a hazard to your propeller if sailed over – Avoid.
- When approaching your mooring to pick up, see which way the other boats are lying and approach your mooring so you are pointing in the same direction (if possible).
- Prepare well in advance of a pick-up, go as slow as you can whilst maintaining steerage. Plan a safe 'escape route' in case things go wrong and don't stop your engine until secured to your mooring.
- Do not occupy someone else's 'vacant' mooring without their permission. They may return at night and be unable to moor. Use the visitors mooring if you are really stuck for a strictly temporary (24 hours) mooring.
- Note the Visitor's Mooring is a trot mooring: Tie up fore-and-aft so you lie N/S and avoid swinging into the path of the dredger.

On the Water activities and social calendar

You'll find two calendars in the 'What's On' section of our website. The 'On the Water' activities for all the sections and the social calendar which is regularly updated as events are planned.

<https://www.tudorsailing.org.uk/TudorSailing/>

Most social events can be booked in advance via webcollect which is available via the members section of the website. <https://webcollect.org.uk/tudorsc>

O.O.D. and Sailing Safety

- The Officer or the Day (O.O.D) is responsible for the running of the race event of the day.
- The O.O.D. is not responsible for you or your decision to enter a race or your conduct on the water.
- It is the responsibility of the O.O.D. whether or not to run the race or terminate it at any time.
- It is the responsibility of the person/s entering any race to ensure that their craft is seaworthy and that they are competent and adequately equipped to ensure their personal safety in the prevailing and expected sea and weather conditions.
- Whilst no responsibility can be attached to the conduct of the crew, the purpose of the patrol boat is to safeguard life. If conditions allow, assistance with capsizes, damage etc will be undertaken. This is provided at the discretion of the crew and no responsibility or accountability for the results of such assistance can be accepted by the crew or the club.
- In certain conditions the patrol boat crew may issue advice that a Race is terminated or that a competitor should retire. This would normally be in the case of collective or individual safety considerations. It is then the responsibility of the competitor/s to make their way to safety.
- The patrol boat will normally know the number of craft they are escorting. Should you decide to retire make sure the patrol crew are informed either yourself or through another competitor, or by radio through Tudor control at the race box or on the committee boat.
- When a Race is over it is your responsibility to assist with the recovery of the patrol boat/s.
- Before you enter the water ensure you are familiar with the race.

- Always ensure you have adequate buoyancy aids and adequate course, sailing marks, race buoys etc. protective clothing especially against cold. Wet suits or dry suits must be worn during winter racing.
- **Always** sign on. Under no circumstance should you 'tag' along on a race without advising the O.O.D. The patrol crew must know the total number of crafts they are escorting as such practice is confusing and potentially dangerous.

Patrol Rib / Workboat

- The club has a number of major water craft and Patrol Boats (used for race patrol and escort) and one workboat.
- These craft can only be crewed by trained members.
- Training Courses are run for members interested in crewing.
- The workboats used for various tasks (mooring work, assistance at lay-up/launch etc).
- When on the water two crew are required in each craft. The driver must always be attached to the engine 'killcord'.
- Hand held marine Radios should be taken out when the club boats are working and operate on channel 37 or M1.
- The boats must be washed down on the slipway outside the compound when recovered from the sea.
- Except in an emergency the 10 knot harbour speed limit should be observed.
- Crews are responsible for ensuring the correct equipment is carried and that any deficiency is logged and notified to the Sailing Committee.

Security

- You are responsible for the security of all your possessions whilst you/they are on club premises.
- When unlocking the clubhouse, make sure that the red 'Alarm' LED has gone out before entering the inner doors. This happens about 1 s after you unlock the door. Failure to wait for the LED will mean the alarm will go off, and you do not want that – it is very loud.
- Try to avoid setting off the alarm accidentally. The club incurs a fee each time the alarm is triggered. Have the alarm code to hand before entering the bar area.
- Lock up the various compound gates when you go through, particularly if you think you are the last one there.
- Always carry a compound key with you to avoid being locked in.
- Always secure the padlock when leaving the gate open. Our padlocks are very expensive and can be thrown away by vandals or potential thieves negating our security.
- Items and equipment do go missing from our compound so be aware of unusual visitors and activity. Challenge them if you think fit and note down suspicious vehicle numbers.
- It is sensible to remove all items which can be removed from your boat, particularly when over wintering in the compound.
- Whilst on a mooring, lock away any items which could be stolen.

- Always lock up your ladder to make access to your/any boat more difficult. Loose ladders may be confiscated. Any items lost and found on club premises will be held for retrieval behind the Bar.

IMPORTANT The Security System depends upon locking the double glass doors to the Clubroom at the inner end of the Foyer. These MUST be locked before leaving the clubhouse. However, it is VITAL to ensure that the doors onto the veranda/lawn are properly shut, that all windows are closed and that no person is left in the clubroom, before locking up. FAILURE to carry out this procedure will result in the alarm sounding and expensive false alarm costs being incurred. The alarm IS VERY LOUD.

Slipway

- The slip is our safe route to and from the sea and should not be blocked.
- Tender trolleys should not be left on the slip.
- They should be parked in the small compound or returned to their designated spot in the main compound when not in use.
- Although regularly cleaned the slip can become weed covered and slippery. Caution should always be taken. Do not run on the slip.
- Mud can accumulate some inches deep in the area below the scrubbing posts.
- At the sea end of the slip the concrete ends and the slip area drops away steeply at very low water (1.0 metre) and makes retrieval of tenders on to trailers difficult or impossible if single handed.
- Launching or retrieving using a road vehicle is generally not allowed. Talk to the Bosun's Committee.
- Boats may be grounded on the slip for minor repairs, scrub off etc. with prior permission of the Bosun (Stub keelers use the scrubbing posts).
- When washing down your tender/boat at the top of the slip leave the area clean.
- Be aware that in some areas of the slip (north side) the edge is slightly sloped and care should be taken when stepping ashore.
- There is a mooring chain on both sides of the slip. Dependent on weather/wave/tide action you may find it easier to land on the north or south side or directly on to the slip.
- When leaving the slip for the moorings be aware that mooring lines do run out from craft at Kendalls Quay to mooring buoys which could be a hazard.
- When using the scrubbing post area for scrubbing off, beaching etc. the owner must remain at the club whilst there is water around the boat. (Discuss with the Bosun)

Slipway Bookings

The slipway can be booked for any significant activity, such as drying out for a scrub off, or the launch/recovery of a vessel other than one normally stored in the club compound. Booking is made in the Bosun's section in the Members area of the website. There are no charges for this however members are reminded to cause the least disruption to fellow members and to avoid clashes with scheduled club events.

Further information can be found on the Bosuns Committee page within the Members Secure Area.

- When washing down your tender/boat at the top of the slip leave the area clean.
- Be aware that in some areas of the slip (north side) the edge is slightly sloped and care should be taken when stepping ashore.
- There is a mooring chain on both sides of the slip. Dependent on weather/wave/tide action you may find it easier to land on the north or south side or directly on to the slip.
- When leaving the slip for the moorings be aware that mooring lines do run out from craft at Kendalls Quay to mooring buoys which could be a hazard.
- When using the scrubbing post area for scrubbing off, beaching etc, the owner must remain at the club whilst there is water around the boat. (Discuss with the Bosun)

Social Media

If you use social media, please follow and like both our Facebook and Instagram pages.

<https://www.facebook.com/Tudorsailing/>

Updates and news on water activities and social events will be posted on these pages in addition to being advertised in our weekly newsletter Tidal Diamond. Our members often post some amazing pictures here too.

We also have a closed Facebooked called Tudor SC Members Lounge where you will get regular updates about what's on at the club. This is also a great place to ask questions and share information with other club members about all things water related.

<https://www.facebook.com/groups/1380997942212963>

Tractors and Trailers

- The tractor may only be driven by those persons named on the list in the club house foyer.
- If you wish to have tractor assistance to launch/recover or move your boat, contact the Bosun.
- The movement of boats in the compound is normally carried out by the Bosuns. If you wish to move your trailed boat yourself inform the Bosun and the Compound Bosun.
- If your boat is on a trailer or your trailer is allowed to be stored in the compound the trailer must always be capable of easy movement (tyres, brakes etc.)
- Individual launches (other than the annually organised launch/recovery weekends) must be pre-arranged with the Bosun and recorded on the list displayed in the Clubhouse.
- In an emergency (danger of sinking etc.) the Bosuns can normally give quick assistance in recovery.
- If your boat is moved with the assistance of Bosuns with the tractor and club trolley this is carried out entirely at your risk. It is entirely your responsibility to ensure that your boat is adequately crewed and all equipment is ready, safe, and on site.
- The Bosuns will not move, deal with any movement which is deemed unprepared or unsafe. This is entirely at their discretion.
- Discuss the individual needs for launch/recovery with the Bosun or Bosuns team.

Training Courses at The Andrew Simpson Centre Portsmouth

We are pleased to say that we have negotiated a discount with ASWC, and all Tudor members will now receive a 20% discount on any adult or youth RYA courses (sailing, windsurfing, foiling, power boating). If you can get 6 Tudor members together to fill a course, the discount increases to 25%. To receive the discount, please use the code TUDORMEMBER25, when booking on-line or by phone.

Water Access & Navigation

- The Tidal range for Langstone is between 5.2 metres and 0.3 metres. This is for Spring tides when the water flow is fastest and greatest. Every 2 weeks the tides gradually change to Neap tides when the rise and fall (the range) is much less, then back to Springs again. A good Tide Table will give you both high and low water heights.
- The flow across the slip can achieve 3 knots.
- On spring tides (every two weeks) the fall of tide can be very rapid and expose mud banks etc. very quickly.
- The area known as Russells Lake (opposite the Harvester pub on the Eastern Road) does not dry out and is useful for access to Sword Sands which does dry out and can be used for scrubbing off or fun visits.
- There is an 'emptying' tidal flow from Ports Creek down through the moorings from the north.
- The tidal flow in and out the Harbour is very fast. You can lessen the drag (as always) by keeping close to the shore. But look at your chart and note the various wrecks and obstructions shown on it – there is a lot of junk metal and concrete near Eastney Point.
- Watch out for submerged buoys during full tidal flood through the Harbour entrance.
- Just outside the Harbour entrance can become very rough when the wind opposes the flow of the tide (wind over tide). A South wind into the strong outgoing mid-ebb tide can kick up steep standing waves even on a pleasant sunny day.
- Think of adjusting your timing to pass through there during the flood or near HW or LW – a few hours wait and the sea can return to flat calm.

Weather

- We are well protected from the west and can use the slip even with south westerly blows.
- Strong blows from the south/southeast/east make use of the slip more difficult particularly when the tide is full.
- At most low waters it is not difficult to get to the moorings whatever the weather (assuming your boat is afloat, of course).
- **Always** check, ask or know the upcoming weather & tides whenever you go out.
- Get to know the compass bearing for return to harbour and transit through the 'dog leg' course north to the club area (then stay close to the dredger wharf to avoid the Eastern mud bank).

WhatsApp Groups

The club sections operate WhatsApp groups which all members are welcome to join. These groups are used to plan on the water activities and share useful information about the club section. Please contact the Dinghy, Cruiser, Rowing, Kayak, or Cadet Captain via email for any of the groups you'd like to be part of.

Women on the Water (WoW)

This is an informal social group for members to enjoy on-water and associated activities together. The group encourages supporting each other to participate, and to develop their skills and confidence in a friendly environment. WoW meets each Thursday evening from April to September. Sessions are run on a week-by-week basis so feel free to join as often as you can. Typical activities include kayaking, SUP, dinghy sailing, and rowing with activities chosen based on the conditions and discussion with the group. For more information and to join the WhatsApp group please contact WoW Lead Hannah Barnes at dinghies@tudorsailing.org.uk

Finally - A few extra's

- When washing down your boat/tender/chain etc. make sure it is on the slip and not in the compound. Remove any bricks, blocks etc. you may have used to chock your trailer from the slip after use.
- Any water use in the club is metered. Use economically.
- In the summer tenders are allocated a parking space. Please do not put it elsewhere.
- Cars are not allowed in the racing dinghy area of the compound.
- After launch clear up your area of screws, paint, bits of timber, rags etc. and take them home. Screws cause punctures.
- If you wish to change your boat for another one discuss the suitability of the new boat to the club/mooring with the Bosun before you purchase.
- If you want to change your mooring, write to the Bosun with your request. A list is compiled annually and dealt with in strict order when all membership renewals are known, usually March. The table of requests is on the foyer notice board.
- All boats using the Harbour must display a current Harbour Board plaque on their port quarter.
- All tenders must have current Club Sticker attached to the transom and the name of the boat as 'tender to' or 'TT'. Tenders must also have a drain hole fitted and be chocked so water can escape through it.
- The Minutes of all club meetings are displayed on the main notice board in the foyer.
- It is useful to go through the moorings at low water to familiarise yourself with the pattern of exposed mud etc. (But not too close!)
- There are many skills which various members practice to do with sailing, engines, sails GRP etc. Ask around or put a request on the notice board, or in the WhatsApp groups if you need advice or can offer a skill.
- Langstone Harbour and approaches may be familiar to you. Don't become complacent. Check the weather, then know the tides and what to expect.

Have Fun, and Plan Positively to avoid risk.