

APPENDIX 8 – GUIDELINES FOR EFFICIENT USE OF THE POND

EXTRACT FROM THE HARDSTAND, MOORING AND POND USAGE HANDBOOK

Members are requested to keep the southern end of the Inner Pontoon free on both sides. This is to allow for the safe operation of the Squadron tenders and the berthing and storage of Committee vessels.

- The area to be left clear will be marked by a solid yellow line on the edge of the pontoon.
- Staff have been authorised to move Members' Yachts that moor in these locations at the owners' risk and expense.

Members are requested to keep the hardstand end of the breakwater clear for the launching and retrieval of hardstand yachts.

- This will be denoted by a solid yellow line on the edge of the breakwater.

On Race Days Members are requested to keep clear the inside of the breakwater clear from the hardstand to the third pedestal. This is to allow for the rigging and unrigging of the large number of hardstand yachts.

- This will be denoted by a broken yellow line.

Members who intend to work on their yachts are requested to tie up on the inner pontoon. This will allow other Members to tie up to the outer pontoon where there will be no hazards to access caused by power cords, equipment, etc.

Members who wish to tie up to the pontoon and leave their yacht overnight must seek express permission to do so from the Dock Master. The Squadron's waterfront license carries restrictions on the ability of yachts to be moored overnight.

Members are requested to keep the gap between yachts in the pond as small as possible.

Members are not to hose down boats with fresh water while water restrictions are in force.

Members are requested to return cradles to their storage positions and reposition the jib cranes over the hardstand after launching their yachts.

The Committee has authorised staff to enforce these guidelines and move yachts when required.

Members are reminded that the refuelling facility closes at 1600hours.