

## INITIAL INFORMATION TO MEMBERS

Recognising Members' interest in the availability of finger berths on the new pontoon, the Committee have agreed the following circular to be made available via the Cruising and Fishing Interest Lists, through the website and by display in the Club House. Please be aware that this information is based on best knowledge at the present time and specific details may be subject to revision following installation.

### **When will the pontoon be available?**

It is hoped construction will commence very soon after the permitted start date of 1 April 2014. Construction must be completed within 3 months of the start date. It could be in use in June or July. However, the actual start date is in the hands of Walcon, the construction company.

### **For what craft will the fingers be suitable?**

Single-hulled, shallow draft craft able to take the ground on an occasional big spring LW, weighing no more than 750kg. A finger is 4.5m long and 0.61m wide. Max LOA is expected to be 5 – 5.5 metres (16-18 feet). Small motor boats or fishing craft, sailing dinghies, hard or inflatable dinghies RIBS and RHIBS could all be suitable.

### **Who will be able to apply?**

Any SFCC full, family, cadet, honorary or life member.

### **Can a craft be left on a pontoon finger all year?**

No. A planning permission condition requires that we strictly limit use between 1 October and 31 March for emergencies only. The permitted season is 1 April – 30 September.

### **What will a berth cost?**

It is anticipated that berths will cost between £200 and £400pa depending on water depth and boat size. In the first year the charge will be pro-rata and anyone transferring from dinghy rack to pontoon berth will be entitled to a pro-rata refund on the 2014 dinghy rack charge.

### **What depth of water will there be?**

The closest inshore fingers are below the MLWS charted line. While, briefly at low water on a spring tide, fingers at this end may only have a few inches, fingers at the outer end should have a metre or more. Vessels drawing 1.5m should be able to access the hammerhead at any state of any tide. However, please remember other factors such as the direction and strength of the wind and atmospheric pressure can influence predicted tide heights so berthed vessels must be suitable to take the ground briefly.

## **What security will be provided?**

As with a swinging mooring, security is primarily the responsibility of the lessee. That said the pontoon will be covered by the closed circuit TV camera and land access will only be available via Ashes Quay. Making any shore-side facility secure is an almost impossible task and, as you will be aware, Ashes Quay can be accessed from the foreshore at low tide and a pontoon, by definition, from the water. It can only be stressed that, as with a mooring, lessees should lock and secure vessels and equipment and not leave valuable items on view.

## **If demand exceeds supply how will applicants be selected?**

Once the system is running it is expected that finger berths will be allocated in the same manner as the racks – basically “first come first served and a waiting list.” However, if demand for 2014 outstrips supply a form of initial selection designed to be most equitable to most members will be adopted.

## **There are examples of neglect on the dinghy racks – part deflated RIBS and rain-awash dinghies. How will this be dealt with on the fingers?**

Lessees are responsible for their vessel and its mooring equipment. Each lessee will have to sign a lease agreement. Specific clauses will require lessees to ensure vessels are pumped out following heavy rain and kept inflated. They will also empower SFCC to engage someone to carry out these operations on a commercial basis if necessary with the cost being passed directly to the defaulting lessee.

## **How can I get further questions answered?**

Especially for technical advice contact one of the waterside team by phone or email (contact details in the Blue Book). The waterside team comprises the Rear Commodore, the Fishing and Cruising Secretaries, the Boatswain and the Boatswain’s Mate. To raise any other matter to do with the pontoon finger berths contact any Committee Member. It may also be appropriate to raise an issue for discussion on the Blog.

Some correspondence has been received already expressing interest in leasing a finger berth. If you wish to indicate your interest you can do so by emailing the Rear Commodore at [brandybottle.paddy@hotmail.co.uk](mailto:brandybottle.paddy@hotmail.co.uk). Doing so will not imply any commitment by you; neither will it confer any advantage when applications are invited – it is **NOT** a reservation list. However, it may be indicative of demand and assist the Committee in planning how berths may be most fairly allocated.

Peter Harris, Commodore

Dated: 5<sup>th</sup> December 2013