

Luton and District Model Boat Club

Wardown Park Lake Sailing Protocol (2022)

Whilst as a Club we are pretty lenient with Sailing Protocol we do have a set of guidelines which should be adhered to when sailing at Wardown Park Lake. These guidelines are provided not only to ensure fair and enjoyable access to the lake for sailing of all disciplines, but also to ensure that damage and accidents to both boats and individuals are kept to a minimum. We also ask Members to be respectful at all times of wildfowl and in particular avoid disturbing any nesting birds.

Sailing Areas

The Lake is divided into three main Sailing Areas with three main sailing Access Points. The Areas are described as viewed from the Main Sailing Compound where the tables and refreshments are normally situated. These three Areas are as follows: -

- A. The Diving Area (also known historically as 'The Gondia'). This area is designated as being to the left of the Sluice Wall and includes all of the lake left of the wall up to the Diving Area Access Point. Access for boats to this section of the lake is either from the Main Sailing Area if the water level is high enough, or alternatively via the Diving Area Access Point.
- B. The Main Sailing Area (Main Compound). This area is designated as being to the right of the Sluice Wall stretching to the first large tree to the right of the Main Compound. This is the main launch and retrieval area for all boats.
- C. The Boathouse Area. This area is designated as any part of the lake beyond the first large tree to the right of the Main Compound. This section stretches up to and beyond the Boathouse Landing which is adjacent to the Suspension Bridge. Access to this section of the lake is either from the Main Sailing Area, or alternatively via the Boathouse Landing Access Point.

Sailing Disciplines

There are two main sailing disciplines in use at Wardown Park Lake. 'Scale', which includes electric, sail and steam powered models, (internal combustion powered models are not permitted by Luton Borough Council), and 'Fast Electric' powered models. Each discipline has its own allocation of Sailing Area and guidelines.

Sailing Area Allocation

Please note that these Sailing Areas allocations may be changed occasionally to suit the situational requirements for a particular event or condition.

Scale

Scale Boats may sail in any area but only have priority in the Main Sailing Area. When sailing in any Sailing Area all powered boats must give way to Sail powered boats.

Fast Electric

Fast Electric boats should normally sail in the Diving Area or Boathouse Area however if there are no Scale Boats sailing in the Main Sailing Area then that area may also be used for fast electric sailing. When sailing through the Main Sailing Area after launching and before retrieval Fast Electric boats must travel at a sensible speed when in the presence of Scale boats. At all times Fast Electric boats must give way to Sail powered boats.

Special Procedures for Steam Powered models.

When appropriate, all Steam Powered models **MUST** have valid boiler certificates.

When raising steam, Steam Boats must be on their own table away from other boats. All steam boat owners must carry out all the relevant safety tests required before launching. These tests include the following (in no particular order).

1. Gas tank filling.
2. Engine oiling system.
3. Safety valve inspection
4. Condenser/Oil Separator emptying and safe disposal of fluids.
5. Boiler filling access point.
6. Water level inspection.
7. Correct burner operation
8. Safety valve operation.
9. Steam pressure gauge operation.

Sailing Guidelines

It is important when sailing to ensure the safety of all members and boats. The following guidelines are intended to help achieve this aim.

In the Compound

When in the Compound, please ensure that you do not stand in areas used for the transport of boats to and from the water. Please do not stand on the steps or landing stage.

When moving around the seated area please be aware of members and their boats.

On the Water

Situational Awareness is Everything.

Please remember that there are all types of boats. There is a logical priority that for example, Power should give way to Sail. The following is an example of the sailing priority we would normally hope to apply at Wardown Park Lake. Highest priority first.

- 1 Sail
- 2 Submarine
- 3 Scale
- 4 Fast Electric

Please note that this is a general rule and that there are numerous exceptions. For example: - Big boats give way to smaller boats, RC gives way to ALL non-RC, RC gives way to Straight Runners, etc.

On the water, remember that ALL boats create a Wake. Speed does not create the Wake; the shape of the Hull creates the Wake. Speed determines the Size of the Wake.

Additionally, remember, the heavier the boat, the longer they take to stop. Otherwise known as Inertia.

Curtesy

Curtesy costs nothing. An apology is everything! If for some reason an accident, collision or near-miss occurs; please apologise.

Rescuing a Stranded Boat

We have four methods of recovering a Stranded Boat.

- 1 Using the Club Safety Boat (Lifejackets MUST be worn).
- 2 Using the extendable Rescue Pole.
- 3 Using another boat to push the Stranded Boat ashore.
- 4 Using Waders to enter the Lake and manually recover the boat.

The following rules and guidelines apply to the above: -

Any Committee Member may use the Club Safety Boat.

Any Club Member may use the Rescue Pole.

Any Club Member may use their boat to push in a Stranded Boat if they wish.

At the present time only the Chairman (Tony Martin) or the Secretary (Pete Carman) are allowed to enter the lake using the Waders.