**SYC Club Mooring Rules.**

**Revised. 3rd April 2017.**

In order to promote safety and security of both club members and their equipment, the following policies are in effect.

**Launching and Recovery.**

1. When boats are being launched and recovered by crane, members must observe conventional safety practices, including:

 Caution must be taken when in the vicinity of the over head loads, boom and attachments.(Do Not Stand or Work Under Suspended Loads)

 Owners must be present during the lifting in or out of their boat or have a designate assigned and present to act on their behalf.

 Signal person must be agreed and the crane operator be made aware that he takes signals from that person only. (The person assigned to this role should have an understanding of the signal rules)

 Annual memberships must be paid in advance of the launch date or lift in date the member in charge of lift in must be advised of the status of the members wishing to use the cane. Harbour Master must be aware of status prior to assigning mooring spots for those bring boats in or launching themselves.

 Owners or designates must sign crane operators form prior to lifting, where the Releasors agree to indemnify and hold harmless the contractor from any and all claims made against the contractor by customers or members of the Releasors or the other party as a result of any of the activities for which the contractor has been retained. For greater certainty and without limiting the generality of the foregoing, the Releasors agree to indemnify, reimburse immediately upon demand the contractor, his/its employees and workers for any costs incurred in defending such claims and any liability imposed upon the contractor, his/its employees and workers including any and all damages, interest, defence costs, fees and disbursements incurred as a result of such, or any claims, or in defending the contractor, his/its employees and workers against such claims advanced.

 Owners or designates are responsible for any damage that may occur to or by their boat’s or equipment during these operations. SYC and the Volunteer’s overseeing the operation will not be held responsible for any damage caused. This is a fleet organised function and not a club event. The members agreeing to use this service absolve those volunteers free from any liability.

 Ensure that one of the persons on the boat is (either the owner or a designate) when the slings are being placed to lift the boat in or out, advise person in charge prior to lift in or out.

 Trailers must have safety chains attached to the towing vehicles when moving; also a lookout should be present when backing up. Parking lot will be restricted to those moving boats or trainers.

1. The launching and recover of keel boats or wet moored boats must be done at the public launch. The South East and South West ramps are for dinghy launching only until further notice. (Ramps are in need of major repair and may not support larger boats or their vehicles.)
2. The South East ramp should not be used by trailers requiring vehicles to assist with launching, due to the steepness and the fact the outer end is not fully supported.
3. The Club requires that once the keel boats are launched the masts must be stepped by the weekend of the Vale Regatta. Masts left down after this date maybe removed from the boat for safety reasons. (Masts left lying on the boats have potential to cause injury to people going by).

**Wet and Dry Moorings.**

1. Boats must be moored only in their designated spots. The Harbourmaster, at his discretion, may move any boat which appears to have been left at an alternative location.
2. Wet moored boats must be secured at four points with proper non floating mooring lines and be of adequate diameter and in good condition. Polypropylene line is not acceptable for mooring purposes. (Floating lines create a hazard and can foul other boats coming or going from their moorings).
3. Dry moored boats must be secured properly using ground anchors where provided. (Members will have to install new anchors if none exist in the location assigned, do this in conjunction with the harbourmaster).
4. Whenever they are on the club docks, children must be accompanied by an adult and be wearing a PFD.
5. All boats moored or brought to the property of the SUDBURY YACHT CLUB must be insured, and members must have paid their club fees in advance.
6. All boats must carry adequate safety equipment to conform to the Canadian Coast Guard requirements.

**Winter Storage.**

1. Boat owners must pay the winter storage fees in full before they can store their boats on the club property for the winter.
2. Boat owners who are no longer paid up members of the Sudbury Yacht Club can make arrangements for limited time storage of their boats at the club. The fees for this privilege must be paid on time or the owners will be requested by registered mail to remove their boats. If the Club has received no response from the owners after attempts to contact them have failed, the club may take action to sell the boats in question to recover their costs.
3. Boats being left at the club for winter must have their masts down. (This is a safety issue and will prevent any damage to other boats in the event a mast was to fall down) Also it allows the boat owner the opportunity to check the standing rigging each year and make repairs if required for next season over the winter.
4. Mooring fees will also apply to boats left at the club during the summer season and not used.
5. The fees for boats left at the Club for lapsed or non members will be double the mooring and storage fees shown on the current membership form x the number of years the boat has been left at the club.

**Mooring Spot Allocation**

1. The Harbourmaster will use his discretion to allocate mooring spots based on, among other things, boat size, water depth, accommodation of special needs of the owner, and the experience level of the owner.

 Depending upon circumstances the Harbourmaster may need to change the mooring spot for a particular member’s boat part way through the season. Every effort will be made to explain to the member the reasons for the change.

1. Allocation of a mooring spot to a member does not confer ownership of the spot. This means when a member sells the boat, the purchaser cannot assume that he/she can moor the boat in the same spot.
2. Boats between 24ft and 26 ft long will be moored on the Science North side of the main jet-float mooring dock.
3. To avoid excessive loads placed on the dock anchors due to windage, boats accepted into the club must meet the following criteria:
	* Not more than 26 feet overall length.
	* Not more than 4,800 lbs displacement.
	* Boat end profile (beam x cabin height above waterline) not to exceeding 40 square feet.
	* Boat side profile (overall length x cabin height above waterline) not to exceeding 120 square feet.
4. Members who pay their dues by the date specified on the membership renewal form each year will be allocated the same spot that they occupied the previous year. If the payment is late, there is no guarantee that the member will be allocated the same spot.
5. Once all the mooring spots are in use, a waiting list for moorings will be established. When a spot becomes vacant it will be assigned on a first come first served basis in the following order:
	* To full club members who have paid their initiation fee.
	* To members returning in good standing and have paid their membership and would have paid the initiation fee previously.
	* To first year members/new applications who have paid their membership.
	* **Other.**

 Existing members wishing to graduate to larger boats must make their wishes know to the Harbourmaster. He will place them on a waiting list for a mooring spot in the class preferred.

Members wishing to use the crane for lift in must verify with the person in charge of the lift in that they have paid their current years membership, members will not be lifted until membership fees are paid.

Members that require the crane to lift or lower their mast must ensure slings and lines are attached to the key locations to ensure proper control. Tag line must be attached to the fore stay or furling system to ensure stay or furling system won’t get away from person assigned to this position. Mast foot/step must have a person assigned to guide into location and this is the only job that person has to take care of, an extra person to connect foot, back stay. Fore stay/furling system will be connected by the person controlling the tag line, side stays will be attached when these steps are completed and prior to releasing the crane from the lifting slings. Crane operator requires extra fee for this lift.

Boats requiring to be moved by the crane from one location to another should be aware that extra charge will apply and arrangements for trailer and towing should be arranged in advance.

Those members should at least acknowledge the members who use their vehicles to tow trailers and boats around and work to setup prior to lifts and after lifts to stow ever thing away assistance and patience is always appreciated.

Fleet Captains.