



MOORING INFORMATION FOR BOAT OWNERS AT RGYC

Boat owners with vessels stored in the RGYC Marina are encouraged to review the way their vessel is moored in its pen.

Insurance

All vessel owners must have appropriate insurance on their vessel to be allowed to keep it in the RGYC marina. All owners must provide a copy of their current insurance policy when pen / mooring leases are purchased or renewed. There are no exceptions to this requirement.

It is recommended that owners read their insurance policy to ensure that the cover that is offered includes damage to vessels in marinas.

Shore Power

Boat owners are reminded that all electrical leads used in the Yard or Marina must be tested and tagged by an authorised person.

If you would like to continue to use shore power and have not yet had your lead tested please contact Paul Walters on 0418 524 867 and we will arrange for club electrician Terry Stevenson to test it out on the Marina.

We would like to thank Andrew Harvey for making himself available and testing more than 50 members leads over the past month. **All untagged leads will be unplugged on Friday 16th December.**

It has also come to our attention that some boat owners are unplugging other boats from shore power.

If you are ever in the situation where you require power and there is not a power outlet to plug into, please contact Marina staff on 0418 524 867 and we will endeavour to find a solution.

Please think of others before just pulling their plug.

Facts to consider when mooring in the Marina:

There have been periods of extremely high winds which have caused some vessels to move around in their pen and, in some cases, sustain damage or cause damage to other boats.

There is increased risk of damage to vessels in parts of the marina when there is a very strong north westerly wind. Waves generated by these winds rebound off the sea wall located on Stony Pier and on the north face of Fisherman's Basin and travel into the marina causing boats to move violently. The west wall has no moderating effect in these conditions and that has been the case since it was built.

The vessel

1. Is the vessel the right size for the pen?
2. Is the vessel facing in the best direction for the pen's location? Bow to the north is recommended for most situations.
3. Are the cleats and the mountings on the vessel strong enough for the loads encountered during a storm? Would a mooring compensator be useful for your vessel? (See photo).



Mooring compensator absorbs shock loads caused by wave action

4. Is there an anchor on the bow? Does it provide a hazard to the vessel as it surges forward in a storm?
5. Are there items on the vessel that can cause damage to the mooring lines as the boat moves about? Are there sharp edges on the hull or deck?



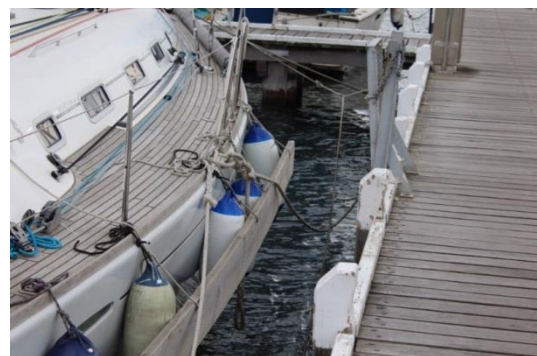
Mooring lines protected against abrasion. Line inside cover must be checked regularly. Lines are crossed to give better control. Anchor on bow may strike the dock if vessel is moored that direction

6. Does the vessel have an increased risk in the pen at a very high or low tide?

7. Should the vessel have protective fenders in place when it is in the pen?



Fenders between vessels.



Additional fenders and strong timber board protect vessel in dock side pen. Spring lines fitted.

The moorings

1. If you are bringing a new vessel to the marina have you discussed the mooring requirements with Marina staff?
2. Is the existing mooring line configuration appropriate for your vessel?
3. Have the mooring lines become stretched, frayed or brittle with age and use?



Mooring line showing wear caused by friction (heat) and compression.

4. Are the mooring lines of the correct length and rope size for the vessel?
5. Do the lines have knots tied in them to make them shorter? Tying a knot in a line weakens the line by up to 70% (depending on the knot).



Knots in lines reduce strength.

6. Are the mooring lines attached to secure cleats on the vessel?

7. Are there “spring lines”? That is, lines from the mooring pile or dock to mid-ship cleats? Are these lines the correct length? If they are too long the boat may surge too far on the other lines and strike piles, the dock or other boats. If they are too short, they may transmit high shock loads to the cleats as the steel springs on the other lines do not do their work.



Spring lines to mid-ship cleats.



Line length is critical.

8. Are the steel springs, rings and bolts in good condition? Report heavily worn equipment to marina staff.

9. Does the dock mounted boarding ladder / bridge present a risk to the boat during a storm?



Boat has struck the boarding platform

Owner Actions

Owners should always place the safety of people first. Boats can be very dangerous in storm conditions, even in the marina.

Vessel owners should make regular inspections of their mooring devices to reduce the risk of breakage. If the lines or springs are damaged that should be reported to RGYC Marina staff so that appropriate maintenance can be arranged.

Owners should not act without advice from the RGYC Marina staff unless there is danger of an imminent failure of a mooring line.

Owners are responsible for ensuring that their mooring lines are in good condition. Appropriate, good quality replacement lines can be purchased from the Marina Office.