

Mooring and Yard Guidelines

General Instructions.

- Please follow instructions and method statements when referred to in the guidelines.
- All craft must be insured in accordance with the Club rules and policies as detailed in the FCYC handbook and WEB site. A copy of insurance must be produced at Lift In and Lift Out.

Moorings

- The club has swinging moorings leased through the EML Ltd in the East Harbour.
- The club provides sinkers, ground and riser chain along with junks, mooring and pick up buoys. The moorings are maintained by the membership under the guidance of the Club Harbour Committee using the club workboat. Swivels are not provided but can be deployed if of a suitable size required for the mooring and craft.
- In general FCYC moorings are positioned and attached to sinkers that limit the length and weight of boats that can be safely moored. Member's boats taking a mooring in Granton should not exceed 32ft long or 5 tonnes in weight.
- Boats requiring heavier sinkers and ground chain other than the club's standard must make their own arrangements for procuring and laying the sinker and chain in the agreed position. The cost of maintenance out with the capability of the club workboat will be borne by and will be the responsibility of the member requiring the heavier mooring.
- Moorings are allocated annually by the Harbour Committee with applications made through the Harbour Secretary. Allocated moorings are not transferable without permission of the Harbour Secretary.
- Members are responsible at all times for the inspection, maintenance and security of their own moorings.
- Members should seek the advice of the Harbour Committee on mooring matters and only carry out work on their mooring with an experienced member.

Work Boat.

- Safe working practices and use of safety helmets, shoes and gloves is recommended all times.
- Life Jackets should be worn whilst aboard the work boat, (winter work involves people wearing heavy clothing and boots in freezing weather!)

Club Launches (Dumbos and Work Boat)

- Guidance on the use of the club boats must be sought before starting and piloting them.
- Only members of the club in good standing are insured to pilot club boats.

Yard

- The Harbour Committee is responsible for the positions of boats and yard equipment.
- Cradles and trailers must be fit for purpose and maintained for safe working load expected.
- Trailers must be able to be moved on their own wheels and tyres. Larger trailers should have working brakes and jockey wheels
- Planks, battens and wood used for bilge keel boats must be stored at the fence or perimeters of the yards when not deployed.
- Planks and wood deployed with cradles must be stored within the cradle when not in use.
- Ladders, toolboxes, paint tins, dinghies etc. must be stored within the footprint of the boat.
- Temporary storage of boats and trailers in the yard is only allowed with prior permission from the Harbour Team.

- Members are responsible for safe working practices which ensure not only their own safety but the safety of other club members.
- Yard Power and power cables should not be left connected or powered up overnight without prior arrangement with the Harbour Secretary.
- Accidents should be recorded using the Accident Report Book held beside the First Aid kits in the Bell Block kitchen. Reports need to be posted in the yard letter box for the attention of the Club's Data Protection representative.

Bell Block and Changing Rooms.

- Personal equipment must not be stored in the Bell Block or Changing rooms.
- Waterproofs, overalls and work cloths etc must not be left in the changing rooms.
- Varnishing and painting of items and using changing rooms as a work shop is prohibited.
- Cleaning of paint brushes and rollers and disposal of thinners is prohibited in the yard and Bell Block to prevent damage to the Septic Tank.

Work Shop and Container

- The workshop container is for use as a workshop and for storing club equipment. It should not be used to store personal equipment or tools.
- Items stored or left without permission may be removed by the Harbour team.
- The "House" container is out of bounds except for key holders.

Engine Shed.

- Engines and equipment must only be stored with permission of the Harbour Secretary.

Pressure Washing.

- As a courtesy to other members, pressure washing is only permitted after all boats and masts are in position at lift out. Members are responsible for clearing up the waste after cleaning their boat hull.
- Consideration must be paid to other boat owners when pressure washing of boat hulls prior to lift in and should not be carried out where overspray carries to adjacent boats.
- Pressure washing boats and equipment must not be undertaken during the month prior to Lift In.

Crane Services.

- **Lift in and Lift Out** is regulated by the FCYC Risk Assessment documents.
- A suitable crane will be booked for lifting operations by the Harbour committee.
- The Harbour Committee will have responsibility for assessing weather conditions for safe lifting on the day.

Mast Stepping and Unstepping.

- Members must advise the Harbour Committee in advance if masts are to be stepped or unstepped using the main crane. This service is limited to those masts deemed too large to be safely moved using the FCYC gantry. Masts must be pre prepared for quick but safe lifting by the crane or the gantry for example, with all electrics disconnected and shackles / fixings loosened to hand tight.
- Spreaders and standing rigging must be removed from masts to be stored on the mast racks.

Antifouling.

- Antifouling when required to be carried out in the yard, should be done with care for the environment, owners are responsible for minimising pollution.
- Antifouling of pad and keel areas is not allowed on lift in.

Oil Disposal.

- A container (Oil Drum) has been provided to dispose of old engine and gearbox oil only.
- All spillage must be cleaned up.

Large Waste.

- Large waste items should not be disposed of in the yard bins or left in the yard but should be disposed of at a Public Recycling depot.

Security

- Gates must be closed and locked when unattended with inner Bell Block door locked when empty.
- Members should ensure that if they are the last person to leave the yard, all building doors are locked and lights/heating off and external gates secured with the pedestrian gate dead locked.
- All ladders left in the yard should be secured (chained/padlocked to boat or cradle) making it more difficult for criminals to access members boats.