



CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race

MARINA BERTHING POLICY

This berthing policy should be read in conjunction with CYCA By-Law 21 as well as the CYCA Permanent marina berthing licence, CYCA Permanent hardstand berthing licence or the CYCA Casual berthing agreement (whichever is relevant).

- **Mooring lines**

- All mooring lines must meet the standards set out below at a minimum. The condition of mooring lines and the need for replacement are at the discretion of the Operations staff
- Mooring lines are to be made of/to the following size guide:
 - silver or nylon 3 strand braided line
 - For yachts up to 30 feet a minimum of 14mm
 - For yachts up to 40 feet a minimum of 16mm
 - For yachts up to 50 feet a minimum of 18mm
 - For yachts up to 60 feet a minimum of 20mm
 - Braided dock line
 - For yachts up to 30 feet a minimum of 10mm
 - For yachts up to 40 feet a minimum of 12mm
 - For yachts up to 50 feet a minimum of 14mm
 - For yachts up to 60 feet a minimum of 16mm
- Mooring compensators/shock absorbers are recommended for lines shorter than 2 metres and are required for lines shorter than 1 metre
- Relocating of cleats and/or fitting of extra cleats is not permitted. Consultation is required with the Operations Manager should there be a need to adjust cleat locations
- Fenders are:
 - Permitted to be fitted to the outer cover board
 - To be kept clean and free of marine growth
 - To be inflated to a pressure to protect the marina from damage from berthed vessels
 - To be of a suitable operating standard at the discretion of the Operations staff
- Should your berthing lines or fenders fall below the above standard and the Operations staff advise you of the required remedial works these works must be undertaken within 14 days. Failure to comply with this direction may result in the Operations staff undertaking the remedial works and invoicing the cost to your membership account

- **Items left on the dock**

- Sail bags and boat items may be left on the dock fingers during the course of sailing events that do not exceed two days duration provided that the gear does not impede reasonable access to the adjacent berth and must be removed from the dock at the conclusion of the event. Under no circumstances should materials from vessels remain on the dock for extended periods
- Water hoses are to be removed and stowed on the vessel or in a locker. They should not be left lying connected as they can cause a tripping hazard

- **Shore power**

The CYCA provides power for use on your recreational vessel with a connection to the marina's low voltage electrical supply which is connected to a copper-based electrical protective earthing system.

An isolating transformer may reduce corrosion activity caused by the coupling of your recreational vessel's earth to the marina's electrical protective earthing system and/or other recreational vessels. Galvanic isolators complying with AS/NZS 3004.2 Clause 4.6.4 may be used to reduce these effects.

- The current rating of the flexible cord shall not be less than 15 amps
- The flexible cord shall be in one length
- The flexible cord shall be heavy duty 3 core (including earthing conductor) sheathed cord type complying with AS3191
- All components shall be in good condition, i.e. no corrosion on electrical contacts and no damage to the cord sheath etc.
- All leads, plugs and safety protection circuits require inspection every month, it is the responsibility of the vessel owner to the condition of the cables, leads and safety protection switches
- It's the responsibility of the vessel owner to maintain the power lead:
 - Testing and tagging every 6 months is required and must always show a current certification sticker that is signed by a licensed electrical contractor
 - The cabling plug and socket ends must be checked for corrosion on all exposed terminals
 - All cable ends must be waterproof and free of any damage
- Leads are not to be wrapped around pedestals etc.
- Leads are to be kept clear of 'pinch points' e.g. Pile guides, between yachts and the marina etc.
- Leads are not to come into contact with sea water
- Leads are to be removed from the dock when not in use

- **Vessel Maintenance**

- All repairs and maintenance on-board a vessel must adhere to WorkCover & EPA legislations. Any material including spilt paint etc. on CYCA assets or adjacent vessels MUST be cleaned of and/or removed immediately. Any rectification works or expenses incurred from damage arising from any works will be the boat owner's responsibility and will be charged to the boat owner's account
- Bilge water and contaminates:
 - Contaminated bilge water must be disposed of in accordance with EPA legislation
 - All spills must be reported to the Operations or Duty Manager
 - Any rectification works or expenses will be the boat owner's responsibility and will be charged to the boat owner's account

- **Berthing fee's**

- It is a fundamental principle of the Clubs Marina berthing policy that no member may berth more than one boat on the marina at any time without the express permission of the Operations Manager.
- Members free night
 - Members are granted 1 (one) night at no charge under the following conditions:
 - If the vessel has been booked in advance with the Marina Administrator
 - If the members account is not in arrears
 - If the member has not berthed a vessel with-in the previous 7 days
 - If the member does not have a permanent or long term casual berthing agreement
- Members fees will be added to their membership account
- Non-members will be required to pay for their berthing fees on arrival at the CYCA marina

Matters covered by this policy will be drawn to your attention of CYCA staff consider the matter to be of concern. Failure to comply with these requirements may result in the Operations staff removing the items and invoicing the cost of labour, storage or disposal to your membership account

By order of the Board