

# SUSSEX YACHT CLUB

## HOIST BOOKING FORM

Name of Owner: \_\_\_\_\_

SYC Member: YES/NO\*

Address (if not a member): \_\_\_\_\_

Daytime Tele No: \_\_\_\_\_

### Boat Details:

Boat Name: \_\_\_\_\_

Length: \_\_\_\_\_

Beam: \_\_\_\_\_

Draft: \_\_\_\_\_

Weight: \_\_\_\_\_

Keel Type: Long/Long Fin/Short Fin/Bilge/Lifting\*

Cradle: Own/Other/Props\*

### Dates Required:

1. Lift Out: \_\_\_\_\_ (see below)

Cradle Hire: Yes/No\*

2. Launch: \_\_\_\_\_

1. Please read the **operating procedure and boat park rules below**.

*Please check availability with Office before filling in your desired dates.*

**I have read and accept the operating procedure and boat park rules and I certify that insurance cover will be maintained for the duration.**

### Insurance Details:

Policy Number: \_\_\_\_\_

Insurer: \_\_\_\_\_

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

### SYC BOAT PARK BOOKING RULES

- 1 The SYC boat park purpose:
  - a) to be used as a working yard at economical rates.
  - b) to provide Members with a winter laying up facility.
  - c) to provide Members with an area for repairing, refitting or fitting out boats.
  - d) some longer term laying up will be allowed by agreement if space is available (max. 20 spaces).
  - e) preference will be given to Members' requirements (see 12 below).
- 2 Bookings can only be made on completion of a dated booking form, maximum one year in advance and will be given date preference.
- 3 The booking form, which will form the basis of an agreement between the boat owner and the Club, is to state:
  - a) the type of lay up required )
  - b) the intended length of lay up. ) Other than for routine
  - c) the programme of work to be undertaken. ) off-season work
  - d) an intended lift out date.
  - e) an intended re-launch date.
- 4 To ensure the boat yard is used as a working yard, if reasonable progress is not made on a craft and its re-launch date will not be met, the Club charge double rate after that date, treble after six month's delay and thereafter reserves the right to terminate the agreement and have the boat removed.

*Note: If there are good, relevant reasons why work progress is delayed, the boat owner must write to the Club explaining the position and proper consideration will then be given to revising the existing agreement.*
- 5 No structures are to be built around or over boats without the express permission of the Club.
- 6 All sails must be removed from their rigging when entering the boat park.
- 7 Boats' names must be visible at all times and loose items suitably marked.
- 8 Ladders must be securely padlocked when not in use.
- 9 Rubbish and discarded materials must be cleared away as they accumulate. Should the Club be involved in cost as a result of clearing rubbish, this will be charged to the boat owner concerned.
- 10 Any boat on Club premises being offered for sale must be notified to the Club immediately it is put on the market.
- 11 Electricity may only be used in the boat park by means of a Club lead (6 amp, 10 amp or 16 amp) obtainable through the Club Secretary, at established hire rates and deposit paid.
- 12 Non Members:
  - a) will only be permitted to use the boat park if space is available.
  - b) will not be allowed to book space between 1<sup>st</sup> October and 31<sup>st</sup> December.
  - c) cannot book before 1<sup>st</sup> January in the year lift out is required.
  - d) will be charged at non-Members' rates.
- 13 Users of the boat park are expected to act in a sensible manner as befits a Members' Club and any unreasonable or unauthorised actions by boat park users will result in disciplinary action against the boat owner.

## TRAVEL HOIST

Members are expected to co-operate fully with the Bosun and to be fully prepared at the prescribed times so as to minimise the time taken and thus cost.

### OPERATING PROCEDURE

#### 1. BOAT OWNER/SKIPPER

**a) BILGE KEEL** In the normal operation, bilge keel boats will be lifted “dry” between the hours of 0800-1300.

It is required that the boats will “take the ground” on the West side of the main slip, leaving 4 feet clear between boat and pontoon/wall as high up as the tide allows on the tide before 1100 hours.

**b) FIN KEEL** boats can only be lifted between 5.2 and 6.0 metres of tide, ie. if tide height on the day is 6.2 meters, the lifting operation is performed between HW – 1.5 to HW – 0.5 hr on a rising tide. Lifting is not normally carried out on a falling tide. The ideal tide for maximum operation is 5.60 meters, which allows continuous 3 hours operation from HW –1.5 to HW +1.5 if the falling tide is also used.

Skippers are expected to be ready for lift-out 2 hours before HW. They will either tie up on gill around awaiting the signal that the hoist is ready. At this point the Bosun/Asst. Bosun driver assumes control of the operation whilst the Skipper remains in command of the vessel. When the hoist is in position over the slot in the slip, the boat will enter the forks of the hoist with crew on the foredeck holding two warps run over the guard rails and to hoist. These are used to hold the bows centrally within the forks.

The owner/skipper is responsible for providing either a cradle positioned and made ready to accept the boat (all acrows etc freely moving), or suitable props, crossbraces and timbers. Failure to be ready and with suitable materials will incur excess charges for materials and Bosun’s time. Alternatively a Club **cradle may be hired by prior arrangement at a charge of £31.00 per month.**

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## NOTE

**THAT OUR WATER SUPPLY IS METERED, PLEASE DO NOT USE EXCESSIVE AMOUNTS OR LEAVE THE TAP RUNNING.**

**WHILST BOATS ARE LAID UP, ALL SAILS, DODGERS AND UNNECESSARY ITEMS MUST BE REMOVED SO AS TO REDUCE UNNECESSARY WINDAGE AND VIBRATION.**

**BOAT COVERS MUST NOT BE TIED TO PROPS.**

**OWNERS MUST SIGN TO GIVE ASSURANCE THAT ADEQUATE INSURANCE COVER IS IN PLACE FOR THE DURATION OF THE LAY UP AND PROVIDE EVIDENCE BY WAY OF POLICY NUMBER AND INSURER’S NAME.**

**BOATS IN CRADLES WILL BE PROPPED AND KEELS WEDGED TO PREVENT “ROTATION” IN THE CRADLE. THE LEGS OF THE CRADLES WILL BE PLACED IN SUCH A MANNER TO ACHIEVE MAXIMUM STABILITY AND WILL NOT BE PLACED SO AS TO FACILITATE A PARTICULAR REQUIREMENT SUCH AS WORKING ON THE HULL BELOW THE WATERLINE.**