

RHYC Laying Up Scheme

Terms and Conditions

Operating Procedures

The Club's Responsibilities

The club will provide a cradle transporter, free of charge, which has been tested and maintained which is suitable for use with the special cradles.

The use of the club slipway is provided free of charge, it is maintained to a usable standard but care must be taken due to the likely presence of marine growth and mud which will make the surface slippery.

For an annual fee the club will provide a laying up space in the car park where the boat and trailer may be laid up between the period specified in the contract. During the summer period the cradle or trailer may be stored in the car park only in an area designated by the club, the cradle / trailer must be stacked with others and should be left with side guides lowered. The club may require stored cradles / trailers to be moved around the storage area for operational reasons.

Boats must vacate the car park by the specified date and you are reminded there are additional fees for overstays.

If the owner is unsure or uncertain of the operations of the cradle transporter then the club will attempt to provide the assistance of either an experienced member of the LUS or an official to advise and assist.

There is a first aid kit in the club reception.

The Owner's Responsibilities

The owner is to provide a suitable cradle or trailer on which to transport and store his vessel. It is the responsibility of the owner to organise launch, recovery and transportation to the park. Cradles and trailers must be maintained in good condition, it is liable to inspection by club officials prior to use and if found to be unsatisfactory the owner will be advised and its use on club premises will be denied. The tractor driver / operator of the cradle transporter may also inspect the cradle prior to use and may also decline its use if it is thought to be in unsatisfactory condition.

The owner, or a designated representative, must be onsite at all times that his cradle is being moved by the cradle transporter, he will be fully briefed by the tractor operator at the start of the procedure and must obey any instructions from the driver /operator throughout the launch and recovery procedure, including acting as the banksman ensuring that people and animals are kept clear of the moving equipment and making the driver aware of any hazards that may arise.

If the boat is being moved by the owner using his own road trailer then he is solely responsible for the operation of such equipment.

Prior to any movements in the car park, or on the route between the slipway and the car park, the area used must be cleared of all vehicles and other obstructions and great care taken to ensure that everyone is aware of the planned movements. The affected areas must be coned or roped off. The ground conditions are to be viewed as to suitability any defects are to be brought to the club's attention. The tractor driver will also inspect the route and may decline the operation if it is considered unsuitable, any costs incurred to be a matter between the owner and tractor driver.

Use of the slipway must be booked with the office and it is the owner's responsibility to make arrangements with and pay the tractor driver, this is a direct and independent contract between owner and tractor driver.

When placing the boat into, or taking out of, the cradle / trailer the owner is solely responsible for his craft and safety, life jackets must be worn during the launch and recovery process on club premises.

Any owners ladders used must be suitable for the intended purpose and made secure to the vessel.

If the cradle is submerged on the slipway, then its position must be marked by either buoys or withies at each extremity.

The vessel must be insured against all risks associated with movement ashore on club property and whilst standing on club property. This insurance must include at least £2m third party cover.

Whilst working alone on club premises it is the owners responsibility to ensure that someone is aware of his situation, if the club office is manned ensure that they aware of your plans.

No movement operations will be permitted if the weather is adverse, for instance if there is ice or snow covering the ground, the wind is above F4 or the rain is such that visibility is below 50m

RHYC - Laying Up Scheme -Tractor driver responsibility

The tractor driver is contracted by the vessel owner to move the owner's vessel using the RHYC cradle transporter across RHYC property.

Although the cradle transporter will have been tested and inspected on behalf of the club annually and been maintained by the club, the tractor driver should carry out a visual inspection prior to use to satisfy himself that the equipment appears in good order, in particular tyres are inflated and all linkages and parts are free from damage or excessive wear. If in doubt then the equipment must not be used and the matter brought to the club's attention.

The owner will have inspected and maintained his cradle, however the tractor driver should visually inspect the equipment and reject its use if doubt exists as to its suitability.

The tractor driver should inspect the route to be taken during the transport, including the part of the slipway to be used, if any doubt exists as to the suitability of the route, the ground conditions or other traffic/pedestrian movement then he should not conduct the operation.

The tractor driver should instruct the owner in his duties as banksman and arrange a suitable method of communications.

The tractor driver is the person in charge of the operation and should instruct / train everyone involved in their roles. If necessary he should cease the operation if it is deemed necessary on safety grounds.

The tractor and its equipment must be insured for its use during the cradle movement operations against all risks including 3rd party indemnity to a minimum £2m.

Antifouling on Club Premises

Please follow the best practice guidance for protecting our waters.

- **Please ensure you choose the most appropriate antifouling paint.** Ask your local chandlery and talk to the paint manufacturers before buying your paint, so you get the best paint for your boat and for the boat's environment.
- **Please endeavour to collect contaminated water run-off.** The water from pressure-washing your boat is contaminated and best efforts should be made to collect this
- **Preparing the hull** – please ensure that you only remove the fouling and paint that needs removing, place a tarpaulin or groundsheet underneath the boat to collect debris, wet abrade to minimise dust & clean the hull by wiping with a damp cloth

- **Vacuum-cleaners** linked to a sander are ideal and can be hired. Please do not dry sand without one.
- **Please avoid using paint strippers** - consider 'paste and peel' techniques
- **When applying antifoul please use a groundsheet or tarpaulin** to capture paint drips & drops, use the correct application method for your paint – a roller and/or brush, protect yourself by using PPE and work in a well-ventilated area
- **When cleaning up** and disposal please utilise an appropriate hazardous waste disposal bin. All items that have been contaminated by paint are hazardous waste so please dispose of carefully and legally.
- Think about what to do with the waste paint before starting the job and take any waste paint to an approved disposal location

I have read and accept the Terms and Conditions & Safe Operating procedures described in this document.

Signed.....

Name.....

Date.....