

11.0 Winter Storage (OPI –Harbourmaster/Rear Commodore) (September 11, 2021)

11.1 Boats stored on the Yacht Club property over the winter months will be on a space available basis. All boats will remain fully insured while on the property either in the water or on the hard. The boats will be placed by the harbourmaster to maximize available space. Boats on trailers will be stored at an alternate location on the base. All boats shall be in the water or removed from the island no later than final lift-in. Exceptions must be approved, in advance, by the flag.

11.2 – Lift Days are organized by club members for club members. Member shall provide all required payment and documents to the Membership Officer or designate prior to lift.

Lift in participants shall attend the safety briefing at the appointed time and place, and follow direction from the Rear Commodore or his designate. Crane Operator and Crane Captain shall have final say on how lifts and placement are conducted. Boat owners shall ensure all preparations are made prior to lift day. No work shall be conducted on boats or cradles during the lift period. Mast crane area shall be cleared of all boats, masts, stands, etc. during the day prior to lift day. Pump out dock shall be kept clear for lift purposes.

Sign-up sheets may be used, at the Harbourmaster's discretion, to plan and execute lifts. Spaces will be offered at the discretion of the Harbourmaster.

No parking is permitted on Albatross Rd. or the portion of Island Park Drive between the causeway bridge and the base of the hill (either side) on lift days. Participants should park along Island Park Drive. Baker Island Community Centre parking lot may be used, unless otherwise occupied.

Alternate lift arrangements may be made by members or their designates with the prior consent of the flag on occasions that do not conflict with scheduled club events or DND activities.

Club supervisor to ensure work barge and tow boat are fueled for lift days. VHF Radios to be charged and available to tow boat crew, work barge crew, and Harbourmaster.

11.3 Cradles

All parts of cradles or stands which are detached and left on site shall be marked with the boat name and owner's name using permanent markings. In addition, cradle base frames shall have the bow and stern ends marked in order to be placed by cradle crews.

Cradle shore locations will be assigned and posted by the harbourmaster at the clubhouse main entrance prior to fall cradle day. Cradles shall be positioned by the owner to maintain a minimum of 18ft of paved road clearance on Albatross Rd. (Obstruction of this area may result in relocation or removal at the owner's risk and expense.)

Keel boat cradle frames and stands shall be constructed of metal, and shall be constructed and maintained to ensure stability of stored boats. Cradles shall be folded flat in order to be stored on site. Non-folding cradles shall be removed from the site on or before spring cradle day and returned to site

on or after fall cradle day. (unless grandfathered) Wooden blocks used for supporting any boat, cradle, or stand shall be sound and stable.

11.4 Preparation of boat for Lift In

Boats to be lifted in shall be fitted with the following:

50 ft (min) tag lines bow and stern

Fenders on both sides

Strap location identification

Any required chine protection spacers or pads

Power boats shall be provided with tie off lines on each side to keep the straps separated (front strap forward and rear strap aft).

See bylaw #22 for details regarding Docks and Moorings Rules.

11.5 Preparation of boat for Lift Out

Boats to be lifted in shall be fitted with the following:

50 ft (min) tag lines secured to the bow and stern

Fenders on both sides

Strap location identification – should be placed to ensure that equal length straps result in a level deck while suspended, and clear of shafts, rudders. Strap positions must allow for straps to be removed when on the hard.

Strap haul lines – lines to be run under the hull in the location required to pull straps under at the time of lift.

Any required chine protection spacers or pads

Power boats shall be provided with tie off lines on each side to keep the straps separated (front strap forward and rear strap aft).

The strap crew on board should attempt to level the deck and remain on board until the straps are fully tensioned.

11.6 Crane Crew

SAFETY IS OUR PRIMARY CONCERN

Only the crane crew in the immediate work area. Watch from a Safe distance.

Absolutely no-one beneath the boat being lifted.

Crane crew must wear hard hats.

Only the crane foreman is permitted to communicate with the crane Operator. Foreman will be wearing a high visibility vest.

Ensure that the crane operator has a clear view of the boat, the seawall, the cradle, and the crane foreman's signals.

Once your boat is secured, please return and assist with other boats.

Offer to relieve the crane crew...it is a shared responsibility

Crane crew protocols and procedures may be modified by the flag to meet public health or other restrictions. These precautions shall supersede this SOP.