

Dock Master Advice to New Members for Boats Moored at the Edmonton Yacht Club

The Edmonton Yacht Club has a wonderful view down the lake and a beautiful beach. These two positives are balanced by one negative. We have an exposed anchorage with neither land nor a break water to reduce the affects of wave and wind. Particularly troublesome are the south easterly winds and storms which have the 19 km fetch (length of water surface) to create up to 3 foot waves at the West end of the lake. People leaving their boats at EYC must take certain common sense precautions.

Mooring Field.

Boats left on the mooring ball will experience one or more South Easterly storms. Boats left on the mooring balls should be attached with at least two properly sized (3/8, 1/2) lines 8 feet long (Bow of boat to Mooring ball). The Polysteel lines attaching the mooring ball to the pyramid anchors do have some stretch, however it is suggested the line snubbers be used on at least one of the mooring lines to the boat. Any hardware (steel) must be sized appropriately to take the strain of a South Easterly storm. The boom and tiller must both be securely tied down to survive a blow.

All boats in the mooring field **must** have an anchor light. . You may use solar yard lamps at the start of the season. By the end of the season anchor lights powered from the boat battery, with a 2 nm visibility range should be installed. At the end of the season, there are not enough hours of sunlight to allow a solar yard lamp to last throughout the night.

Boats with swing keels must leave their keels **down** when attached to the mooring ball. We want all boats in the mooring field to swing at similar rates when the wind changes direction.

The four outermost locations on the dock have been kept open for boats in the mooring field and visitors. These are only for short two hour stays. (This time will be reduced if this becomes a problem). If a boat from the mooring field wants a longer stay on the docks, rafting up agreements should be arranged with a dock member.

Dock Moorage

Boats left on the dock will experience one or more South Easterly storms. The dock lines must be sized to the boat and the conditions (3/8, 1/2 in.) The bow, stern and spring lines must securely attach to the dock with the dock cleats provided. Two lines may be attached to each cleat so excess line wrapping around the cleat is discouraged. Lines can meet at the cleat but must never cross each other elsewhere as the lines will cut through each other allowing the boats swing free. The boats must be able to pitch as the up to three foot waves roll in. The bow, stern and spring lines should be long enough to allow the boat to float parallel to and 3 feet away from the dock. This provides sufficient length at the bow and stern to allow the boat to move with the waves. If the boat is to be left unattended on the dock for an extended period of time, or if a storm is expected a second bow line is a good investment. The dock lines do have some shock absorbency but line snubbers (rubber shock absorbers) are a good investment. The boom and tiller must both be securely tied down to survive a blow.

All boats on the dock **must** have an anchor light. .You may use solar yard lamps at the start of the season. By the end of the season anchor lights powered from the boat battery, with a 2 nm visibility range should be installed. At the end of the season, there are not enough hours of sunlight to allow a solar yard lamp to last throughout the night.

Depending on the wind direction, the boats may be pushed into the dock. Sufficient fenders of suitable size should be provided to protect the boat. Fender should be set to the correct height to protect from the dock. Insure that the fenders will protect the bow and stern when these portions of the boat are pushed into the dock. Better too many fenders than too few.

The four outermost locations on the dock have been kept open for boats in the mooring field and visitors. These are only for short two hour stays. (This time will be reduced if this becomes a problem). If a boat from the mooring field wants a longer stay on the docks, rafting up agreements should be arranged with a dock member.

General Safety

If boats in the mooring field or on the dock are not being safely and appropriately moored, the dock master will take the necessary steps to insure compliance. Boats may be boarded and entered to insure compliance with safe boat moorage and docking. (i.e. centerboard down) Repeat offenders may be required to leave the club. All club members must provide proof of adequate insurance to the director of membership before using the mooring or dock facilities.