OYC Boathouse Safety and Compliance Report

Moorage inspections can be the regular scheduled inspections or may be initiated by the Main Station Chair (MSC) or Moorage Master or Board of Trustees (BOT).

Boathouse #_________ Owner(s) __________________________________________ Date of Inspection _____ / _____ / _____

Email address: ___________________________________________________________

All ‘no’ responses must be corrected before the date specified by the Main Station Committee. References are from the Moorage Agreement (MA), and OYC Rules (R). All moorage members are required to maintain an active email account to which copies of the inspection reports can be sent (PDF). All official correspondence shall be via this email address.

Appearance standards: Your boat house will be kept in a good state of repair and will be maintained in a well-kept manner that presents a pleasing appearance to our members and the public as well. It is the responsibility of each owner to maintain their property in such a manner that adds to the overall beauty and harmony of the yacht club basin. Each owner must take this responsibility seriously, as failure to do so can not only negatively impact the value of his property and surrounding properties but can cause a severe backlash from the City of Olympia as well as other governmental agencies that control our lease arrangements. Boathouse owners are responsible for the vessels therein, whether owned or sublet.

Deterioration: Any time a member or the Board indicates that a boathouse has deteriorated to the point that it is affecting the aesthetics or safety of the yacht club, the Mainstation Committee may be asked to make an inspection of the property. If the Main Station Committee finds the property needs maintenance or repair, the owner will be notified in writing via email and told of the specific violation(s). This Committee will also provide copies of the violations to the Board. If the violation(s) are not corrected within a reasonable time*, the BOT has authorized the initiation of penalties.*

Exterior: (Boathouse Standards)

1. [Y] [N] Steel siding of 29 gauge min. thickness, baked enamel gray color and white trim.
2. [Y] [N] Exterior paint shall be in good condition, no flaking, peeling or rust is acceptable.
3. [Y] [N] Doors/windows shall be in good repair and door able to be locked.
4. [Y] [N] Curtains and support structure shall be in good repair, and hung properly.
5. [Y] [N] All exterior trim and doors (public-facing) shall be painted white.
6. [Y] [N] Roof shall have a minimum/maximum of 10-25% translucent paneling.
7. [Y] [N] Four fenders / tires ensuring proper separation and protection on each house.
8. [Y] [N] No excessive holes, tears, or denting in siding is permitted.
9. [Y] [N] No portion of the wooden frame/flooring shall be in the water.
10. [Y] [N] House shall not list excessively.
11. [Y] [N] 3/8 galvanized chain w 1/2” through bolts at all corners attached to major structure points.
12. [Y] [N] No excessive rust or corrosion on chain or fastener points.
13. [Y] [N] Securing chains shall not touch the water at any time.
14. [Y] [N] All through siding plumbing/wiring shall have nonmetallic conduit only.
15. [Y] [N] Door awning shall be a minimum of 7 ft. above walkway and 3 ft. max. depth.
16. [Y] [N] Floats are sound, trim and no part of the float structure is underwater.
17. [Y] [N] Boathouse/trim numbers are clearly visible on both front and rear faces.

NOTES: Existing galvanized steel of the same thickness or existing aluminum siding is authorized. New construction must use grey steel paneling and white trim. Non metallic siding is not authorized. All existing boathouses with aluminum siding that meet the OYC boathouse standards paragraph 16, Esthetics, will be grandfathered in. Any remodel of an existing boathouse with aluminum siding must follow rule 6 of the OYC boathouse standards. All roofs shall be constructed of steel or aluminum panels, minimum of 29
gauge thickness, coated in baked enamel gray color or natural color (galvanized) finish. For new construction, roof pitch shall be no less than 6/12 or maximum of 9/12. Remodels may retain existing pitch. All boathouses shall have a minimum 10% to maximum 25% of the roof area constructed of clear of translucent non-fire retardant panels for light and fire protection. The maximum eave overhang shall be 3 inches. If this is a presale inspection the boathouse shall be brought to current requirements prior to sale. Exceptions may be granted by BOT only.

Comments:

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\[__________________________\]

\[__________________________\]

\[__________________________\]

**Electrical**

Notes: Due to marginal electrical capability throughout the marina, enhanced electrical connections (e.g. 50 Amp/250 volt or dual 30 Amp/125 volt) are prohibited. A total of 8 slips are granted grandfather status (List specific slips….). This status is permanently revoked when the slip changes resident or a different vessel is substituted. The status does NOT transfer with either member or vessel. Such grandfathered connections may ONLY constitute a dual 30 ampere/125 volt “standard” configuration.

**External:**

1. \[Y] [N] Pedestal connection cord is a minimum of 10/3 SO grade conductor, in serviceable condition (no burns, corrosion, cracks etc.) with a non-metallic, chafe-resistant feed through.
2. \[Y] [N] Shore power connection is a functional, single, standard 125V/30A twist-lock at pedestal. (R9). Male pins clean (no corrosion), no sign of heat damage or burning (e.g. brown ring on pin), and no cuts or splices (MA3b). Strain relief is encouraged.
3. \[Y] [N] The female electrical pedestal connection is in good condition with no evidence of burning or damage. Docks lights (if equipped) are functioning**.

**Internal:**

1. \[Y] [N] Approved electrical panel with appropriate number of breakers.
2. \[Y] [N] Approved Romex or wiring conduit is used.
3. \[Y] [N] Breaker/wiring requirements, #10/30amps, #12/20 amps, #14/15amps.
4. \[Y] [N] No corroded, frayed, unterminated or burned wiring.
5. \[Y] [N] Wiring is attached properly and junction boxes are used where required.
6. \[Y] [N] No overloaded plugs.
7. \[Y] [N] ALL interior (not vessel) outlets protected by GFCI or pedestal contains GFCI. (NEC)
8. \[Y] [N] Power cord (if used) consists solely of a marine-grade twist-lock set in good condition as evidenced by: Male pins clean (no corrosion), no sign of heat damage or burning (e.g. brown ring on pin), and no cuts or splices (MA3b).
9. \[Y] [N] Vessel end of power cord is secured by a locking ring or equivalent structure (MA3b).

**Fire protection & Safety:**

1. \[Y] [N] Marine or ABC rated, 5 lb fire extinguisher easily accessible near entry door.
2. \[Y] [N] Fire extinguisher gauge must read green or ready for use. Serviced or shaken.
3. [Y] [N] Emergency Info card visible in window. Required information includes: Boat Name, B/H Owner Name, Fuel Types & quantities, Phone numbers and email address. All entries are current and legible.

4. [Y] [N] Dock visible night light with minimum of 25 watts equivalent. No mechanical timers.

5. [Y] [N] No storage of fuel or fuel/oil related waste or hazardous products.

**Boat House Internal:**

1. [Y] [N] Structure is sound and free of rot.

2. [Y] [N] Decking shall exhibit no more than 6 degrees tilt or 1 1/4 inch rise per foot.

**Vessel Items**

1. [Y] [N] The vessel displays valid Washington registration sticker (R4b).

2. [Y] [N] An OYC burgee, in good condition, is displayed (MA3f).

3. [Y] [N] Vessel appearance and state of repair is adequate (MA3b & R4).

4. [Y] [N] Vessel meets the rule for mobility (MA3b).

5. [Y] [N] No part of vessel or equipment extends beyond end of the boathouse. (R15)

6. [Y] [N] All vessel lines, and deck gear secured against wind and wave action (R3).

7. [Y] [N] Vessel is secured with sufficient, appropriately sized mooring lines in serviceable condition (MA3c).

8. [Y] [N] Vessel mounted mooring cleats are secure and in good condition.

9. [Y] [N] Vessel has no excessive marine growth on the hull or running gear (MA3b & R4).

10. [Y] [N] Appropriate insurance requirements have been met and records filed with moorage master/mistress (MA11).

11. [Y] [N] Vessel displays neither significant listing nor excessive bilge pump activity (MA3b & R13).

12. [Y] [N] No continuous connections to the water system are in place into the boat (MA3b).

*If all corrections are not completed and re-inspected by the date specified by the Mainstation Committee, a fine of $100 will be levied. A further delay of one month will result in an additional fine of $200 and continue monthly until corrections are completed and re-inspected. Re-inspection can be arranged by contacting the Mainstation Chair.

** These items are OYC responsibilities.

**Comments:**

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