

OYC Open Slip 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).

Slip # _____ 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: Moored vessels must be kept in a good state of repair and 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 moorage 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 or her property and the surrounding properties, but can cause a negative impact with the City of Olympia as well as other governmental agencies that control our lease arrangements.

Deterioration: Any time a member or the BOT has been made aware that a moorage has deteriorated to the point that it is affecting the aesthetics or safety of the yacht club, the Main Station 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 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.*

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] Any tarp or covering must be of strong construction, solid in color, taut, and in good condition (R4).
5. [Y] [N] Vessel must meet the rule for mobility (MA3b).
6. [Y] [N] No part of vessel or equipment extends beyond either end of the finger pier nor presents a navigation hazard or extends over the dock (R15).
7. [Y] [N] All vessel lines, and deck gear secured against wind and wave action (R3).
8. [Y] [N] Vessel is secured with sufficient, appropriately sized mooring lines in serviceable condition (MA3c).
9. [Y] [N] Vessel mounted mooring cleats or bollards and such are sufficient, secure and in good condition.
10. [Y] [N] Vessel has adequate fenders in good condition on both sides (R3).
11. [Y] [N] Vessel has no excessive marine growth on the hull or running gear (MA3b & R4).
12. [Y] [N] Appropriate insurance requirements have been met and records filed with moorage master/mistress (MA11).
13. [Y] [N] Vessel displays neither significant listing nor excessive bilge pump activity (MA3b & R13).
14. [Y] [N] Vessel displays an interior light visible at night (exceptions discussed on inspection) (MA15).
15. [Y] [N] Emergency Info card visible in window. Required information includes: Boat Name, Boat Owner Name, Fuel Types & Quantities, Phone Numbers and Email Address. All entries are current and legible.

Electrical Items

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.

1. [Y] [N] Vessel end of power cord is secured by a locking ring or equivalent structure (MA3b).
2. [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).
3. [Y] [N] No adapters are used except marine-grade 250V/50 amp to 125V/30 amp pigtail or a passive 125V/30 amp "Y" adapter to feed two shore power connections (30 amp total draw) (MA3b & R9 & equivalent boathouse standards).
4. [Y] [N] Male end of power cord features strain relief which ensures continuous plug engagement (MA3b).
5. [Y] [N] No part of the shore power cord lies in the water nor presents a trip hazard (MA3b).
6. [Y] [N] The female electrical pedestal connection is in good condition with no evidence of burning or damage. Docks lights (if equipped) are functioning**.
7. [Y] [N] Nothing is draped upon or attached to the electrical pedestal except means for strain relief of shore power cord (MA3b).

Dock Items

1. [Y] [N] The dock box is clean and contains no hazardous material (internal inspection required) (R11 & MA3b).
2. [Y] [N] No extraneous material is lying upon the dock or finger pier except a mat and/or boarding ladder/box (R8 & MA3e).
3. [Y] [N] Dock planks, piling and hoops; and cleats are secure and in good condition**.
4. [Y] [N] No trip hazards exist, e.g., shore power cord, telephone, cable TV wires, hoses, etc. (MA3b).
5. [Y] [N] No continuous connections to the water system are in place into the boat (MA3b).
6. [Y] [N] Water faucet is in good condition and functioning**.
7. [Y] [N] Any modifications to the dock finger pier or dock box except for dock-mounted fendering (R28) must be approved by the Main Station Committee.

Comments: _____

* If all corrections are not completed and 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. Thank you for your prompt response.

Inspected by: Name _____ Signature _____ Date _____

Name _____ Signature _____ Date _____

Owner: Name _____ Signature _____ Date _____

Re-Inspected by: Name _____ Signature: _____ Date _____

Re-Inspected by: Name _____ Signature: _____ Date _____