

NEW MEMBERS—INTRODUCTION TO SAFETY AT BYC

At BYC, good practice is safe practice. With its history of volunteerism, the onus is on the Member to observe safe practice in a variety of boating tasks and help others to learn boating best practice.

First and foremost, attend a recognized boating safety course to get your Pleasure Craft Operators Card that you should carry at all times before you take your boat on the water .

At BYC, most boats are secured to a stern buoy anchored by chain to a concrete sinker which requires additional lines and a crew of two to properly tie up and leave the mooring. It is not good practice to "walk" your boat in or out of the mooring holding on to the stanchions/rigging of neighbours: this loosens them and requires some considerable work to re-secure them after a season or two. Too much speed into or out of the mooring can damage yours and other boats; keep a low speed and be prepared to apply reverse to slow down further.

The posted harbour speed is three knots, but you should always try not to leave a wake over several inches. Members working on their boats can be tossed about by even a small wake; be considerate of others.

Cranes are provided for launching small boats (up 3000 pounds, north crane; 5000 pounds, south crane), but this task should only be attempted by a Member checked out on their usage or, as is the usual case, by Club staff. Cranes are mostly used to mast or de-mast boats. A course is given for crane usage along with one-page checklists available from the office and on the Club web site.

Leaving or entering the BYC harbour can be a challenge with the narrow entrance aligned to the south-west. Always assume someone is about to enter or leave and be prepared to manoeuvre out of the way. Watch for masts moving toward you.

As to who has the right of way at the harbour mouth, everyone is burdened when underway; he that is most burdened must give way. This means that a boat entering the harbour must give way to a boat leaving the harbour because the boat already on the "lake"/river has more room and opportunity to stay clear. Remember Black Jack could be moored at the gas dock doing PR with her yards out.

Never make a blind entry as you are obligated to maintain a proper watch. This means that you are obligated to look into the harbour to check for oncoming boats before making a commitment. If there is something there which could lead to a close quarter situation, do a 360. By doing so, you are making it obvious to the oncoming boat that you have seen him and are giving him room.

The gas dock is marked with red and yellow paint. Avoid the yellow area near the harbour mouth at all times and limit your stay in the red zone to essential tasks such as pumping out or refuelling; never tie up and leave the boat unattended.

Every boat owner is responsible (and required by law) to carry essential safety gear, especially

a throwing, flotation device secured to the stern for ready use. Check the Coast Guard detailed requirements for your size and type of boat in the Safe Boating Guide.

We are all in this together, so do not hesitate in asking others for advice or to help out to do the tasks outline above.

Should you witness what you consider to be unsafe behaviour by another Member, feel free to report it at: manager@byc.ca or harbourmaster@byc.ca