

The Swan Yacht Club (Inc.) Appendices

The Appendices of The Swan Yacht Club (Inc.), pursuant to Clause 3 of the Constitution.

APPENDIX A

A1. All fees and due are payable as at 30 June in each year.

A2. MEMBERSHIP FEES

CATEGORY	ORDINARY	COUNTRY/SENIOR	ASSOCIATE	SOCIAL	SOCIAL ASSOCIATE
NOMINATION	\$ 1375	\$1375		\$90	
SUBSCRIPTION	\$1225	\$675	\$67	\$125	\$35

A3. MOORING FEES

Waiting List: Minimum of \$1000 to be lodged with the Club.

Ingoing/ Annual Fee: Contact Marina Manager for details.

A4. DRY PEN FEES

Waiting List: Minimum of \$1000 to be lodged with the Club.

Ingoing: \$4800.00 which includes Ramp Ingoing Fee.

Annual Fee: \$2624.00 and includes Annual Ramp Fee.

A5. RAMP PERMIT

Annual Fee: \$383.00

A6. DINGHY RACK FEE – Annual Fee: \$200.00

A7. FINGER JETTY FEE – Annual Fee: \$324.00

A8. MISCELLANEOUS SERVICES

Charges for safety checks, mobile radio facilities, hire of equipment, temporary pen fees for members and non-members and any other miscellaneous services will be set by the management committee.

A9. MARINA SECURITY

All pen holder's annual fee: \$145.00

All ramp permit holders' annual fee: \$67.00

A10. PAYMENT BY INSTALMENTS

Pen fees may be paid in two equal half yearly instalments, 50% by first day of July and balance by first day of January in each year.

An administration fee of \$50 is payable with the first instalment if this option is chosen.

A11. PURCHASE VOUCHERS – The issue of redeemable purchase vouchers has been suspended.

A12. JETTY ELECTRICAL

12.1 Annual fee of nil for permanent power connection. A colour tag will be issued each year when fee has been paid.

No charge for one off day usage while pen occupier in attendance. If in breach the cord will be confiscated.

A13. EFTC RATE RECOVERY

13.1 The rate/rent recovery only refers to ordinary, country, senior, social and associate members

13.2 Ordinary, country and senior members \$200. Social members and associate \$15

A14. FREMANTLE SEA SEARCH AND RESCUE MEMBERSHIP FEES

14.1 \$45.00 to be charged to all registered boat owners.

A16. TEMPORARY PEN FEES

16.1 Vessels under 10 metres in length to be charged \$205 / week

16.2 Vessels over 10 metres in length to be charged \$335 / week

A17. SHORT TERM MONTHLY PEN FEES

17.1 Vessels 10 metres or less in length to be charged \$115 / week

17.2 Vessels 10.1 – 15.9 metres in length to be charged \$170 / week

17.3 Vessels 16+ metres in length to be charged \$240 / week

17.4 Dry Pen to be charged \$115 / week

17.5 Hardstand Bay to be charged \$58 / week

APPENDIX B

HOUSE RULES

B1. MEMBERS AND GUESTS DRESS CODE

B1.1 Members and guest are reminded of their obligation to ensure they dress in a manner that is in keeping with the Club's standard, particularly in the areas of dining, function rooms and the different Members Bars.

B1.2 Gentlemen 7.30am to 7pm (Day period – Casual Attire) as a minimum, are required to wear appropriate casual attire; like pants or shorts with a shirt or T shirt on the basis that they are clean, not stained or offensive. Singlets are not preferred however are accepted during summer season. Leather sandals and rubber thongs are acceptable during this period. No bare feet at any time.

B1.3 Gentlemen 7pm to 1am (Evening period – Smart Casual Attire) as a minimum, are required to wear a shirt or T-shirt, with long pants or shorts (jeans are permitted on the basis that they are clean, not stained) and covered footwear which include sandals. Club events or special occasions may require a lounge suits or blazer and trousers with covered foot wear when specified or as directed by the Commodore.

B1.4 Ladies are expected to dress according to the occasion and within the spirit of the gentlemen's dress rule

B1.5 Children are expected to follow the spirit of the dress standards. Parents are to ensure their children behave appropriately and are supervised at all times whilst utilising the dining and bar areas.

B2. Dining and Members Bar areas

Wet bar – Members, guests and visitors dressed in casual attire may only access this bar to order drinks, meals and snacks for consumption in the ground floor alfresco and beer garden area.

Dining areas – Members, guests and visitors must wear appropriate attire when occupying the ground and upper floor dining areas within the liquor licenced areas.

Wet bathers (bikini, swimmers etc.) singlets, hi visibility wear and bare feet are not acceptable at any time in the formal dining facility, members bar or lounge areas.

B3. Enforcing the Dress Code

Duty Managers /Officers/ Security guards are responsible for enforcing the dress code and are the primary arbiter on acceptable standard of dress in the liquor licenced areas.

A member not complying with these rules may be subject to a disciplinary hearing where suspension or expulsion is imposed on the membership.

B4. A Member is permitted to invite the same guest a maximum of 5 times only.

B5. Liquor may be consumed only within the following areas:

(1) Within the Clubhouse licensed area.

- B6 No servant of the Club shall solicit any present, money or gratuity from any member or from any tradesman or business dealing with the Club. No Member shall offer any gratuity to any servant of the Club.**
- B7. No illegal activities shall be permitted on the Club premises.**
- B8 On those occasions when a special function (such as the Commodore's Ball) is held, the upper deck shall be retained exclusively for that purpose. Alternative facilities shall be available in the lower deck, but only during the hours prescribed by the Commodore.**
- B10 A person shall not without authority drive a vehicle on any part of the premises other than on a formed road, boat ramp, service area or parking area.**
- B11 Boat trailers shall be parked in the southwest area of the premises.**
- B12 A person shall not drive a vehicle at a speed more than 8 kilometres per hour on the premises and shall comply with all traffic signs and directions.**
- B13 Use of Motorised Vehicles on Club Jetties.**

Motorised Scooters and Motorbikes are not permitted to be driven on any jetty within the Club Marinas.

APPENDIX C

PEN REGULATIONS

This Appendix applies equally to both wet and dry pens

(With C2 d. Also applying to Ramp Members)

C1 All applications for pens must be made in writing, to the General Manager.

C2

- a. A member, on being allocated a pen, shall adopt the standard mooring methods used in the Club to the satisfaction of the Mooring Committee.
- b. The pen is only allocated to a member on a twelve (12) monthly basis, July to June, and is subject to a Pen Licence agreement.
- c. All pen rentals are payable in advance.

C3

- a. A member disposing of his/her vessel shall immediately inform the General Manager in writing of such and, unless otherwise authorised by the General Manager, shall remove the vessel from the Club's marina within one week of date of disposal. The value if any, of the unexpired portion of the pen rental will be credited or refunded to the member.
- b. A member reducing his ownership percentage or disposing of his shareholding of a vessel shall advise the General Manager immediately in writing and nominate particulars of all other shareholders and their percentage interests.
- c. Each and every shareholder in a vessel in a pen is required to lodge a pen waiting list application and to lodge with the Club, the appropriate deposit funds. While retaining any partnership/share of such a club-registered vessel, a shareholder will not be eligible for another pen, except in special circumstances approved by the Management Committee.
- d. Where a partnership in a vessel is created subsequent to the original pen allocation, the partnership must be a bonafide and genuine partnership. No right of succession to the allocated pen shall pass to the new partner, unless his name has been on the pen waiting list and comes up for a pen allocation in the normal course.
- e. Each and every partner or shareholder in a jointly owned vessel using a pen shall be an Ordinary, Country or Life member or member for life.

C4

- a. When a member sells a vessel accommodated in the marina, the relevant pen shall, ipso facto, be deemed to be relinquished by the member from the date of sale. The member may then apply in writing
 - (1) for that pen to be retained in his name, pending the purchase of another vessel of substantially the same dimensions, for a period not exceeding six months, unless the Management Committee approves a longer period in writing, or
 - (2) for another pen to accommodate a larger or smaller vessel.
- b. The member's name shall then be placed on the appropriate pen waiting list in such position and for such period as the Management Committee in its absolute discretion, shall determine. The member shall be advised in writing of the Management Committee decision.
- c. The member may seek a written ruling in advance from the Management Committee as to any of the foregoing matters. The written ruling may be subject to conditions to be met by the member.
- d. A pen vacated for two months or more without written notice to the General Manager, shall be deemed vacated and reallocated, without notice to the member.

C5 Members who expect their pen to be vacant for two consecutive weeks or more must advise the General Manager of that expectation. During such period, control of the pen shall revert to the club for possible use as a temporary pen.

C6 A pen is allocated to the owner(s) of the vessel in the pen, at the pleasure of the Management Committee.

C7 The Management Committee reserves the right to move any vessel to another pen on a permanent or temporary basis, with or without an adjustment of the pen rental by the owner(s) of the vessel in the pen if, in their absolute discretion, it is in the interests of the Club to do so.

C8 The owner(s) of a vessel in a pen have no right to sub-lease or otherwise deal with the pen to the benefit of any other party.

C9 When a member is allocated a pen, the member must utilise that pen within 7 days or have written permission from the Management Committee for an extension.

C10 All pen allocations and changes shall be arranged and approved by the Mooring Committee and then presented to the Management Committee for ratification.



C11 When a member of the Club dies whilst a pen holder that pen may pass to his spouse or child at the discretion of the Management Committee. Such relative must apply to become a Full member of this Club one month of the preceding member's death and shall, within two months, either remove the boat from the marina or apply to have the pen licence agreement transferred into their name and retain use of the existing pen.

C12 A boat owning member wishing to use another member's pen, on a temporary basis shall apply in writing to the General Manager, who will refer the matter to the Mooring Committee. A temporary Pen Fee may be applied.

C13 A boat owner whose signature appears on the pen licence agreement is fully responsible for all rentals and any breaches of the mooring regulations in the pen allocated to him.

C14 Boat owners are responsible for any damage caused by their breach or non-observance of these regulations.

C15 All pen holders are responsible for keeping their pen area free of rubbish. Failure to do so may result in forfeiture of the pen.

C16 Boat owners are responsible for maintenance and security of their pens. This includes the regular inspection of jetty and back pile ring-bolts, making sure nuts are securely tightened and all shackles are safety seized (wired). All mooring equipment must be maintained in good condition.

C17 It shall be the sole responsibility of boat owners to pad or lag their pen back-piles to reduce the risk of damage under adverse weather conditions.

C18 ROPES AND WEIGHTS

The below rules for mooring vessels at the Swan Yacht Club have been changed as at May 2024 in order to obtain a consistent approach across the marina. The aim is to standardise the approach as far as possible so that the club can apply a common rule to all without the need for 'special cases' or 'special agreements' which make policing the rules in the marina nearly impossible. From the new club year 2024/2025 all special agreements for mooring vessels will cease to exist in lieu of the standardised approach unless the owner can make a case that the rules below are simply impossible in their instance.

- a. Definition: For the purpose of simplicity, the below descriptions will refer to the ropes that connect to the mid ship cleats as Springers and the ropes that connect to the fore and aft cleats on a boat as fore and aft Mains.
- b. Minimum Mooring Ropes: With the exception of boats on the light weight section of Jetty 2 with the rubber compensators, all moored vessels must be tied with a minimum of 8 ropes. The following mandatory ropes are required on all boats: 2 x fore mains and 2 x aft mains with cross- over lines, and 4 springers that connect to the



boats mid ship cleats. All ropes to be connected to back piles must be connected via weights/chains or approved compensator. All ropes connected to jetties must be connected via Swan Yacht Club approved Compensator only.

- c. Floating Jetty or Floating Pylon Ring: When connecting to a Floating jetty or Floating Pylon ring, the used of Weights and Chains is not acceptable. The use of Compensators is not mandatory however is desired in pens subject to wake conditions on ropes with sufficient length to reduce shock to club infrastructure and the vessel cleats.
- d. Springers to Mid Ship Cleats: All moored vessels MUST be tied using a springer from each of the back pile's weight/chain or compensator to the mid- ship cleats. This is required on every vessel in such a way that it prevents the vessel making contact and damaging the jetty. This includes the boats on the light weight section of Jetty 2, all Powered vessels and all Sailing Vessels. Floating docks are required to have additional springers at the bow if the floating docks.
- e. Compensator / Snubber: Only Swan Yacht Club approved compensators may be used. Compensator must be backed up with either chain or dyneema rope looped loosely to allow for stretch of the compensator. It is deemed the compensators will serve the same purpose as weights and chains while putting less stress on jetty infrastructure. It is SYC desired position to move all weights & chains to compensators.
- f. Sailboats: Sailboats must incorporate a springer off the back pile on both sides of their boat to their mid ships as well as mains ropes to the fore and crossed over aft mains ropes. In the event that no mid ship cleats are fitted to the vessel (this can also be applied to Power Boats without mid ship cleats) a midship springer is still required but may be attached to the boat via carabiner or suitably rated clip (minimum holding capacity to be not less than 500kg) which can be attached to a stanchion at the mid ship to achieve the same. Alternatively, the mid ship springers would need to be run all the way to the cleats at the jetty end of the vessel.
- g. Jetty Protection: Mid ship springer length should not allow the vessel to venture any closer than 250mm from the main jetty when the chain is at full stretch under any tidal position. Notably this does not apply to finger jetties however, ropes should be set in such a way that boats are not in contact with finger jetties under normal wind and current conditions. It is understood that under sever wash, this may be unavoidable. It is in the best interests of the boat owner to prevent contact to jetties and finger jetties under all circumstances to prevent damage under severe conditions.
- h. Additional Ropes: If the vessel owner had decided to fit additional ropes over and above the mandatory 8 ropes mentioned above (2 x fore main, 2 x aft mains and 4 x mid ship springers) then the additional ropes do not have to conform to the above standards. However, it is in the best interests of the boat owner that these are adequately sized for the task given. This may also apply to the use of additional rubber compensator – i.e. if the main 8 ropes conform to the above (without compensators, then additional ropes with compensators may be used and will not be assessed in the same way. However, if the Mooring Committee believes that the configuration of the 'additional ' ropes/compensators causes undue stress to the piles or jetty , then the owner will be asked to remove them. Similarly ratchet straps spanning from the jetty to the pile may fall into this category if they are too tight.
- i. Chain sizes: A minimum of 12mm (1/2 inch) galvanised chain for boats under 10.00 metres long to be used to hold weights.:
A minimum of 16mm (5/8 inch) galvanised chain for boats over 10.00 metres long to be used to hold weights.
No steel weights are to be used. All weights to be concrete cast in PVC. The PVC tube would not exceed 250mm

diameter. Bucket or ball sized blocks of concrete can damage piles over time and should be avoided. Any new weights and chains being installed must conform to this rule. (i.e. this change will not be retrospective)

- j. The required minimum weights attached to chains and hung off the eye bolts, per vessel length are as follows: -

Up to 10m	a minimum of 30kg
10m & over	a minimum of 45kg

All chains must be shackled to the eye bolts using galvanised shackles of the same dimension as the chain. All shackle pins are required to be captivated using stainless steel wire. Cable ties are not acceptable

- k. Connection of Ropes to Chains: Fore and aft ropes must be connected to the chain approximately 200 - 300mm down from the eye bolt and mid ship springers must be connected to the chain approximately 100 - 200mm down from the eye bolt. For those with vessels on Jetty 5, a small variance on the length would be accepted on the back – pile chains in order that the vessel may deal with more wash than others in the club and may need more length to allow for the vessel movement in the wash. However, they should remain at 3 links, or equivalent if larger chain can be used. Rubber compensators are not accepted for use in lieu of weights and chains except for those attached to the light weight section of Jetty 2.
- l. Responsibilities: The responsibility of all ropes, weights, compensator, compensators and chains remains with the pen licensee. Eye bolts and jetty cleats are the responsibility of the club to maintain and replace. However, if the pen licensee notes that an eye bolt or cleat is damaged, badly corroded or about to fail, they should notify the club immediately who will assess the status / urgency and schedule the works appropriately. The responsibility of assessing the serviceability of the eye bolts and jetty cleats in each pen reside with the licensee.
- m. Thimbles: All splices in contact with shackles must include a metal thimble. Soft splices in contact with bollards shall be protected from chafing.
- n. Types of Ropes: Mooring lines of polyethylene, nylon or a combination of both shall be used. Natural fibre ropes are not permitted. From July 2024 any replacement mooring lines or new pen allocations are required to use the SUPERFLEX Rope 3 Strand.

Minimum diameter per length of vessel is as follows.

SILVER ROPE or Equivalent - Breaking Strength 3t-4.4t

Up to 10m	20mm
10m – 12m	22mm
12 & over	24mm

SUPERFLEX Rope 3 Strand – Breaking Strength 6t-7.2t

Up to 10m	16mm
10m & Over	20mm

- o. Quality of Ropes: Only ropes without knots, spliced with minimum of 3 tucks and the correct length, shall be used so that a vessel is moored in the same position on each occasion. Knots in ropes are not acceptable. Any knotted ropes

must be replaced immediately. Mooring lines shall be regularly inspected and renewed when suspect. As a guide, the life expectancy of synthetic rope, in a static situation and subject to the elements is approximately 2 (two) years.

When a vessel's mooring lines and / or weights are in a neglected or dangerous condition the occupier will be warned by the Mooring Committee and directed to repair or replace the offending mooring lines and /or weights / compensator. If, after 14 days from the date of such warning, the owner has not complied with the directive of the Mooring Committee, the matter may be referred to the Management Committee, who may either

- i. Have the repair or replacement effected at the cost of the member, or
 - ii. Direct the offending owner to remove the vessel from the mooring area, or
 - iii. Cancel the pen licence. The pen will revert to the Mooring Committee for re-allocation.
- p. Relinquishing Pens: When a member has given notice that he/she is relinquishing a pen, such notice shall be acknowledged by the club and the date from which the notice is effective shall be stipulated. Any mooring lines or gear remaining in the pen after that date shall be deemed to be abandoned and disposal thereof shall be at the discretion of the Mooring Committee. Any costs associated with removing the existing equipment will be passed onto the former pen licensee.

C19 All hoses on jetties to be fitted with a trigger gun.

C20

- a. No boat will be allotted a pen or given a ramp permit unless checked and passed by the Compliance Officer and endorsed on the Club register.
- b. All vessels on the Club register shall undergo a compliance check by the Compliance Officer or his delegate or any person appointed by the Mooring Committee.
- c. A sticker issued on completion of the compliance check shall be affixed to the vessel in a conspicuous place near the DoT sticker.
- d. All vessels will undergo a compliance check every three (3) years, or at any time deemed necessary by the Compliance Officer.
- e. Failure to comply will render such vessel liable to be removed from the Club register and/or pen.
- f. All vessels must be inspected and approved by the Mooring Committee before a pen is allocated.

C21 No decanting of fuel, abrasive hull cleaning or discharge of contaminants into the river is allowed, including, but not limited to, contaminated bilge water, cleaning products or cleaning effluent.

C22

- a. NO Spray painting
- b. NO Sandblasting
- c. NO Metal grinding
- d. NO Paint stripping agents to be used in conjunction with the water blaster on boats on Club premises.

C23 Boat owners may use jetty ladders to assist in boarding and leaving vessels, providing that the jetty right-of-way is kept clear.

C24

- a. A boat owning member is required to produce his/her vessel's Department of Transport registration form or a photostat copy of same upon request by a member of the Mooring Committee.
- b. A boat owning member is required to keep his/her vessel covered by third party insurance to a minimum value of \$10,000,000 to protect the property of other members and the Club.

C25

- a. Any boat owning member who is declared by the Management Committee as unfinancial under the Club Constitution and Rules or whose membership has been cancelled or suspended shall immediately remove his boat from the Club pen.

If the boat concerned has not been removed within seven (7) days of the date of notice to the member that he is unfinancial or his membership cancelled or suspended, or such further period as the Management Committee may on application of the member approve, the boat may be removed from the pen by Club Officials, at the cost and risk of the boat owner.

- b. On declaration as unfinancial or on cancellation of membership, a member's pen shall be deemed surrendered and may be re-allocated by the Mooring Committee.

C26 A member of the Mooring Committee or an authorised representative of such committee has the right to board any boat within the mooring pen areas to inspect and adjust mooring lines as necessary, and may move any vessel if such vessel, in his/her reasonable opinion, is likely to be in peril or so situated as to interfere or obstruct other members in their normal utilisation of the Club facilities.

C27 All members allocated a dinghy rack must clearly display the relevant rack number on the dinghy.

C28

- a. If in the opinion of the Mooring Committee, a member's boat within the Club premises constitutes a danger to the safety of

The member's boat;

Any other member's boat, or

The marina or any of the facilities which form part of the marina,

the Committee may by written notice to the member concerned, require the member to comply with such reasonable directions as are contained in the notice within the time specified in the notice and if no time is specified then within not more than 30 days of receipt of the notice.

- b. If at the date of expiry of the notice, the member has not complied with such direction(s), the Committee may require the member to remove the member's boat from the marina on the expiry of a further 7 days.
- c. If the member fails to comply with the direction(s) within the further seven days, the Mooring Committee or its nominee may without further notice, board the member's boat and at the discretion of the Committee either
1. take whatever steps are necessary to comply with the outstanding direction(s) and, for that purpose, may engage workmen and purchase materials or
 2. remove the member's boat from the marina to another place determined by the Committee.
- d. If the Committee engages workmen and/or purchases materials for the aforementioned purposes, the member shall indemnify the Club and the Committee for the costs incurred.
- e. If the Mooring Committee removes the member's boat from the marina, the member shall release the Club and the Committee from any loss or damage to the member's boat or property caused by or attributable to its removal and indemnify the Club and the Committee for the costs of removal and storage or keeping the member's boat.

C29 Block heaters for marine engines are not permitted to be used from the jetty power supplied to the marina.

C30 DRY PEN RULES:

1. Keep pen neat and tidy
2. No boat or car leaking oil to be parked in the pen.
3. Must have a duplicate key with the Club office.
4. Trailer to be returned to the dry pen while the boat is in the water.
5. Any alterations to the pens to be approved by the Committee.
6. Only approved boats to be stored in pens.

ATTACHMENT TO APPENDIX C

Pen Licence Agreement

APPENDIX D

SAFETY CODE AND SAFE PRACTICE PROCEDURES

DEFINITIONS:

"Shall" or "Must" indicate essential provisions.

"Should" and "Preferred" indicate advisory provisions.

"Approved" means acceptable to any authority having jurisdiction.

"Readily Accessible" means capable of being reached quickly and safely under emergency conditions and reached conveniently under normal conditions.

"Accessible" means capable of being reached readily for inspection and maintenance.

SOURCE OF REFERENCE. Department of Transport; Power Yacht Association of W.A., S.A.A. Small Boats A. S.1799 - 1975. and the Australian Liquified Petroleum Association.

SECTION "A" - FUEL TANKS AND REFUELLING RULES

1. Tanks shall be filled using "Deck Filler Plates" located outboard so all spillage flows overboard.
2. Filler necks should extend to the bottom of the tank.
3. If flexible hose is used to connect the deck fitting (Rule A. 1) it shall be aviation refuelling hose and the tanks must be earthed to the filler plate with a copper wire not less than 4mm in diameter, Metal Hulls excepted.
4. All fuel tanks must be vented outboard with approved tubing not less than 9/16 TD and fitted with a gauze screen. Where diesel fuel is used inboard, venting is preferred.
5. All fuel tanks must be securely fastened with brackets or straps, all tanks must be bonded.
6. All fuel tanks must be fitted with shut valves, located as near to the fuel tanks as practicable. Where petrol fuel is used, the stop valve must be a glandless type known as the diaphragm or refridge valve. This type of valve is not necessary where diesel fuel is used.
7. Systems employing fuel pumps should have fuel lines drawing from the top of the tank.

8. All fuel lines between the fuel storage tanks and the engine must be of stainless steel, annealed copper or copper-nickel alloy, and minimum wall thickness 0.035". All fittings must be of the flared type or fittings with ground faces. All Joints shall be of hard solder.
9. A short length of flexible hose MUST BE fitted between the fuel line and the engine in order to offset work hardening of the metal fuel line. "Aeroquip" or the "Duffield" type of armoured hose pipe must be used in lieu of the copper coil system which was originally used to absorb vibrations. Neither plastic pipes nor plastic fittings are permitted.
10. All fuel lines must be adequately secured throughout their length.

SECTION "B" - SAFETY EQUIPMENT

1. All craft shall carry fire extinguishers as per the Department of Transport Regulation in force at the time of inspection, and shall update their fire fighting equipment and keep in step with the changing Department of Transport regulations.

The extinguishers must bear the "Australian Standard" stamp as follows:

- a. AS-1843-1845 (Foam)
 - b. AS-1846 (Dry Chemical)
 - c. AS-1847 (Carbon Dioxide)
 - d. (AS-1848 (Halogenated Hydro Carbon)
2. The minimum number of extinguishers to be carried by a vessel is as follows:
 - a. Extinguisher for a vessel up to 6 metres
 - b. Extinguishers for a vessel up to 9 metres
 - c. Extinguishers for a vessel up to 12 metresAll extinguishers must be checked annually by a recognised authority.
 3. All fire extinguishers must be mounted in a readily accessible and visible position.
 4. All craft shall carry life Jackets as per the Department of Transport Regulations and same shall be stored in a readily accessible position. The type of life jacket to be used is the Australian Standard AS-1512.
 5. Where life jackets are stored in a locker, a sign stating "Life Jackets" must be affixed to the door or lid.
 6. All craft shall carry anchor, rope and signal flares as per Department of Transport Regulations.
 7. Power vessels of over 5.5 metres shall carry navigation lights as required by the International Collision Regulation.

SECTION "C" - ELECTRICAL D.C. LOW VOLTAGE

1. All powered vessels fitted with batteries (storage type) whether lead-acid or nickel-iron alkali shall have a totally enclosed master switch located as close thereto as possible, accessible, and capable of carrying the FULL load current (including starter) and disconnecting at least one lead which should be the one not earthed. Where automatic electric bilge pumps are fitted these may be connected direct to the batteries on a separate circuit which shall be protected by a fuse rupturing at 25% above the rated full load current of the motor and located adjacent to the batteries.
2. All cable shall be of adequate size and multi-strand (in no case less than the S.A.A. rating). They shall be adequately secured and protected and where close to engine or exhaust systems shall be so arranged as not to come in contact with hot metal. Metal fastenings shall not be driven through the cable and/or its insulation.
3. Rubber insulated cables should not be used.
4. Switches and fuses etc carrying more than 5 amps or where voltage exceeds 32 volts shall not be mounted on wooden bases if the conducting parts of the switch or fuse can be in contact with such wooden base.
5. Wiring to running lights shall be on a separate circuit with separate switching for side lights and mast-head/stern lights.
6. Wiring for general lighting should be spread over several circuits each circuit separately fused. Reference should be made to the Western Australian Marine Act relative to lighting. Regulation 7 (Available from Government Printer).
7. Starter motors and generators shall be fitted with cover bands over the brushes or be of the totalling enclosed type.
8. Reverse current relays, voltage regulators, etc., should be mounted where they cannot be surrounded with fuel vapour.
9. All batteries should be housed in an acid proof container.
10. All batteries should be securely mounted.
11. On steel or aluminium vessels, the hull must not be used for the earth return.

SECTION "D" - SAFETY PROCEDURES

1. Under no circumstances shall plastic fuel lines be permitted.
2. Fuel shall be carried in approved SAA Code containers.
3. Carburettors shall be fitted with a functional flame arrest or and when not of the side or down draught type shall have drip trays covered with fine bronze gauze fitted beneath.
4. Owners of craft may apply to the Safety Officer for waiving of a rule and request an exemption certificate to be issued for that craft for that rule.
5. Vessels fitted with outboard motors and portable fuel tanks are exempt from rules governing fuel tanks provided they conform to specification S. A. A. Small boats AS 1799 - 1981.

6. All vessels regardless of whether a motorised or electrical bilge pump is fitted should have a good quality manually operated bilge pump installed. Small boats should carry at least two (2) 4.5 litre buckets for bailing purposes.

SECTION "E" - GAS STANDARD REGULATION - UNDER ALINTA GAS CONTROL

1. Every vessel which has gas installed within the confines of the vessel MUST be in possession of the Alinta Gas certificate to show that the work of installing was carried out by an authorised licensed plumber in accordance with the directions under the Gas Standards Act (1972) and its amendments.

NOTE: Gas bottles over 10 years old will not be filled unless the bottle has been retested and stamped accordingly.

APPENDIX E

YACHTING EVENTS

A. SAILING: (RESERVED)

Regulations for the conduct of races for Sailing Yachts shall be as laid down by the Yachting Association of Western Australia.

B. POWER YACHTING:

Regulations for the conduct of competitions and racing shall be as laid down by the Power Yachting Association of Western Australia.



APPENDIX F

The Swan Yacht Club (Inc)
Riverside Road East Fremantle

PROXY FORM

I _____ Membership Number _____

being an ordinary financial member hereby assign my vote to the Commodore at the

Annual General Meeting on (DATE).

He can vote on First Motion

For/Against

He can vote on Second Motion

For/Against

Signature

Name

Authorised by the General Manager