

MARINA REGULATIONS

The following Marina Regulations are established in order to provide equitable administrative measures that will benefit the eligible membership with maximum utilization of the Marina facilities. Except as specified, the rules apply to wet slips and dry stalls, racks, sheds, and boat parking areas ashore. Mooring and storage are a privilege of membership, and it is the intent of these rules to serve as a vehicle to provide facilities for active boats of the members of Kaneohe Yacht Club. Since violation of these rules may cause hardship and/or harm to other members, or their property, the BOD may cancel a member's mooring privilege for failure to comply, with these rules and regulations or take whatever other steps it may deem advisable.

1. RESPONSIBILITY

- A. The terms "Resident KYC member" or "Resident Member" shall mean all persons having Kaneohe Yacht Club membership status, other than Non-Resident membership status, whose primary residence is on the Island of Oahu.
- B. The Port Captain and Mooring Committee are appointed by the Commodore and are responsible for the wet mooring, dry mooring, piers, bulkhead, privately-maintained navigational aids, small boat shed and racks, boat lockers and boat related work areas within the Club grounds. The Port Captain and Mooring Committee are also responsible for all slip and dry storage assignments.
- C. The Mooring Committee, which is appointed by the Commodore and chaired by either the Vice or Rear Commodore, shall consist of one Staff Commodore, Vice Commodore, the Port Captain, or their appointees, and up to three other members who are boat owners, to include the current PCS manager. The Mooring Committee assists the Port Captain and is responsible for the writing of and revisions to the Marina Regulations.
- D. The Port Captain is the primary liaison to membership and the BOD for any issues with regard to mooring. In the absence of the Port Captain, the Vice Commodore, may assign an acting Port Captain or will assume the role of Port Captain. Should the Vice Commodore be absent or unavailable the Rear Commodore is next in the line of authority. Any written communications regarding mooring should be cc'd to the Mooring Committee so that a complete and accurate file may be maintained. Other than insignificant mooring issues, any issues involving movement, relocation, assignment of slips or transgressions by slip holders must be in writing with copies in the Mooring Committee, member and Port Captain files
- E. When enforcing the Marina Regulations, the Port Captain and/or the Mooring Committee shall be considered to be acting for the Commodore and the BOD in implementing policy and By-Laws of the Kaneohe Yacht Club.
- F. The Port Captain and/or the Mooring Committee reserve the right to require members to vacate slips for special events and/or dock maintenance.
- G. *Slip* assignments

1. A *Slip* assignment shall be made; to the applicant at the top of the wait list for the *slip* category unless the assignment is made pursuant to Appendix 1, the Provisional Class boat Sailor Program; for a *boat* which is suitable for the available *Slip*;
 2. *Slip Assignments shall be made on a monthly basis with approval of the port captain and mooring committee.*
 3. A *Slip holder* may change *boats* moored in the assigned *Slip* under the following conditions: The new *boat* must fit in the assigned *Slip*; A new mooring agreement is executed by the *Slip holder*; and, the Port Captain and Mooring Committee.
 4. A *Slip holder* may exchange *Slip* assignments under the following conditions: The exchange is between *Slips* of similar category and size. A new mooring agreement is executed by the *Slip holder* and the Port Captain and Mooring Committee.
 5. A *Slip holder* may not transfer a *Slip* assignment to another member.
 6. A *Slip holder* may not be assigned more than one wet *Slip* , one dry *Slip* and one rack space.
 7. All *Slip holders* except stacked *Slip holders* shall provide current proof of ownership and proof of insurance to the Port Captain with required correspondence to Mooring Committee with a copy to the *Office* at least once per year.
- H. The Port Captain and/or the Mooring Committee may, upon specific written request from a member, recommend to the BOD that a particular rule be waived, if in its opinion the request is clearly within the intent of these rules and not an attempt on the part of the requester to manipulate the situation to his advantage.
- I. Violations of these Regulations will be cause for executive action by the Port Captain, the Mooring Committee, and ultimately action by the BOD. Actions will commence with a written “Notice of Violation” issued by the Port Captain, Mooring Committee or a “Flag Officer”, stating the rule/rules violated and the circumstances attending the violation.

For a first violation, the notice will give a specific time for the member to correct the violation. A copy of the notice will go into the members/boaters file. If the member fails to correct the violation within the specified time, the member will be contacted to meet with the Mooring Committee to discuss further action. In case of a second violation, or non-compliance with the terms of the first notice, the member will be called before the Mooring Committee for a hearing and recommendation. This recommendation will be sent to the BOD for appropriate action to include possible cancelation of wet slip/dry storage or other as the Board may decide.

2. ELIGIBILITY

- A. Only resident Senior and Life members of Kaneohe Yacht Club may be assigned to a wet mooring slip. Senior, Life, Associate, Service, Intermediate, and Junior members may be assigned to a dry slip and may also apply for and be carried on the waiting lists. Non-Resident, Honorary, Spouse, and Significant Other Members are not eligible to be on the waiting lists or be assigned a slip.
- B. Any member expelled for any reason shall forfeit all mooring assignments and shall be removed from any and all waiting lists.
- C. Reinstatement of Kaneohe Yacht Club membership will not reinstate any mooring or waiting list assignment.
- D. Partnerships are allowed to members in good standing and shall be based on eligibility classification,

(i.e junior and associate for dry slips only.); all members entering a partnership shall have equal shares.

3. GENERAL RULES

- A. All requests for mooring shall be made in writing using the “Request for Mooring – Mooring Assignment and Agreement” to the Port Captain and Mooring Committee.
- B. Prior to being assigned a mooring, the eligible member must present proof of ownership and proof of insurance of his (respective) boat and sign the Mooring Assignment and Agreement document. Proof of ownership may be established by USCG Documentation or Hawaii Certificate of Ownership of Undocumented Vessel reflecting equal partnership in the ownership of subject boat. All partners in a jointly owned vessel must be eligible members in good standing of Kaneohe Yacht Club. Assignment will be made to only one of the partners and that partner will be solely responsible to KYC for all marina fees and actions. All boats moored or brought onto KYC property must be owned by a Club member and have a KYC identification sticker on it as well as trailers and dollies unless specifically approved by the Port Captain with required correspondence to Mooring Committee or the Principal Race Officer for regattas, tournaments or other approved activities.
- C. Members’ liability insurance may be carried as an individual policy for the vessel or included in their Homeowners / Renters liability policy. Policy must show liability coverage minimum of at least \$500,000. Members must have insurance companies advise KYC of renewals, changes, or cancellations to their policy regarding boat liability. This may be phrased as an “Additional Insured,” “Additional Interested Party,” or whatever language the insurer uses to accomplish this requirement. Members or the insurer must submit annually, evidence of continuing insurance coverage with appropriate liability limits and coverage as set by the BOD.
- D. Corporate vessel ownership will be permitted only when a resident member has exclusive ownership responsibilities for the vessel in question. Articles of Incorporation or another official document listing the officers of Subject Corporation must be submitted with the application for marina privileges. The use of marina privileges for corporate owned vessels must be approved by the BOD. A letter from the corporation assigning responsibility to the club member must be submitted. The designated corporate member responsible for the vessel shall be billed and take responsibility for the vessel as if the vessel were his exclusive personal property.
- E. No mooring assignment is transferable and any ownership transaction whatsoever regardless of the amount transferred will result in the forfeiture of the assigned mooring except as described below. Any agreement of sale or purchase contract shall be considered an ownership transaction for the purpose of this rule. Any transaction regarding ownership must be reported to the KYC Office (Attn: Port Captain) with new ownership and insurance evidence. A new Mooring Agreement must be executed.

A member may retain his mooring:

- 1.If a member wishes to add their spouse to present ownership documents, the current slip holder will be the responsible individual.
- 2.In the event of the death of a member who had a vessel assigned to either wet or dry mooring, the surviving spouse may be permitted to maintain the assigned mooring under the following

circumstances:

- a) The surviving spouse becomes a Senior Member (SR) or Life Member (LIF) in accordance with current By-Laws
- b) The SR or LIF member transfers ownership into their name and signs a new mooring agreement within 30 days of the member's death
- c) Copies of appropriate insurance and ownership documentation are provided to the KYC office

3.If a member replaces said vessel or shows proof of purchase of another vessel of the appropriate size to fit into the same slip within thirty (30) days;

4.If the vessel is owned in partnership and the assignee buys out his partner. The selling partner must give up all interest in said vessel and mooring slip. If selling partner wants his own mooring slip, he must apply for it and will be treated like any other new mooring request. If the assignee sells to a partner, then the mooring is forfeited and the buying partner mooring would be based on his position on the Marina Wait List. The buying partner may have to move the vessel or remove it entirely depending on his status on the wait list.

5.If a Member removes their vessel from a wet mooring for an extended period (greater than 30 days), they may retain their slip assignment by following the protocols listed below:

- a) Advise the Port Captain and Mooring Committee of his/her intent and expected duration of absence.
- b) Maintain their membership in good standing and continue to pay appropriate mooring fees.
- c) Advise the Port Captain and Mooring Committee after six months absence of his/her continued intention to return to KYC and continue to maintain contact on a quarterly basis thereafter.
- d) Advise the Port Captain and Mooring Committee as early as possible of his/her expected return date. Expect that there may be a delay in returning to their old slip depending on availability of space for the temporary slip assignee.

6. If a Member who has a vessel assigned to a wet mooring leaves Oahu for 30 days or more, he must add a SR or LIF member as caretaker of his vessel. He must advise the Port Captain and Mooring Committee of the name of this caretaker.

- a) The caretaker must care for the vessel as if it were his own, to include proper maintenance, periodic use, and demonstration of seaworthiness at frequent intervals as designated by the BOD.
- b) The caretaker will be limited in the use of the vessel to himself and his immediate family only. This is not a charter, maintenance charter, or a lease arrangement.
- c) The caretaker will fill out and sign the standard Mooring Agreement and accept full responsibility for the vessel.

7. A Member may give up his/her slip and maintain seniority on the Wait Lists. If a Member sells his/her Boat and does not intend to replace it, they may request in writing to the Port Captain and Mooring Committee, to be placed on the Inactive Wait List. At any time, they may reactivate his/her request for a slip and have seniority on the Active Wait List over all others except for other previous slip holders who had requested to reactivate at an earlier date. The new slip would be limited to the same size (or smaller) than the previously occupied slip.

F. In the event of any change in ownership whatsoever, the Port Captain must be notified within seven (7) days. If the vessel is sold, the new owner must vacate the slip within fourteen (14) days unless the Port Captain with required correspondence to Mooring Committee has granted explicit permission for a limited

extension of that period. In the event of the sale of a boat, the KYC sticker must be removed and returned to KYC office for recordation. Failure to return the sticker will cause payment of marina fees to continue until proper proof of sticker removal is submitted. A new Mooring Agreement must be submitted to the Port Captain indicating the details of the change.

- G. Use of a vessel at Kaneohe Yacht Club is restricted to KYC registered boat owners, the owner's spouse, or the owner's dependent children. This member relationship must be observed at all times when a vessel leaves and returns to the marina unless the Port Captain with required correspondence to Mooring Committee grants prior approval (or the documentation referred to in paragraph H below).
- H. The assignee of a slip will not enter into any agreement that allows the routine use of his or her vessel by another person except for his or her spouse or dependent children without having listed them in the Mooring Assignment and Agreement document or the KYC Vessel Use Authorization Appendix. Use of one's boat by a non-member of KYC is prohibited unless prior consent of the Port Captain and the Mooring Committee subject to approval of the BOD. A slip holder may not charter or lease the assigned boat.
- I. Any person who vacates his assigned mooring for a period of five(5) days or more shall give one week (7 days) advance written notification to the Port Captain with required correspondence to Mooring Committee.
- J. Assignment or re-assignment of mooring or dry storage will be made in chronological (date and time) order of (waiting list) application and in consideration of the suitability of the space to the boat. All assignments are at the discretion of the Port Captain and Mooring Committee except as allowed in section 4 "Provisional Classboat Sailor" (PCS) Assignment.

4. Provisional Classboat Sailor (PCS) – Assignment

If an owner of a boat in an active racing fleet who has an assigned dry slip sells that boat to an approved Provisional Classboat Sailor (PCS), the buyer may retain use of the dry slip provided they satisfy the requirements of the PCS Program as outlined below:

- A. Eligibility – this status is limited to **DRY SAILED** Boats only of the following recognized Classboat Fleets (a minimum of 3 boats owned by KYC Members): Inshore Racing Fleet, International 14, Cal 20, International 110, J24, J80's, Melges 24, and Soling Classes are designated as Eligible Boats.
- B. Prior to Slip Assignment, the buyer must be pre-approved as a PCS. A member is not eligible for PCS status if they already have a dry slip.
- C. The sailor must be recommended for PCS status by the Program Manager and ratified by the Rear Commodore.
- D. If the buyer is rejected as a PCS for any reason, any slip assignment is subject to their position on the waiting list.
- E. The PCS's boat must compete annually in at least two-thirds of the fleet's sailed series.
- F. The PCS must participate in fleet activities and volunteer for regatta service to the satisfaction of their

Fleet Captain and the Regatta Chairman.

G. If the boat of a Fleet Sailor is sold to anyone other than another pre-approved PCS, the buyer may not retain the dry slip unless he or she is at the top of the Dry Mooring wait list.

H. A PCS may sell their boat to another pre-approved PCS who may also retain the slip.

Management:

1. The PCS Program shall be managed by a designee selected by the Fleet Captains of the Eligible Fleets.
2. All assignments shall be coordinated through the Port Captain and Mooring Committee using the Existing Mooring Agreement and rules.
3. Reporting – The Program Manager shall report directly to the Port Captain and Mooring Committee; all reports shall be filed with the Rear Commodore and the Board. Status reports shall be made 4 times a year (by quarters of the Racing Schedule) stating:
 - a. Provisional Classboat Sailor's name, boat type, and slip number.
 - b. Quantity and percent of races sailed by the PCS or their Representative, and comparison to 2/3rds requirement.
 - c. If behind in participation requirement, state the reason(s) for and how the Sailor intends to catch up.
 - d. PCS's volunteer activities.
4. The eligibility of each PCS will be reviewed annually by the "Provisional Classboat Sailor Committee" (PCSC) consisting of the Rear Commodore, the Port Captain, Mooring Committee, the Program Manager, using the Final Program Manager's Report. The PCS status may be revoked if the Sailor fails to comply with the above requirements.
5. If a Fleet Sailor reaches the top of the dry slip wait list, the PCS status will be automatically removed, and they will be permanently assigned the dry slip.

Exceptions:

1. The Committee may recommend to the Board exceptions based on the following: the case of an extended illness or disability of a PCS.
2. For a major rebuild of the Vessel. Any rebuild should include a plan and schedule which is communicated with the Program Manager, the Port Captain, Mooring Committee, and the Rear Commodore.

Revocation:

1. Status as a PCS can be revoked by the BOD for non-compliance to the above requirements.
2. Revocation of Status will require the boat owner to sell the boat or have it removed within 30 days from date of written notice. Otherwise the Boat will be considered abandoned and will be disposed of in accordance with KYC rules and Hawaii law.

3. The vacated slip will be offered to the same fleet for reassignment and, if not accepted, to other Classboat fleets. If not taken, the slip will revert to the General Dry Mooring List.

Adding Slips:

1. Boats can only be added when Members are assigned slips through Standard Dry Storage wait list procedures and the boat is that of an eligible fleet. New fleets may apply for eligibility to the BOD.

5. GENERAL BOATING INSTRUCTIONS

- A. Assignee may not exchange slip assignments with another assignee, unless approved by the Port Captain with required correspondence to the Mooring Committee.
- B. An assigned mooring space may not be rented or loaned. All temporary assignments are to be made by the Port Captain, with required correspondence to Mooring Committee.
- C. An applicant offered mooring must indicate acceptance within (7)seven days of the offer. From this time the applicant has (30) thirty days to fill the slip or apply for an extension from Port Captain with required correspondence to Mooring Committee
- D. Unassigned mooring facilities (bulkhead, finger piers, end of G-Pier, etc.) shall not be occupied for longer than two (2) hours without prior approval of the Port Captain unless for a club sponsored event. (i.e. Race / Boat Blessing) No boats are allowed overnight mooring without prior approval by the Port Captain
- E. Boats shall not be moored along the bulkhead within 20 feet of the hoists and ramps and left unattended. Boats will not be permitted to moor in the small boat turning basin.
- F. Boats are to operate at minimum or “no wake” speed within and approaching the Club channel and turning basin in order to create no disturbance to other boats and in no event to exceed five (5) knots.
- G. Designated work areas and wash areas are provided in the dry storage area or as designated by the Port Captain with required correspondence to Mooring Committee. Except for minor repairs, repair work on a member’s boat may ONLY be done in the designated work areas. Extensive repairs and new construction will not be approved without prior approval of mooring committee. At the end of each work day, the areas must be left clean and orderly. Persons involved in scraping paint and metal, sanding, grinding, etc., shall pay particular attention to this requirement and shall take every precaution through the use of drop-cloths, dust screens, or others means as defined in the Best Management Practices (BMPs) to prevent waste material from finding its way into the bay. Any spray painting must be done with due consideration for over spray onto nearby vessels. The BMP’s are available through the Club office. Prior to any work areas being assigned Members must participate in the BMP briefing and sign the BMP agreement. Use of work areas are limited to no more than two consecutive weeks. Work areas are to be used only by those who have club registered boats, assigned to “slips” at the Club. Boat owners must submit a written request to

the Port Captain with required correspondence to Mooring Committee prior to using work area. Requests must include name of Owner, name/type of boat, name of person doing work and the type of work to be done. Exceptions may be made only with written permission of the Port Captain and Mooring Committee. Any violation of the BMP will be fined \$100 for the first violation, \$500, for the second violation, and revocation of mooring rights and slip assignment for the third violation. Any and all fines incurred by KYC for said violation will be the responsibility of the slip holder/member.

- H. Use of the maintenance haul-out area will be for a maximum of two (2) weeks only. The Port Captain with required correspondence to Mooring Committee must approve additional time. Emergencies will be handled on a case-by- case basis. Only Club member boat owners may request a maintenance period (contractors or workers may not request maintenance but may perform work on the approved boat or trailer). Only boat and trailer maintenance may be performed. No new building, major overhaul or rebuilding of boats, moorings, other structures, or trailers is allowed. No hot work may be performed without the Port Captain with required correspondence to Mooring Committee's approval.
- I. Special mooring provisions are made for visiting yachts on a space available basis. The Port Captain is responsible for these assignments; however, the Club Manager may assign positions for 24 hours subject to Port Captain approval.
- J. Visiting *boats* not participating in a Club event may visit for a maximum of 2 weeks per year. The Port Captain and Mooring Committee may, from time to time, post special instructions or comments on the bulletin board, on the web site and Telltales concerning boating or mooring facilities.
- K. Individual members are responsible for any repair and/or maintenance personnel they may bring into the Club. All repairmen, etc. who work on vessels moored or stored at Kaneohe Yacht Club must check in and sign the workers log at the Club office every day before they enter the marina area. (See - BMP's)
- L. Any vessel, trailer, dolly or other equipment may be ordered removed from the Club property by action of the BOD and at the expense of the owner. Unidentifiable and unclaimed items may be considered abandoned and subject to disposal.
- M. Any member found to be in violation of any of these regulations will be so notified in writing by the Port Captain and Mooring Committee. If, after thirty (30) days from the original notification, the deficiency is not corrected, the member will be called before the Mooring Committee for further action that may include a monetary fine and loss of privileges.
- N. Personal Water Crafts are prohibited from being stored or launched at KYC.
- O. The grass area between the tennis court and the trailer storage area is designated as a dry storage area for light weight sailboats on dollies or light trailers that are easily moveable.
- P. All boats stored or launched at KYC must be registered with the Yacht Club regardless of the length or means of propulsion. All boats are required to demonstrate seaworthiness and operability. Any mooring assignments can be terminated if the assignee's vessel is inactive for a period designated by the Board. As evidence of activity, the vessel must, under her normal power, with the owner or designee caretaker onboard, leave her slip and travel at least as far as the distance to Coconut Island and return, twice during such period. Smaller vessels, sailboats 15ft and under, kayaks, El Toros, etc. may comply by a trip around the Coral Patch. Signing the trip log in the Club Office is required as documentation of such trip. Falsifying the entries in the trip log will result in the immediately loss of their slip. The Mooring

Committee or BOD may require more frequent trips on an individual basis for an inactive boat. (not moved twice in a quarter)

- Q. . All members who have not complied with the seaworthiness and operability requirement will be FINED \$100.00 and their names may be posted on the Club Bulletin Board. If inactivity (not moved twice in a quarter) is not resolved by the next quarter, the FINE will increase to \$500.00. At the end of any three quarters a member that is not in compliance, will be notified of violation of movement log rule and required to show proof of movement to a BOD Member by certified letter. Should there be no response or proof of movement, the Port Captain and Mooring Committee shall notify slip holder, of revocation of slip assignment, and required removal of vessel by certified letter. If no response to date, then said vessel shall be confiscated an abandoned vessel and removed from KYC. The member may appeal the decision for revocation by attending the mooring committee meeting to state their case. If Port Captain and Mooring committee uphold the revocation decision the member may appeal to BOD.

6. WAITING LISTS

- A. The Port Captain and Mooring Committee will maintain a waiting list for both wet mooring and dry stalls if appropriate space is not immediately available to an applicant. Assignments will be made in accordance with these regulations as space becomes available and are contingent upon the signing of a Kaneohe Yacht Club Mooring Agreement as well as compliance with the provisions of General Rules, paragraphs B and C. Any member on the Delinquent List for nonpayment of dues and/or fees will be dropped from all waiting lists.
- B. Any member except Honorary and Non-Resident members may apply for and retain position on wet and dry mooring lists. Only Senior and Life members may be designated as “active” on the list for wet mooring assignment. All others are designated as “inactive” and will not be notified of any slip availability. All other members except Honorary and Non-Resident members may be assigned dry stalls on an as available basis.
- C. Should space become available, the person at the top of the list will be advised by the Port Captain with required correspondence to Mooring Committee. That person will then have thirty (30) days to take possession or produce evidence of intent to acquire a boat, (e.g., bill of sale, purchase order, charter or lease agreement, etc.) If he is not ready to purchase a boat at that time, he will be marked inactive on the waiting list and will not be offered a slip again until he notifies the Port Captain that he is ready to purchase a boat.
- D. Temporary “slip hopping” privileges are available to persons on the waiting list depending upon the availability of space. Persons interested must apply to the Port Captain with required correspondence to Mooring Committee.
- E. The waiting list will be kept up-to-date and will be posted on the Mooring’s bulletin board on the first of every month with copies to the office and the Club Secretary.

7. MOORING SLIP HOPPING

- A. If a permanent slip holder vacates his slip for a period of Five(5) days or more, the Port Captain may make a temporary assignment to another (eligible) member. This is in no way to be considered permanent assignment, and the “slip hopper” must be prepared at any time to move either from slip to slip, or out of

KYC altogether as directed by the Port Captain and Mooring Committee.

- B. The “slip hopper” will be assessed pro-rated mooring fees for any and all times he is assigned a temporary slip. The permanent holder of the slip must continue to pay mooring fees also, whether or not a “slip hopper” temporarily occupies the slip.
- C. A person who “slip hops” in no way jeopardizes his position on the waiting list.
- D. The “slip hopper” must provide ownership and insurance evidence and sign the standard Mooring Agreement prior to occupying a slip.

8. WET MOORING

A. WET MOORING ASSIGNMENT:

- 1. A member may not participate in more than one wet mooring slip. A member may not have more than one authorized boat in the slip
- 2. Due to slip construction and space availability, slip assignments will not be given to vessels exceeding 50’ over-all in length or 14’ beam unless otherwise approved by the Port Captain, and the Mooring Committee.
- 3. Members’ boats assigned to wet mooring or dry storage at Kaneohe Yacht Club shall not be used as a residence nor shall they be occupied in any manner that presents the appearance of their use as a residence. Recreational use of boats for occasional overnight occupancy, not exceeding two days a week, is not considered “living aboard.” When using your boats for overnight visits, remember that Federal laws, as well as Club rules, prohibit the dumping of rubbish, sewage or waste of any nature into any part of the bay. Violations are subject to possible suspension and/or loss of Club mooring privileges.
- 4. A member presently assigned a slip wishing to move to another slip of the same size or smaller must notify the Port Captain and Mooring Committee in writing. The member will then be placed on the “Request Slip Change” list. These reassignments will have priority over “new” assignments. A request for a larger slip will be treated as a new request for wet mooring. (The member requesting a larger slip will be placed at the bottom of the appropriate waiting list and wait his turn.)
- 5. Charges for wet mooring shall be based on the overall length of the vessel, including bowsprit and any aft structure such as dingy hoist or mizzen boom. The overall length of the vessel must be verified by the Port Captain and/or the Mooring Committee.

B. WET MOORING MAINTENANCE:

- 1. All vessels using the Kaneohe Yacht Club mooring facilities shall be maintained in shipshape condition (shipshape by any definition means the vessel in question is able to safely proceed to sea under its own

power). The Port Captain and Mooring Committee may request improvement in the appearance of a vessel and slip area. Lack of compliance to either of these conditions may be cause for cancellation of a member's wet mooring privilege.

2. All wet mooring and piers shall be maintained in a neat and orderly manner. No material shall be stored on any pier except for inside of an approved dock locker, *unless otherwise approved by Mooring committee*. All vessels shall be properly secured in accordance with requirements under "Wet Mooring Specifications."
3. It shall be the responsibility of the assignee to notify the Port Captain of any defects in his mooring.
4. Maintenance and minor repairs of vessels may be done in the assigned mooring provided that other vessels and Club property is protected at all times. Any major repairs shall require the approval of the Port Captain.
5. All mooring gear and electrical connections must be approved by the Port Captain and Mooring Committee and maintained in good condition by the slip holder. Electric connections used on Club piers must be three-wire, 14 gauge or greater, must have weatherproof connections and must not present a hazard. No inner conductor may be exposed, and there shall not be any indication of burning or arcing on the cord. Electrical connections to the pier plugs must be with the approved socket that is available for purchase at the club office. When a vessel is out of its assigned mooring, power lines must be disconnected from the Pier receptacle/outlet. Electrical power is provided for the occasional charging and or repair equipment use.
6. Slip, pier and dry storage orderliness, cleanliness and uniform standards are the responsibility of the individual assignee and will be enforced by the Port Captain and Mooring Committee.
7. Electrical hookups, dock lockers or other structures, if employed, must be approved and located as directed by the Port Captain and Mooring Committee. They must conform to the plans and specifications issued by the Club and will be installed and maintained in good condition by the members. Dock lockers must be properly identified by affixing the slip number, vessel name or both. One dock locker is allowed for each assigned mooring. Dock lockers are allowed only on "E" and "G" piers.
8. No carpeting or other matting shall be attached to the horizontal surface of any pier.
9. When water hoses are in use at Kaneohe Yacht Club bulkhead, piers or other wash-down areas, they will be equipped with a spring-type nozzle, which will completely shut off the water when the grip is released.
10. No materials, floats, rafts etc. may be fastened or tied to the KYC Piers.

C. WET MOORING SPECIFICATIONS:

1. Boats assigned to G-Pier slips starting with G-42 shall not exceed the length in feet designated for the length of the finger pier of the slip as shown in the following chart:

G-PIER – Outer
Section (Feet)

FINGER LENGTH

20
24
26
30
36

MAX BOAT LENGTH

28
34
36
39
44

2. All permanent mooring lines at Kaneohe Yacht Club shall be properly eye-spliced with thimble and shackled to mooring cleats or eyes. All lines attached to pilings shall use a shackled chain to secure the line to the pilings.
3. All boats moored on “G” (Floating Pier) must have their lines tight, with at least one fender between boat and pier. “E” or (Fixed Pier) lines must be loose enough to allow for rise and fall of the boat with tide.
4. All boats moored at Kaneohe Yacht Club shall be secured in such a manner that no part of the boat (including pulpit and/or bowsprit) overhangs the pier.
5. Only nylon lines will be permitted as permanent mooring lines at KYC. Three (3) strand or braided lines are acceptable.
6. Use this chart to determine the proper size line for your boat:

Max Length	20'	25'	30'	40'	45'	50'
Max Beam	7'	8'	9'	10'	11'	13'
Min Line Size	3/8"	1/2"	1/2"	5/8"	5/8"	3/4"

Always use the larger size line if your boat falls into two categories (e.g., 20' length and 8' beam use 1/2" line). All mooring lines will be inspected regularly by the Port Captain and Mooring Committee or his delegates. Boat owners not having proper or sufficient lines or lines that need replacing will be notified. Anyone so notified will then have thirty (30) days to correct the deficiency. Deficiencies not corrected within thirty (30) days will be replaced commercially and costs will be charged to the member along with a \$100.00 fine.

D. WET MOORING OF DINGHIES

1. CONTROL

- a. Dinghies may be maintained in wet mooring for use only to gain access to boats legally moored in Kaneohe Bay designated mooring areas as defined by the Harbors Division, State Department of Transportation, the U.S. Coast Guard or other jurisdictional authority.

- b. The use of dinghies (as stated above in paragraph D 1a) is restricted to members of Kaneohe Yacht Club, member's spouse, and dependent children. The dinghy as well as the larger boat accessed at mooring shall be owned solely by Club members.
- c. Members desiring dinghy privileges may request it via correspondence to the Port Captain and Mooring Committee. Requests must be accompanied with a copy of the State mooring permit as well as vessel documentation for the moored vessel and the dinghy. Both the dinghy and the moored vessel must have a KYC sticker issued. Upon acceptance by the Port Captain and Mooring Committee, the applicant will sign the Dinghy Agreement of Mooring.

2. SPECIAL CONDITIONS

- a. Dinghy mooring privileges will be restricted only to those who use the dinghy to check and maintain the moored vessel often and consistently.
- b. Dinghies will be tied only at the bulkhead end of G-pier, on the south (or Leeward) side not to interfere with the club "Float Boat."
- c. The maximum number of dinghies that may be registered and used for this purpose shall be limited to ten (10). The maximum length of any dinghy will be 12 feet overall. The BOD will set fees for dinghy privilege.
- d. Every dingy, regardless of size, source of power, or construction material, shall be registered with the Club and display the KYC identification sticker on the port side, aft.
- e. Dinghies will be kept in a seaworthy and shipshape condition. They may not be used for storage of any items other than those required for safe passage (i.e., one gas tank, outboard, PFDs, oars, etc.).
- f. All of the General Rules (Section II MARINA REGULATIONS) which may be applicable to a small boat are effective.

9. DRY MOORING

A. DRY MOORING FACILITIES:

Within Kaneohe Yacht Club include numbered stalls in designated areas A, B, C, D and F, the El Toro shed, Sunfish racks and Laser racks.

B. DRY MOORING ASSIGNMENT:

1. A member may not participate in more than one (1) dry mooring agreement without the written permission of the Port Captain and Mooring Committee.
2. Boats may be kept only in their assigned area. A trailer or dolly must not be left unattended at dockside.
3. Charges for dry storage shall be based on the overall length of both the boat and support structure combined, i.e., the "shadow or footprint" of the equipment. All equipment such as mast and fittings must

be stowed within the limits of the assigned area.

4. The boat must be kept in a ship shape condition as well as the trailer/ dolly must be in a condition to launch the boat when required to meet the boat movement requirement of the regulations.
5. Additional gear may be stored on the trailer in an approved container. No additional items may be stored on the ground or on pallets under or near the boat or trailer.
6. Major Maintenance and repair work must be conducted in accordance within the “Dry Storage Area” and must conform to the BMP.
7. Boats stored offsite
 - a) Only *boats* owned by members residing on Oahu with identification stickers may be launched using the *Mooring Facilities*.
 - b) All offsite *boats* and trailers brought on Club grounds shall appropriately display a KYC identification sticker.
 - c) *Boats* and trailers owned by members that are kept off the Club premises shall park in the designated trailer parking areas or as directed by the Port Captain.
 - d) Visiting *Boats* that are sanctioned to race and practice with KYC members per other rules in this document may launch at KYC.

C. DRY MAINTENANCE:

1. All trailers or dollies permanently assigned to the dry storage area are required to be permanently marked with the owner’s KYC identification number and be kept in good mechanical condition and be able to be moved under normal conditions. Items may not be stored in the stall. All items must be stored in the boat or on the trailer. Nothing may be left on the ground. The member is responsible for keeping their stall neat and clean.

10. HAUL-OUT PROCEDURES FOR LARGE BOATS

The Haul-Out of member owned boats whose weight exceeds the posted limits of our permanent hoists may be permitted by the Port Captain and Mooring Committee subject to the following limitations:

- A. The maximum number of boats scheduled to be out of the water at any one time will be generally limited to six, (6).
- B. The maximum total weight on the north bulkhead at any one time shall be limited to 50,000 pounds.
- C. All parties involved in the haul-out must agree in writing to hold the Club harmless and abide by Haul-Out Rules and Recommendations and Best Management Practices (BMPs) as provided.
- D. No vessel whose length exceeds 50 feet shall be hauled.
- E. Haul-out shall normally be scheduled for the period from late November to “KYC Opening Day,” so as not to interfere with the normal activities of the Club.

- F. A detailed plan for each haul-out will be approved in advance by the BOD.
- G. When grinding, mechanical sanding and/or spray painting of boats are being performed, the boat must be screened to prevent material from escaping, causing damage to other boats and environment pollution.
- H. The Haul-Out Fleet will clean out the work area drainage catchment after every haul-out segment.
- I. Participants are responsible for all materials, solid and airborne, generated by the work performed during haul-out.
- J. The Port Captain and Haul-Out Fleet Captain shall coordinate and monitor haul-out operations to ensure compliance with the haul-out rules.

11. TRAILER-HAULED BOATS

It is recognized that many members keep their boats at locations other than the Club and use the Club facilities only for launching and haul-out. The following rules shall be applicable to such boats:

- 1. Only resident members are permitted the use of the hoists and ramp to launch or haul their boats.
- 2. Only boats owned by members may be launched or hauled-out on the Club facilities.
- 3. The member shall be able to provide proof of ownership of the boat upon request.
- 4. All trailer-hauled boats brought on the Club grounds by members shall display an owner's KYC identification number affixed on the boat as well as the trailer.

12. RAMP AND HOIST USE

- A. The ramp and hoists are available at all times for use by members.
- B. On race days priority shall be given to race participants in the order of their starting times.
- C. Haul-outs shall be in order of arrival at the bulkhead.
- D. No boats are to be left unattended at the hoists.
- E. Information posted on signs at the hoists defining weight limitations and use restriction must be followed.

13. LIABILITY

- A. The Kaneohe Yacht Club assumes no responsibility for injury to any person or persons while in the mooring and storage area. Members, families, and guests use the Club facilities at their own risk.
- B. Individual members are liable for any damage to docks or other Club property or equipment caused by

collision and/or negligence in the operation of their vessels. Members are also liable for damages, accidental or otherwise, caused by their families or guests.

- C. The Club assumes no responsibility for moored or stored boats or other personal property in the mooring and storage area. Boats and lockers shall be locked when unattended.

14. **FEES**

- A. The Kaneohe Yacht Club Board of Directors (BOD) shall establish mooring fees.
- B. Boats brought in without notification will be charged a daily rate and a fee for mooring and are subject to all Marina Regulations.