

PART II

BY-LAWS OF THE ROYAL PERTH YACHT CLUB OF WESTERN AUSTRALIA (INC)

SECTION 1

CLUBHOUSES, GROUNDS AND GENERAL REQUIREMENTS

- 1.1 These By-Laws apply to the Club's Clubhouses, grounds and properties at Crawley and Challenger Harbour, Fremantle.
- 1.2 **Business Activities.** No member shall carry on his profession or business in the Club, without the express permission of the General Committee, or appoint the use of the Clubhouse by advertisement or otherwise as a business address or facility.
- 1.3 **Removal of Club Property.** No member shall take away from the Club any of its property other than as authorised by the General Manager.
- 1.4 **Property.** Members shall be required to pay for any of the Club's property they destroy or damage. The cost of replacing or repairing such loss or damage shall be determined by the General Committee, whose decision shall be final.
- 1.5 **Car Parking:**
 - 1.5.1 The Club car parks are for the use of members only while they are enjoying the facilities of the club and for approved staff and contractor vehicles.
 - 1.5.2 Vehicles using the car parks must display the current Club sticker affixed to the lower right hand side of the vehicle windscreen so that it is clearly visible through the windscreen.
 - 1.5.3 Parking is to be only within the marked bays, in areas designated for that use or Member, and must not restrict the movement of craft on the hardstand, launching ramp, post cranes or the Club's boat lifting operation.
 - 1.5.4 Parking restrictions apply to parking area zones as per signs displayed, and time limits must be observed.
 - 1.5.5 Penalties for parking infringements will be fixed by the General Committee, and may culminate in loss, temporary or permanent, of the privilege of parking. In addition to monetary penalties, wheel clamps may be applied.
 - 1.5.6 Any person attending the Club with a current ACROD sticker may park in the designated ACROD bays at any time.
- 1.6 **Use of Radio Controlled Aircraft or Drones.**
Remotely controlled aircraft or drones are not permitted to be flown in the airspace directly above any part of the Club's land and water leases without the express permission of the General Manager.
- 1.7 **Dogs.** Dogs are not allowed in the Clubhouse, and only within the grounds and jetties when on a leash and under the control of a member. Assistance dogs are excluded from this by-law.
- 1.8 **Notices.** No notices or advertisements may be posted on the Clubhouse notice boards or elsewhere in the Club except by or with authority of the General Manager.

- 1.9 **Dress Requirements.** Members and their guests must be neatly dressed at all times. It is a member's responsibility to ensure their guests' standards conform to the Club's requirements. If dress standards are not met, service may be withheld.
- 1.9.1 **Minimum Dress Standards:**
- 1.8.1.1 Dining and bar areas
- Men: Shirt with shorts or trousers or tailored pants. Shoes with or without socks must be worn. Tank tops, singlets and thongs are not permitted at any time.
- Women: The dress for women shall be that recognised as the appropriate standard conforming to that set for the men.
- 1.9.2 **Sailing or Working Clothes:**
- 1.9.2.1 Sailing rig, which is defined in clause 7.9, may be worn in the Wardroom with shoes (not thongs), immediately prior to, and after, programmed sailing events.
- 1.9.2.2 Tank tops or singlets are not permitted at any time.
- 1.9.2.3 For organized events which are likely to result in many visiting sailors, the standard of dress of Royal Perth Yacht Club should be advised to them by prior notice.
- 1.9.2.4 For casual visiting sailors, the dress standard in the Wardroom, Cocktail Bar and function rooms will be that of Royal Perth Yacht Club.
- 1.10 **Juveniles in Bar Areas.** Juveniles are allowed in Bar areas only when accompanied by and under the control of a parent or guardian.
- 1.11 **Gates.** Damage caused to gates, readers or mechanisms must be reported promptly to the Club.
- 1.12 **Mobile Telephones.** Mobile telephones are not to be used for the purpose of making or receiving phone calls in the Wardroom, Cocktail Bar and function rooms. They may be used in the upstairs foyers or on the balconies.
- 1.13 **Smoking.** Smoking is not permitted within the enclosed areas of any Club buildings including on balconies and under verandas.
- 1.14 **Access Cards:**
- 1.14.1 **Access to Club Facilities.** Proximity Access Cards are the method by which a person may gain access to one or more of the following:
- Crawley Grounds Entry
 - Challenger Harbour Entry/Exit
 - Club Jetties Entry
 - Fitness Centre
 - Male and Female toilets after hours

1.14.2 Members Credit Facilities – Available to the following classes of members:

Honorary Life Members
Full Members
Family Members
Centreboard Members
Social Members
Crew Members
Outport Members
Reciprocal Members
Honorary Members

1.14.3 Issue of Cards – Proximity Access Cards may be issued to the following classes of membership:

Honorary Life Members
Full Members
Family Members
Centreboard Members
Junior Members
Social Members
Crew Members
Outport Members
Reciprocal Members
Honorary Members
Contractors/Suppliers
Temporary Entry (visiting yachtsmen etc)
Staff – Permanent
Casual

1.14.4 Availability of Proximity Cards:

1.14.4.1 Members are allowed one card each.

1.14.4.2 Where necessary, members may apply for a Contractors/Suppliers Entry card to facilitate entry by boatmen or contractors. These cards maybe time limited.

1.14.4.3 Yachtsmen visiting the Club for regattas may apply for a Temporary Entry card.

1.14.4.4 Contractors, tradesmen and suppliers wishing to work on the Club's premises or deliver stores to the Club grounds may apply for a Contractors/Suppliers Entry card. Before issue of a card is approved by the General Manager, contractors must satisfy the requirements set out in By-Law 4.7.2 (as amended). Contractors in this category will be required to revalidate the approval from time to time.

1.14.5 Lost or Stolen Cards – If a Proximity Card is lost or stolen, the person to whom the Card was issued shall contact the General Manager, who will promptly invalidate the card, and issue a replacement Card where appropriate.

1.14.6 Fees for replacement cards:

- 1.14.6.1 a) Members will be issued one Proximity Card free of charge.
b) Lost, stolen or damaged Cards will be replaced at a charge to members of \$15.00. These charges may be reviewed by the General Committee from time to time.

- 1.14.7 **Introduction Letter** – Any member who intends to travel and may require evidence of his/her current membership status at RPYC, should contact the General Manager who will arrange for a “Letter of Introduction” to be issued.
- 1.15 **Penalties for Non-Payment of Accounts** – When a Member has failed to pay his/her Club account within the period allowed by the Constitution, clause 33, a penalty will be debited to the member’s account. The penalty will be applied as follows:
- 1.15.1 Any amount outstanding for more than 60 days but less than 90 days:
(a) 1.5% per month
- 1.15.2 Any amount outstanding for more than 90 days:
(a) 3.0% per month
- 1.15.3 If a member makes an acceptable arrangement with the General Manager to pay off his/her outstanding account over a period, and fulfils the arrangement, the penalty for the remaining debt over 60 days may be reduced to 1.0% per month.
- 1.16 **Use of Motorised Vehicles on Club Jetties.**
- 1.16.1 **Motorised Golf Buggies or similar vehicles** - may only be used on the club grounds or Jetties E and F at the Crawley site with the express permission of the General Manager. The owner or operator shall carry a minimum of \$10 million public liability insurance nominating that they can be used on Marina jetties. Proof of such insurance shall be provided to the Club annually upon renewal or when requested to do so.
- Such vehicles shall only be parked in an area designated by the General Manager.
- 1.16.2 **Motorised Scooters and Motorbikes** are not permitted on any jetty within the Club Marinas.
- 1.16.3 **Mobility Devices**, motorised or not, are exempted from this By-Law.

SECTION 2

REGISTER OF YACHTS

- 2.1 The Club shall keep a Register of sailing Yachts and power Yachts and a separate record of dinghies and tenders. In these By-Laws the word "Yacht" includes both sailing and power vessels.
- 2.2 A Yacht may only be entered on the Club's Vessel Register where:
- 2.2.1 All owners /part owners of the Yacht are members of the Club in one of the following categories:
- Honorary Life Member
 - Full Member
 - Centreboard Member (centreboard dinghy as per sub-clause 9(2) of the Constitution 2020)
 - Junior Member (centreboard dinghies only)
- 2.2.1.1 An Outport Member, Family Member or Reciprocal Member may only be registered as a co-owner of a Yacht provided that one of the other co-owners of the Yacht is either an Honorary Life Member or Full Member.
- 2.2.1.2 In the event where a yacht is in co-ownership, the minimum share must not be less than 25%. All owner(s) must be shown on the current Department of Transport registration document. Yachts owned by syndicates shall be deemed to be owned by all persons forming part of the syndicate who shall be members in accordance with clause 2.2.1.
- 2.2.2 The Yacht is owned by the Yachting Foundation of Western Australia, trading as Swan River Sailing, and registration is approved by the General Committee.
- 2.2.3 A member having a Yacht under bona-fide charter, lease, hire or under purchase by agreement shall be considered to be the owner of the Yacht for the purpose of this By-Law.
- 2.2.4 A Yacht is owned or part owned by the Club.
- 2.3 It shall be the member's responsibility to provide evidence of ownership to the General Manager before registration and at any other time requested. The Department of Transport registration certificate shall be used to evidence ownership of a Yacht.
- 2.4 All Yachts including sailing dinghies that are on the Club's Vessel Register and moored or stored on Club premises shall carry a minimum of \$10 million public liability insurance. Proof of such insurance shall be provided to the Club annually upon renewal or when requested to do so. Failure to provide proof of insurance may result in penalties being applied. Penalties shall be determined by General Committee. Tenders bearing the name and registration number of the parent Yacht shall be exempt from this requirement.
- 2.5 Before registration, a Yacht should be inspected by the Club's Safety Officer and certified as conforming to the Club's Yacht and Marina Safety Rules. (Refer By-Laws, Section 5).
- 2.6 The name of a Yacht must be approved by the Regatta Committee before registration. All registered Yachts must carry the name of the Yacht clearly marked on the outside of the hull.

- 2.7 Yachts may carry advertising under the rules of Category B, as set out in the Racing Rules of Sailing as published by Yachting Australia except that clothing must comply with Club By-Law 7.9. No advertising may be placed on boats or sails without the approval of the Regatta Committee, to whom all requests should be submitted.
- 2.8 The Club's facilities, being pens, wharves or jetties, slipways, harbour berths, storage sheds, parking areas and launching sites, may only be occupied by Yachts on the Club's Vessel Register, except when special circumstances exist and approval for temporary use by unregistered Yachts is given. The General Manager may approve the use of these facilities by unregistered craft for up to 14 days.
- 2.9 Tenders stored on the Club grounds are to be clearly marked on the outside of the hull with the DOT registration number and name of the parent Yacht and kept within designated storage areas.
- 2.10 The General Committee may at its absolute discretion accept or reject registration of any craft.
- 2.11 Other than by invitation, no Yacht shall compete in Club races unless registered with the Club and the current subscription of all owners has been paid. (Refer Constitution, clause 33).
- 2.12 The Club is to be informed in writing of any change of ownership or interest in a Yacht on the Club's Vessel Register immediately such change takes place.
- 2.13 Any Yacht sold out of the Club fleet is to have any identification of Royal Perth Yacht Club removed from its hull and sails.

SECTION 3

CLUB JETTIES

3.1 Use of Jetties:

3.1.1 The Club jetties shall be used by Yachts on the Club's Vessel Register only for the purpose of embarking-disembarking passengers and crews. Boats shall not lie alongside any jetty for any period exceeding two hours without the permission of the General Manager.

3.1.2 If boats lie alongside a jetty for a period exceeding two hours, without the above permission OR for a longer period than the period permitted, then the owner or owners of such boat may be charged with an hourly fine, fixed by the General Committee for every hour exceeding the approved period, without prejudice to the provisions of By-Law 3.3.

3.2 **Fuelling Jetty.** The fuelling jetty shall be used only for the purpose of refuelling. No Yacht shall lie alongside for a period in excess of 30 minutes without prior arrangement. Members refuelling Yachts must comply with the instructions displayed.

3.3 **Power to Remove, etc.** If a boat is allowed by its owner or owners to lie alongside a Club jetty for any period exceeding one day then the General Manager shall be empowered to authorise some fit and proper person to remove such boat and moor it at its usual mooring or some other place, and any person so authorised shall be deemed to be the agent of the owner or owners of the boat, appointed by him or them for the purposes aforesaid and the Club shall be relieved of all responsibility in regard to the removal and mooring of such boat immediately such authority is given to the person above referred to for such removal and mooring. The General Manager shall, be empowered to make a charge to the owner or owners for carrying out the necessary work.

3.4 Nothing shall be attached to any jetty or pen structure without the express permission of the General Manager. Fenders supplied by the Club maybe attached to the pens, any other fendering equipment used may only be attached to the Yacht.

3.5 Except for when a Yacht has left its pen for the purpose of participating in a scheduled race no equipment shall be left on jetties or pens, any items found shall be removed by the Club without reference to the owner. Equipment left on jetties when a Yacht is racing shall not impede safe access along the jetty

3.6 Rubbish shall be placed in the bins provided. In the event that the bins provided are full rubbish shall be taken off the Club premises. Waste oil, filters batteries and other industrial waste shall not be placed in any rubbish bins. Facilities for disposal of oil and batteries are provided adjacent to the Club workshop.

SECTION 4

MARINAS AND HARDSTAND AREAS

4.1 General:

4.1.1 Pens and Hardstand Bays are to be allocated to Yacht owners who are Club Members in the following categories:

Honorary Life Member
Full Member

An Outport Member, Family Member or Reciprocal Member may only be registered as a co-owner of a Yacht and have no more than 50% share in the Yacht. The Pen or Hardstand Bay must be in the name of the Honorary Life Member or Full Member.

4.1.2 Upon allocation of a pen or hardstand bay, the member/s must complete, sign and return to the office, a RPYC Marina Berthing and Storage Agreement.

4.1.3 In accordance with the objective of the Club i.e., to encourage our members to participate in the sport of boating; pens and hardstand bays are to be allocated to and permitted to be retained by Yacht owners who are Club Members and who use their Yacht regularly and maintain it in a proper state of repair to the satisfaction of the General Committee.

4.1.4 The Yacht owner to whom such pen or hardstand bay is allocated may occupy that pen or bay at the discretion of the General Committee and subject to these By-Laws.

4.1.5 The fees or charges to be paid for the use of Yacht pens or hardstand facilities shall be determined by General Committee.

4.1.6 Upon allocation of a Pen or Hardstand Bay, the member/s shall pay a Pen/Hardstand Occupancy Deposit of 1.3 times the current annual pen/hardstand rental amount. This amount is held in trust by the Club and will be fully refunded to the paying member/s upon relinquishment of the pen/hardstand back to the Club.

4.1.7 If, in the opinion of the General Committee, any Yacht is not being adequately used to further the objective of the Club, the General Committee may cancel the right of the Yacht owner to occupy such pen or hardstand bay and instruct the owner to move his Yacht in accordance with these By-Laws.

4.1.8 All applications for pens or hardstand bays must be made in writing to the General Manager and may be refused or granted at the absolute discretion of the General Committee.

4.1.9 Pens or hardstand bays are not transferable.

4.1.10 In the event of a Yacht being sold or otherwise disposed of or deregistered, the owner must remove the Yacht within 7 days unless extra time is granted by the General Manager. In the event of a part share of a Yacht being sold, the Club shall be notified, and any new part owner shall be a member of the Club as defined in clause 2.2.

4.1.11 No member shall be allocated more than one pen and one hardstand bay at any one time.

4.2 Serviceability of Moorings and Yachts:

- 4.2.1 If the occupier of a pen within the Marina is notified that repairs should be affected to moorings, the owner shall, within the time stated in the notice, affect such repairs. If these repairs are not affected within the time stated, or if a Yacht should present danger or risk of damage to an adjoining Yacht or Club property, then the General Manager shall be empowered to authorise some competent person to adjust or secure the said Yacht, and any person so authorised shall be deemed to be the agent of the owner or owners of the Yacht, appointed by him or them for the purposes aforesaid and the General Committee shall be relieved of all responsibility in regard to the mooring of the Yacht. The General Manager shall be empowered to make a charge to the owner or owners for carrying out the necessary work.
- 4.2.2 If, in the opinion of the General Committee any Yacht is in such a state of disrepair as to constitute a hazard to the Yacht itself, persons, other Yachts or Club property, the General Manager shall serve notice on the owner or owners to effect suitable repairs. Should the owner fail to effect repairs within a prescribed time, the General Committee shall serve notice on the owner that his right to occupy the pen or hardstand bay will cease 14 days after service of the notice. Failure to vacate the pen or bay on the due date will incur penalties set out in By-Law 4.3.4.

4.3 Occupation of Pen Moorings and Hardstand Bays:

- 4.3.1 The requirements for pen moorings are included in By-Laws - Section 5, Yacht and Marina Safety Rules. Members should also seek advice from the General Manager on mooring regulations prior to occupying pens. Save for mooring cleats or eye bolts permanently fixed to the jetties or pens, the Yacht owner shall be responsible for all ropes, chains and weights used to secure the Yacht. The General Committee shall be the final arbitrator in the event of disagreements with the recommended specifications. It is the member's responsibility to obtain copies of the current rules as may be issued by the Club from time to time.
- 4.3.2 The Club accepts no responsibility whatsoever for loss or damage to a member's Yacht or property.
- 4.3.3 All Yachts must be located and restrained within the limits of the allotted pen so as to prevent risk of damage to adjacent Yachts and wharfage. Co-operation between adjoining pen holders is required to prevent the clash of masts and rigging. With the approval of the General Manager, Yachts may project into the waterway beyond the length of the allocated pen to a maximum of pen length plus 10%. For the purpose of calculating the pen rental charge the length of the pen shall be considered to be the actual length of the pen plus the amount that the Yacht projects beyond the pen.
- 4.3.4 Should the occupier of a pen or hardstand bay be notified of a default covered by these By-Laws and a time set to make good the default; or, if a pen or hardstand bay occupier should fail to vacate the pen or hardstand bay as determined in accordance with these By-Laws, then a fine determined by the General Committee will be charged to the Yacht owner or previous owner, for as long as the default continues.
- 4.3.5 The General Committee reserves the absolute right to remove or otherwise dispose of any Yacht, trailer, jinker or other item of equipment from the Club grounds, jetties, pens and water lease that, in the opinion of the General Committee, is derelict, in an unsatisfactory state of repair, causing hazard or nuisance to the rights and privileges of other members of the Club. The cost of such removal, disposal or storage shall be charged to the owner or owners.
- 4.3.6 Yachts normally stored on jinkers or trailers must be parked in allocated areas only and shall be subject to a hardstand rental that shall be set from time to time. Jinkers

and trailers other than the above are not permitted to remain within the Club grounds.

- 4.3.7 Any Club member using a bay on the hardstand maintenance area is responsible to ensure that it is kept clean and tidy, and all rubbish is removed when the bay is vacated, to the satisfaction of the General Manager.
- 4.3.8 Any member intending to vacate his pen for a period exceeding four weeks shall notify the General Manager in writing of such intention, thereby enabling the Club to temporarily allocate the pen to another member. The pen holder shall not be entitled to any rent received by the Club during the period that the pen has been temporarily re-allocated.
- 4.3.9 Any costs incurred by the removal or disposal of any Yacht, trailer, jinker or equipment, or the cleaning of pens or hardstand areas (in accordance with the above By-Laws) will be charged to the owner.
- 4.4 **Mobile Boat Lifter Operations - Wooden Craft.** Wooden craft are sometimes unavoidably damaged by the action of the webbing slings against the chines or bottom. The Club will accept no responsibility for any damage caused to wooden craft during normal lifting operations.
- 4.5 **Cleaning and Spray Painting of Yachts in the Club's Marinas and Hardstand:**
 - 4.5.1 Abrasive blasting is not permitted.
 - 4.5.2 The application of paint by airless or compressed air equipment may only be carried out by a contractor approved by the Club to apply paint in this manner. The approved contractor accepts liability for any damage caused to another vessel or vehicle by overspray. Spray painting by the approved contractor may only occur in the designated spray painting area and may not proceed when wind speed exceeds five knots.
 - 4.5.3 The owner of a Yacht being cleaned is responsible to ensure that no damage occurs to the property of others. A suitable protective screen must be provided, at the owner's cost, to avoid damage to the property of the Club or other members. The owner will be required to make good any damage caused. Refer also to By-Law 4.7.2.2.
 - 4.5.4 Underwater cleaning of Yacht hulls by abrasive means is not permitted. Yacht hulls may only be cleaned using a soft cloth or sponge while in the water. Refer also to By-Law 4.8.5.
- 4.6 **Power Usage in Club Marinas:**
 - 4.6.1 Power outlets are installed on most pens. Those pens of greater than 11 meters in length are fitted with power consumption meters. Power meters will be read by the Club and members accounts shall be debited with the cost of the power consumed.
 - 4.6.2 This By-Law should be read in conjunction with Yacht and Marina Safety Rules (By-Laws, Section 5).
- 4.7 **Maintenance/Repair Work on Craft in the Club's Marinas and Hardstand - Occupational Health, Safety and Welfare Aspects:**
 - 4.7.1 **Members.** In the context of having work performed on their craft by contractors, tradesmen, crew or others, members assume the responsibilities of an employer. Employers are required under the Occupational Safety and health Act 1984, as amended, to protect persons from hazards, and to assist in securing safe and hygienic working conditions. Several provisions of the Act also apply to protecting the health of

others, whether or not they are employed by the employer. A summary of some of the more relevant sections of the Act and associated Regulations is detailed below:

4.7.1.1 **Dust and Vapours** - the Regulations identify many atmospheric contaminants that may be harmful, and details exposure standards. Employers must take action to prevent these levels of exposure being reached, or provide adequate protective equipment. This section relates to such things as dust generated when working on boats.

4.7.1.2 **Spray-painting** – (may only be undertaken by a contractor approved by the Club ref By-Law 4.5.2.) The Regulations identify the requirements in relation to spray-painting. If it is not practicable to carry out spray-painting within a booth, it is necessary to ensure that it is done in such a way as not to affect the safety of ANY person, and to prevent overspray from coming into contact with any unprotected person. There is a requirement to delineate the “spray-painting hazardous area” by signs and to ensure suitable fire extinguishers are provided. There is a limitation on electrical equipment and other sources of ignition in the area. There are specific requirements for respiratory equipment and protective clothing.

4.7.1.3 **Noise** - The Regulations cover general workplace standards and, in particular, requires the reduction of noise as far as practicable. It identifies action levels at which an employer must act to reduce the amount of noise to which a person is exposed.

4.7.1.4 **Scaffolding** - The Regulations define acceptable standards for scaffolding. The Club reserves the right to demand that structures or devices it deems unsafe are not used. For example, the use of empty drums in the construction of scaffolding is NOT an acceptable practice.

4.7.2 **Contractors:**

4.7.2.1 Contractors entering upon the Club’s premises, to carry out work on behalf of the Club or members, must comply with all requirements of these By-Laws and the Occupational Safety and Health Act 1984 as amended.

4.7.2.2 Before beginning work a contractor is required to indemnify the Club by certifying their knowledge of, and intentions to comply with, the requirements of occupational health, safety and welfare, and that they carry appropriate Worker’s Compensation or personal accident insurance in the case of sole traders, and Public Liability Insurance to a minimum of \$M10. Unless they demonstrate their compliance they will not be authorised to enter or work on the Club’s premises. Members engaging contractors to carry out work on their craft are required to advise their contractors or employees of the necessity to gain permission to enter and work on the Club’s premises.

4.7.2.3 The “Certification by Contractors Working or Employing Staff on Royal Perth Yacht Club Premises”, is to be completed before work is commenced on the Club’s premises, is attached as Appendix A.

4.8 **Pollution of the Club’s Marinas and Hardstand:**

4.8.1 **General.** Members must make every effort to ensure they or their craft do not pollute the environment, particularly in the Club’s Marinas or Hardstand areas. Members are recommended to familiarise themselves with the Club Environmental Management policy which is available from the Club office or on the Club web site.

- 4.8.2 **Craft.** The provisions of paragraphs 4.6, 4.7, 4.8 and 4.9 of this By-Law also apply to craft found to be polluting the environment by way of fuel or oil leaks or spills from engines, machinery or equipment, or items carried on board.
- 4.8.3 **Fuelling.** Refer to Section 5, Appendix A of these By-Laws, especially paragraphs A1.4 and A1.5.
- 4.8.4 **Maintenance.** Members are responsible to ensure any maintenance work performed on their craft, whether by their own efforts or by voluntary or paid workers, does not pollute the environment.
- 4.8.5 **Careening of Craft.** Members may careen (removal of barnacles and growths from underwater surfaces) their craft only on the wash-down pad behind the Mobile Boat Lifter dock. All residue, solids and marine growths must be disposed of in the large rubbish bins located on the hardstand and must not be allowed to re-enter the river. In water hull cleaning may only be undertaken using non-abrasive means to remove slime, refer 4.5.4.
- 4.8.6 **Pollution Clean-Up.** If pollution occurs that can be attributed to a craft or member, the member will be responsible to organise the control and clean-up of the pollution, in the event of a small occurrence, and to report the incident to the Club. If significant pollution occurs, the member is responsible to take immediate action to control the pollution. Spill kits and pollution booms are located adjacent to the fuel dock and at other locations. The incident is to be immediately reported by the member to the Club, emergency contact details can be found on the Club notice boards and adjacent to the fuel dock. The Club or external contractors or Government agencies may undertake any control and clean-up operation required and the costs of such operation will be charged to the member concerned.
- 4.8.7 **Penalties.** Members should be aware that under current Government legislation they commit an offence by causing pollution to the environment, and action could be taken against them by the Department of Environment and Conservation, the Swan River Trust, the Department of Transport, and others. In extreme cases, the Club may also invoke the provisions of clause 20 of the Club's Constitution.

SECTION 5

YACHT AND MARINA SAFETY RULES

5.1 Yacht Safety:

5.1.1 Racing.

The Yachting Australia Racing Rules of Sailing will apply as appropriate to all sailing Yachts racing. For the conduct of National or International races where the Safety Rules of a Class differ from those of Yachting Australia, the Class Rules shall prevail for the duration of the Series.

5.1.2 Yacht Safety:

5.1.2.1 The safety rules adopted by Royal Perth Yacht Club for a "Certificate of Marina Safety" are the "Recommended Minimum Marina Requirements" as included in this By-Law.

5.1.2.2 Notwithstanding anything contained in these By-Laws, it is the owner's responsibility to ensure that the Yacht is thoroughly seaworthy and is sailed with proper safety precautions.

5.1.2.3 Where the equipment specified under Class Rules is of greater strength, performance or size than is required in these By-Laws, then the relevant Class Rules shall prevail for that Class.

5.1.2.4 Where a Yacht is fitted with buoyancy compartments NOTHING shall be stowed in these compartments except for buoyancy bags or foam used to provide buoyancy or equipment permitted under class rules.

5.1.3 Owner's Responsibility:

5.1.3.1 The safety of a Yacht and her crew is the sole and inescapable responsibility of the owner, or owner's representative, who must do his best to ensure that the Yacht is fully sound, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails, engines and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is to be used.

5.1.3.2 Neither the establishment of these By-Laws, their use by a sponsoring organization, nor the inspection of a Yacht under these By-Laws in any way limits or reduces the complete and unlimited responsibility of the owner or owner's representative.

5.2 Marina Safety Rules.

These By-Laws establish the standards required to maintain the marinas and registered Yachts of the Club in a safe or seaworthy condition. Members who fail to comply with these rules or those determined by the General Committee, render themselves liable to having their Yachts struck off the Club's Yacht Register.

5.2.1 **Safety Inspections:**

5.2.1.1 **Initial Safety Inspection.** Before any Yacht can be entered on the Club Yacht Register, it must undergo a Safety Inspection by a Club Safety Officer and be certified as satisfying Club Safety Requirements. The Safety Certification should be obtained before a Yacht occupies a Club pen, mooring or hardstand bay.

5.2.1.2 **Special Safety Inspections.**

a) The General Committee may require any Yacht occupying Club facilities to undergo a subsequent Safety Inspection by a Club Safety Officer. If such an inspection is required by the General Committee, the owner of the Yacht so required must comply within the time stipulated by the Committee. Failure to comply may result in the Committee invoking the terms of By-Law 4.3.

b) A member may request a Special Safety Inspection by the Club Safety Officer at any time.

5.2.1.3 **Equipment or Structural Changes.** Equipment or Structural changes to a Yacht which could affect the safety of the Yacht require the owner or owners to notify the General Manager of the details of change and invite a special inspection and consequent re-issue of the Safety Certification

5.2.1.4 **Exemptions.** Exemptions from the requirement of a Safety Inspection (Clause 5.2.1.1) may be granted as below:

a) For Yachts undergoing repair, refit or construction - this exemption will be for a specific period of time which may be renewed in special circumstances.

5.2.2 **General:**

5.2.2.1 **Unattended Engine Operation.** In the Marina, absence from a Yacht with the engine(s) running is not permitted unless the owner or the owner's representative is within the Club precincts. The owner remains fully responsible for making sure his representative is familiar with the Yacht's equipment and these rules. Under these conditions the Yacht must be visited at least every hour.

5.2.2.2 **Forced Access.** Forced access to a Yacht by a Club member or staff may be necessary to deal with fire or other emergency, including moving a Yacht dangerous to other Yachts or in danger itself from pre-existent fire or hazard. This rule allows rescue operations without fear of possible litigation where the intentions are well meaning.

5.2.2.3 **Interpretation of Rules.** If any member feels he is being unfairly penalised through the interpretation of any of these rules by a Club Officer, he may appeal against the interpretation only (NOT THE RULE) to the General Committee.

5.2.3 **Definitions:**

"Shall" and "Must" indicate provisions considered essential.

"Should" and "Preferred" indicate advisory provisions.

“Approved” means approved by or acceptable to any relevant Authority having jurisdiction.

“S.A.A.” means Standards Association of Australia.

“Quickly Accessible” means capable of IMMEDIATE access under emergency conditions.

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

“Portable fuel tanks” means tanks with a capacity not exceeding 45 litres which can be removed from the Yacht for refilling etc.

5.3 General Requirements:

5.3.1 Kerosene refrigerators are not permitted.

5.3.2 Petrol engines fitted with carburetors shall have efficient flame traps.

5.4 Specific Requirements. Specific requirements are set out in the following Appendices:

A. Fuelling

B. Electrical

C. Gas

D. Equipment

E. Moorings

SECTION 5

APPENDIX A

FUELLING

A1 General:

- A1.1 Fuelling is only permitted at the Club fuelling berth. Closed containers of fuel may be taken off or on board but transference from one container, or tank, to another is forbidden in the Club grounds, on any Club jetty or wharf, or in a Yacht in the Marina.
- A1.2 Before taking fuel all Yachts must have all openings shut, all appliances, engines and motors turned off, including automatic bilge pumps and pilot flames and burners of gas units. All crew and other personnel not directly required to assist with the fuelling must be ashore and only re-embark after the engine has been started.
- A1.3 Smoking is not permitted within 30 meters of the fuelling berth. Cigarette butts shall be extinguished and retained on board for disposal with rubbish and not thrown overboard.
- A1.4 Pollution, by allowing petrol, oil or other flammable liquid or refuse to be contaminated with similar combustibles or pollutants, must not be discharged or thrown into the waters in the Marina or precincts of the Club. (See also By-Law 4.8).
- A1.5 Bilges shall be clean and free of oil and fuel and be adequately vented.
- A1.6 Outboard motor remote fuel tanks and flexible fuel lines shall be as supplied by the manufacturers for that purpose.

A2 Fuelling Craft:

- A2.1 Tanks shall be filled only from a position out-board of the coaming except in the case of Yachts with self-draining cockpits when filling from a point in the cockpit floor will be acceptable, subject to A3.2 and A3.3.
- A2.2 Fuelling shall be from a metallic deck-plate and when such plate is not connected to the tank by an unbroken metallic line, the deck plate shall be 'bonded' (connected) to the tank by a copper strip, or stranded copper wire. Neoprene petrol hose having a copper Earthing strip embedded therein is acceptable. Care should be taken that the hose is correctly fitted; ensuring that the copper strip is securely clamped to the deck plate and the tank. Fiberglass tanks are to have a braided earthing strap inside and attached to the metal nozzle, thence to the deck fitting, reaching to the bottom of the tank.
- A2.3 The filling of tanks through a deck plate over a tank opening located underneath (that is, leaving a space between that opening and the deck plate) is prohibited.
- A2.4 The use of spring clips to secure neoprene hose to deck plate and tank is prohibited. Positive screw-type clamps must be used. Two clamps should be used at each end.
- A2.5 Fill pipes entering the tank should be from the top and should extend to within about 2 cm from the bottom of the tank.
- A2.6 Gauging by sight glass may be approved for diesel fuel only if carefully maintained ball valves with spring loading to the shut position are provided, connected to the tank at the top and bottom. The sight glass should be of approved hydrocarbon compatible plastic with two hose clips top and bottom or factory made union type ends. The whole assembly should be in a location sheltered from accidental impact or damage.

- A2.7 Tanks shall be adequately vented outboard. Whilst neoprene or nylon tubing of not less than 1.5 cm is acceptable, metallic tubing is preferred.
- A2.8 The outboard end of such vents shall be covered with fine bronze mesh (90 - 110 mesh).
- A2.9 Where aluminum fuel tanks are installed the tank shall be separated from any copper base alloy fittings (which include bronze, brass etc.) by a galvanic barrier of stainless steel marine grade, or other approved material.

A3 Fuel Draw Off Lines:

- A3.1 Fuel draw off lines should enter the tank from the top.
- A3.2 Fuel lines shall be metallic - copper, stainless steel etc., with a minimum wall thickness of 0.9mm. Under no circumstances are plastic lines permitted.
- A3.3 Draw off lines shall be fitted with a shut off valve located as near to the tank as is practicable. The leak proof diaphragm type is preferred, but the needle type is acceptable. Pet cock and push bar types are prohibited.
- A3.4 Solenoid shut off valves are acceptable provided that they are so wired that they close when the ignition is switched off in the case of petrol engines or are interlocked with the stopping device in the case of diesels. Such valves have the added advantage that they also act as anti-syphon devices.
- A3.5 Draw off lines shall be of adequate capacity and be adequately secured with regard to chafing etc., through their entire length.
- A3.6 Fittings should be of the 'flare' type, but solder type nipples are acceptable provided that hard solder is used.
- A3.7 Flex lines, supplied by engine or tank manufacturers are acceptable, provided they are visible throughout their entire length. Where the fuel line terminates at the engine a short length of flexible metallic or armoured neoprene shall be inserted to eliminate the risk of fracture through vibration caused hardening.
- A3.8 Electrical continuity shall be preserved from the tank to the engine.
- A3.9 Diesel fuel lines, including the "return line", shall be to the same standards as for petrol.

A4 Carburettors:

- A4.1 Where carburettors are not of the "down draft" type, a copper tray filled with clean sand or slag/wool to trap any fuel drips shall be provided. The top of such tray shall be covered with fine bronze mesh (90 -110 mesh).
- A4.2 All carburettors shall be fitted with a functional flame arrester to protect against 'flash back'.

SECTION 5

APPENDIX B

ELECTRICAL

B1 **General:** Each power point shall be connected to the power source by a separate circuit through an overcurrent circuit breaker. Each power point must be rated at a minimum of 15 amps. The exact position and type of connection from where power points are to be connected shall be as directed by the General Manager.

B2 **Jetties:**

B2.1 **Connecting to Power Outlets:**

B2.1.1 The supply voltage is at 240V, 50Hz supplied by General Purpose Outlets (GPOs) which will accommodate a standard 15 amp Australian plug which shall be of the waterproof type with an IP56 rating.

B2.1.2 Means must be taken to prevent the connecting flexible cable from sagging or falling into the water and, particularly, to prevent either end of the flexible cable falling into the water if it should become disengaged. Special care should be taken to avoid damage to flexible cable connecting craft during times of rough weather, and movement of jetties and Yachts.

B2.1.3 Only one Yacht supply flexible cable shall be connected to any one GPO. The use of double adapters and "piggy - back" plugs in Club power points is prohibited.

B2.1.4 The supply flexible cable shall be in one length. The minimum size flexible cable shall be size 30/0.25 (1.5 mm sq) 0.6/1 kv insulated and sheathed 15 amp rated flexible cable to AS 3199, maximum length 25 metres. If 2.5 mm cable is used, the maximum length is 40 metres. All flexible cable used on Club premises shall include clear plastic plug tops (so internal cables can be viewed). The minimum length of flexible cable is 12 metres. For the lead to be left on a boat unattended a circuit breaker less than the supply subsystem circuit breaker rating shall be installed on the Yacht.

B2.1.5 The entry of moisture and salt into the GPO may cause a hazard. Persons connecting the shore power lead must examine carefully and clean the plug before connecting to the supply.

B2.1.6 Ensure that the flexible cable is run so that it is not subject to damage from jetty traffic, and does not pose a safety hazard.

B2.1.7 It is dangerous for unskilled persons to attempt repairs or alterations. If any difficulty arises, consult the General Manager.

B2.2 **Disconnecting from Power Outlets:**

B2.2.1 Ensure that the supply is switched off and the flexible cable is disconnected and any tie cords are unhooked.

B2.2.2 The flexible cable should be disconnected first from the jetty GPO, and then from the boat inlet socket. The spring cover provided to protect sockets from the weather should be securely closed. The flexible cable should be coiled up and stored in a dry location where it will not be damaged.

B3 **On-Board Installations:**

B3.1 **General:**

- B3.1.1 Batteries shall be adequately secured against movement.
- B3.1.2 An isolating switch shall be fitted in an accessible position and should be as close to the batteries as is practicable allowing for free flow of air.
- B3.1.3 The isolating switch shall be capable of carrying the full load current of the system including that of the starter motor. The master switch shall be of a totally enclosed type.
- B3.1.4 Where automatic bilge pumps are fitted, these shall be on a separate circuit protected by a circuit breaker or cartridge type fuse located as close to the batteries as practicable.

B3.2 **Switchboards and Wiring:**

- B3.2.1 Wiring shall be of adequate size to carry the demand load - in no case less than the SAA rating.
- B3.2.2 Wiring shall be adequately secured with "saddle" type fastening for preference, but clips are acceptable. The use of monel or other pins through the insulation to secure cable is prohibited.
- B3.2.3 Rubber insulated cable shall not be used.
- B3.2.4 Cabling shall be routed so that it cannot come in contact with hot metal or be subject to chafing or strain.
- B3.2.5 All switchboards should be of fire resisting material and boards where any individual switch or fuse is carrying more than 5 amperes or the voltage exceeds 32, the board shall be of fire resisting material.
- B3.2.6 Automatic circuit breakers are acceptable.
- B3.2.7 Wiring for general lighting should be spread over several circuits, each separately fused.
- B3.2.8 Wiring to running lights shall be of a separate circuit separately fused with separate switching for side lights and masthead if the masthead is also used as an anchor light.
- B3.2.9 If a separate "anchor light" is fitted it shall be on a separate switch.
- B3.2.10 Reverse current relays, voltage regulators etc., shall be situated where they cannot be surrounded by fuel vapor or shall be of the totally enclosed type.
- B3.2.11 The fixed on board appliance inlet socket shall be to relevant Australian Standards, however must be of the three pin - type and must incorporate a spring loaded weather proof cover.

B3.3 Isolating Transformers

B3.3.1 To minimise damage to metal underwater gear (propellers, rudders, etc.) from electrolysis, all 240 volt installations on Yachts should be isolated from the shore supply mains by an on-board isolating transformer complying with the appropriate requirements of AS 3167. The installation and connection of the isolating transformers shall be in accordance with AS 3004.

If an isolating transformer is not fitted an appropriate earth isolating diode should be fitted in the vessel earth line as near as possible to the shore power connection.

B3.3.2 Electrical installations on Yachts shall be carried out in accordance with these regulations by a LICENSED electrical contractor, in compliance with current Australian standards. The installation must be appropriately inspected, with copies of the Compliance documents lodged with the Club Safety Officer as evidence of compliance prior to power being connected.

B4 Battery Charging:

B4.1 All battery charging equipment used on any Yacht on the Club premises, deriving its power from the 240 volt mains, must comply with the relevant Australian Standards, and each item of equipment must be stamped in accordance with that standard.

B4.2 Where battery chargers are to be left unattended, they shall in addition be installed in the following manner:

B4.2.1 Chargers shall be fixed in their mounting so they cannot be dislodged or moved due to rough weather.

B4.2.2 Chargers shall have adequately rated cable connecting from the charger into the Yacht's battery system with cables being fixed and secured in accord with the relevant Australian Standards.

B4.2.3 Appropriately rated fuses shall be installed in both positive and negative low voltage cables connecting batteries.

B4.2.4 Battery chargers shall be mounted on a non-flammable base.

B4.2.5 Battery chargers shall be adequately ventilated to ensure the dispersal of any generated heat.

B4.2.6 Battery compartments on Yachts shall be adequately ventilated to ensure the dispersal of any hydrogen built up during the charging process.

B4.2.7 Portable Battery Chargers shall not be operated on board a Yacht without first disconnecting both the negative and positive battery terminals from the Yacht's power circuit, except if an isolating transformer is fitted.

SECTION 5
APPENDIX C

GAS

- C1 All owners of vessels with gas appliances on board, when applying for Yacht registration (including change of ownership), must provide a Gas Compliance Certificate, completed by a licensed installer.

SECTION 5

APPENDIX D

EQUIPMENT

- D1 All Yachts shall carry safety equipment as required by the current YA Yacht Racing Rules of Sailing and the Western Australian Department of Transport Regulations, including the Navigable Waters Regulations.

SECTION 5

APPENDIX E

MOORINGS

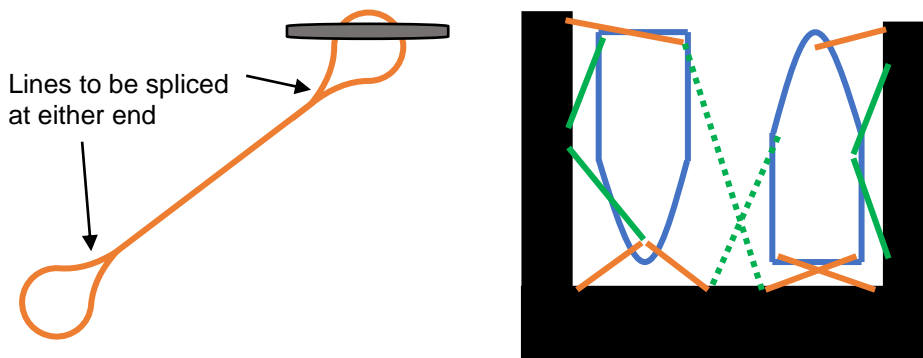
E1 General:

- E1.1 Knots are not to be placed in mooring lines to shorten as this will create a weak point in the line.
- E1.2 Mooring lines should have minimal slack to reduce boat movement and minimize shock loads, lines should also be as long as possible to provide maximum flexibility to resist shock loads. This can be achieved by crossing Bow/Stern Lines and extending Springer Lines.
- E1.3 Boats are to be secured in Pen as illustrated in the diagram which illustrates a minimum of 2 Springer Lines and sufficient Bow and Stern Lines. Extra Springers are suggested to assist in minimizing boat movement within the pen.
- E1.4 Mooring lines must have spliced loops in either end for securing to the Jetty and the Yacht.
- E1.5 The Pen Holder is responsible for all items that attach from the eyebolt to securing their boat. This includes the shackles, weights chains and mooring lines. If there is an issue with the Jetty or eyebolt to which your boat is attached please contact the Club.
- E1.6 Mooring lines with severe degradation may be replaced by Club Management at their discretion with costs forwarded on to the pen holder.

E2 Floating Pen Mooring:

- E2.1 Minimum Mooring Line Diameter using Silver Rope. If Nylon Rope is used it can be of smaller diameter.

Yacht Length	Mooring Line Diameter
Up to 8m	Not less than 16mm
8m – 12m	Not less than 20mm
12m – 15m	Not less than 24mm
15m or more	Not less than 28mm

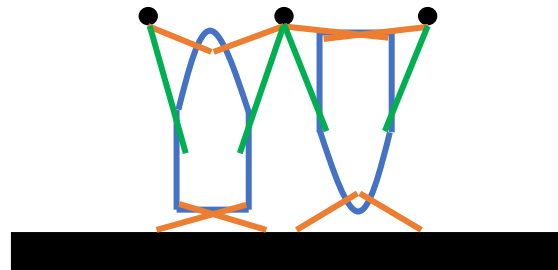
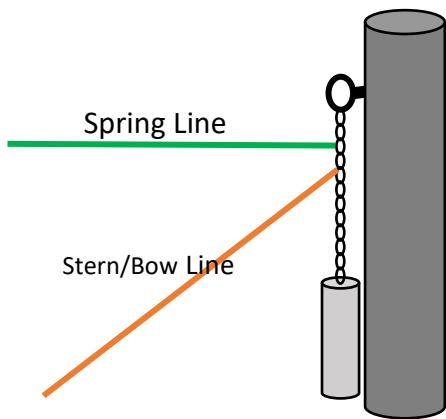


E3 Fixed Pen Mooring:

E3.1 Boats located in fixed pens are required to have all lines connected to weighted chains which are fixed to the eyebolts supplied by the club. The weights on the chains must be non-metallic and shall be as sized in the table below.

Yacht Length	Size of Weight
Up to 10m	A minimum of 15kgs
10m – 12m	A minimum of 20 kgs
12m – 15m	A minimum of 25kgs
15m or more	A minimum of 30 kgs

Pylon and Weight Configuration



SECTION 6

FLAGS AND BURGEES

6.1 **Ensign.** The ensign of the Club shall be the Blue Ensign of Her Majesty's Fleet as authorised by Admiralty Warrant dated the 28th day of March, 1903.

6.2 **Burgee:**

6.2.1 The Club Burgee shall be white with the red cross of St George and the St Edward's Crown as shown below, in the upper canton, at least 300 mm in the hoist and 600 mm in the fly. The Blue Ensign may only be worn by a Yacht holding an Admiralty Warrant, and the Club Burgee must always be worn in conjunction with it.



6.2.2 No member shall hoist the Club Burgee on board any Yacht not on the Club Register. This rule does not apply to Yachts while used by the Club for regattas or other special occasions.

6.3 **Flag Officers' Flags and Club Captains' Pennants:**

6.3.1 The flag of a Flag Officer shall be a white flag with swallow tail and measure at least 300mm on the hoist and 450mm in the fly and having the insignia as follows:

Commodore	Flag with the red cross of St George with the St Edward Crown in the upper canton
Vice Commodore	As for Commodore but with one red ball in lower canton.
Rear Commodore	As for Commodore but with two red balls in lower canton.
Past Commodores	As for Commodore but with the red cross of St George in the lower canton.

6.3.2 The pennant of a Club Captain shall be as follows:

Captain Sail	Club Burgee with red anchor in lower canton
Captain Dinghies	Club Burgee with red D in lower canton
Captain Power	Club Burgee with red propeller in lower canton

6.3.3 No Officer's flag shall be worn on any Yacht unless such Officer be on board. The flag shall be struck and the Club Burgee hoisted in its place as soon as the Officer leaves the Yacht unless it is his intention to return before sunset of the same day. When two or more Flag Officers of the Club are on board the same Yacht, the flag of the Senior Officer shall be worn.

SECTION 7

UNIFORMS

Dress of the Day shall be nominated by the Commodore

7.1 Dress Uniform:

7.1.1 The Dress Uniform, which shall only be worn by order of the Commodore, shall consist of a royal blue mess jacket with gold Club buttons, a crown and fouled anchor in gold on each side of the collar, black dress trousers or skirt, soft dress shirt with flat collar, and a black bow tie. Royal blue epaulettes will be worn. The use of a black cummerbund is optional.

7.1.2 A bronze crown and anchor badge shall be worn on the left lapel on the mess jacket. When appropriate, the bronze crown and anchor badge, modified with the "25 years" scroll, or the silver crown and anchor badge modified with the "50" numerals, may be worn.

7.1.3 Decorations shall be worn when directed.

7.2 Standard Uniform (All seasons):

7.2.1 **Uniform No.1:** A black reefer jacket with four large oxidised Club buttons on each side of front, with rings of black braid denoting rank on each sleeve shall be worn with white shirt, plain black tie, white trousers or skirt, white socks or 'nude' coloured stockings, white belt and white shoes. A Club blazer may be worn if a black reefer jacket is not available.

7.2.2 **Uniform No.2:** Club Blazer of Bermuda design may be worn as either single or double breasted. The colour shall be navy blue with Club buttons or plain gilt buttons and a bullion embroidered Club badge shall be affixed to the left hand breast pocket. The Club blazer shall be worn with the authorized Club tie (navy blue with red diagonal stripes and multiple burgees), dark grey trousers or skirt, black socks or stockings, black belt and black shoes.

7.3 Winter Uniform (commences 1st May)

7.3.1 **Uniform No.3:** A white naval type shirt with two buttoned and flapped breast pockets, open neck, long or short sleeves and royal blue epaulettes shall be worn with white long trousers or skirt, white socks or 'nude' coloured stockings, white belt and white shoes. (Blue Club pullover with royal blue epaulettes may be worn over the shirt).

7.4 Summer Uniform (commences 1st October):

7.4.1 **Uniform No.4:** A white naval type shirt with two buttoned and flapped breast pockets, open neck, short sleeves and red/white epaulettes shall be worn with white long trousers or skirt, white socks or 'nude' coloured stockings, white shoes. (White Club pullover with red/white epaulettes may be worn over shirt).

7.5 Club Cap:

7.5.1 A white naval cap with Club badge having crown and fouled anchor in gold and initials of the Club thereon shall be worn.

7.6 Club Insignia:

- 7.6.1 **Epaulettes.** Royal blue (winter) or red and white (summer) epaulettes are worn with gold Club buttons, crown and fouled anchor and the appropriate stripes for rank.

Commodore:	Four Stripes, one with curl
Vice Commodore:	Three Stripes, one with curl
Rear Commodore:	Two Stripes, one with curl
Captains:	One 7mm and one 3mm stripe with curl
Committee:	One stripe with curl
All past ranks:	Same stripes without curl.
Members:	Guilt button, crown and fouled anchor.

- 7.6.2 **Jackets.** Ranks will be denoted on the sleeves of reefer jackets in black braid in the following manner:

Commodore:	Four rings, one with curl
Vice Commodore:	Three rings, one with curl
Rear Commodore:	Two rings, one with curl
Captains:	One wide and one narrow ring with curl
Committee:	One ring with curl
All past ranks:	Same rings without curl.
General Manager:	Two narrow black rings with curl.

- 7.6.3 **Club Buttons.** Club buttons shall bear the letters "R.P.Y.C." with a crown and fouled anchor.

7.7 Staff Uniform:

- 7.7.1 **General Manager.** Dress uniform, as laid down in by-Law 7.1 may be worn on formal occasions. Standard Uniform (By-Law 7.2), Winter Uniform (By-Law 7.3) and Summer Uniform (By-Law 7.4), will be worn as appropriate. Epaulettes will be as described in By-Law 7.7.3.

- 7.7.2 **Other staff.** Uniforms shall be stipulated from time to time by the General Committee.

- 7.7.3 **Royal blue epaulettes,** displaying the following insignia shall be worn as appropriate:

General Manager: Gold Club button, crown and fouled anchor and two 7mm silver stripes with curl.

House Manager: Gold Club button crown and fouled anchor and one 7mm silver stripe with curl.

Steward/Stewardess: Gold Club button and fouled anchor and Club Burgee.

7.8 Club Blazer:

- 7.8.1 The Club blazer will be of Bermuda jacket design and may be worn as either single or double breasted. The colour shall be navy blue with Club buttons or plain gilt buttons and a bullion embroidered Club badge shall be affixed to the left hand breast pocket.

- 7.8.2 If a tie is worn with the blazer it should be the authorised Club tie which is navy blue with red diagonal stripes and multiple burgees.

7.9 **Sailing Rig:**

The Sailing Rig shall consist of an all white shirt with collar and all white shorts or trousers. Alternatively, black shorts or trousers may be worn with an all white shirt with collar. In the event of inclement weather, coloured waterproofs are permitted. Whilst the wearing of all white sailing rig is not mandatory for Dinghy or Offshore Sailing Events, the wearing of "whites" for all sailing is strongly encouraged to maintain the Club tradition.

The following may be permitted at the discretion of the Race Committee:

- Discreet pocket badges/emblems on shirts or trousers (generally restricted in size to 125mm x100mm). These must relate to a crew position, Yacht name, Yacht Club, Association or recognised sailing event.
- Discreet sleeve badges/emblems (generally restricted in size to 50mm x 50mm). These must relate to a Yacht name, Yacht club or recognised sailing event.
- Coloured elements comprising no more than 10% of the surface area of the shirt or trousers.
- Coloured elements for Club clothing will be Red
- Stripes at the bottom of shirt sleeves. These are to be limited to a maximum of two stripes, each not more than 5mm wide.
- Coloured elements of other colours will be permitted when the whole crew of a Yacht wear the same sailing rig.

SECTION 8

ENTRANCE FEES, ANNUAL SUBSCRIPTIONS AND LEVIES

8.1 Entrance Fees:

8.1.1 Entrance fees payable by candidates nominated for the various classes of membership of the Club shall be those sums specified in these By - Laws and are payable in full or by such installments as the General Committee of the Club shall from time to time determine.

8.1.2 A candidate who has nominated for membership of the Club but who is not elected shall have refunded to him such portion of the entrance fee as he has already paid to the Club.

8.1.3 Schedule:

8.1.3.1 The General Committee will, from time to time, determine the amount of the entrance fee payable by new members.

Full Member. A candidate for Full Membership shall pay as an entrance fee an amount equal to that amount determined from time to time by the General Committee.

PROVIDED that

(a) A candidate for Full Membership being under the age of 30 years at the date of election shall pay an amount of money equal to the percentage specified of the entrance fee payable by a candidate for Full Membership:

Age	% Full Member Fee
18	18.75
19	18.75
20	18.75
21	25.0
22	25.0
23	25.0
24	37.5
25	37.5
26	37.5
27	50.0
28	50.0
29	75.0

8.1.3.2 Outport Member: A candidate for Outport Membership shall pay the same entrance fee as that payable by a candidate for Full Membership.

8.1.3.3 Junior Member: No entrance fee is payable by a candidate for Junior Membership.

8.1.3.4 Centreboard Member: A candidate for Centreboard Membership shall pay as an entrance fee an amount equal to the annual subscription payable by a candidate for Centreboard Membership.

8.1.3.5 Social Member: A candidate for Social Membership shall pay as an entrance fee an amount equal to the annual subscription payable by a candidate for Social Membership.

8.1.3.6 Crew Member: No entrance fee is payable by a candidate for Crew Membership.

8.1.3.7 Reciprocal Member: No entrance fee is payable by a candidate for Reciprocal Membership.

8.1.4 Family Membership Nomination:

8.1.4.1 Family Membership may consist of:

- a) a husband and wife (spouse/defacto) OR
- b) a husband and wife (spouse/defacto) and all children under 18 years of age.

In the case of nominations for Family Membership, the entrance fee will be that of the current Full Member entrance fee for the relevant Full Member age group.

Family Membership nomination acceptance will apply to one Full Member (appropriate to age) and one Family Member (spouse/defacto), OR one Full Member (appropriate to age), one Family Member (spouse/defacto) and Junior Members for all children under 18 years.

8.1.4.2 A Junior Member joining and subscribing as a member of a family membership, transferring to Full Membership, will be deemed to have paid annual subscriptions at the normal rate for Junior Members.

PROVIDED that

A member who has resigned in good standing and who wishes to re-join be required to pay by way of entrance fee an amount equal to the difference between the entrance fee applicable at the time of resignation and that at the time of re-joining.

8.2 Member Subscriptions:

8.2.1 Subscriptions are due and payable on the 1st of each month. A person who is a member of the Club as at the 1st of the month shall pay the subscription due by that member:

- (a) By monthly equal instalments on each of 1st of each month; or
- (b) Upon application to the Club, by monthly drawdown from the members nominated bank account or credit card authority.

8.2.2 A member elected:

- (a) shall be required to pay in addition to the entrance fee (if any), the annual subscription, calculated pro-rata from the joining date, payable for that class or type of membership.

8.2.3 Schedule for Annual Subscriptions:

8.2.3.1 Full Member: As determined by a General Meeting of Members.

8.2.3.2 Full Member aged less than 30 years on or after 1st June; as a percentage of a Full Member's Subscription:

<i>Age</i>	<i>% Full Member Fee</i>
18	18.75
19	18.75
20	18.75
21	25.0
22	25.0
23	25.0
24	37.5
25	37.5
26	37.5
27	50.0
28	50.0
29	75.0

8.2.3.3 Junior Member (<18 years of age):
as a percentage of Full Member's Subscription: 12.5%

8.2.3.4 Honorary Life Member: \$ 2

8.2.3.5 Social Member:
as a percentage of Full Member's Subscription: 50%

8.2.3.6 Crew Member:
as a percentage of Full Member's Subscription: 25%

8.2.3.7 Centreboard Member:
as a percentage of Full Member's Subscription: 33.3%

8.2.3.8 Outport Member:
as a percentage of Full Member's Subscription: 25%

8.2.3.9 Reciprocal Member:
as a percentage of Full Member's Subscription: 40%

8.2.3.10 An Honorary Member shall not be required to pay an amount by way of annual subscription or otherwise.

8.2.3.11 A person who has been a Full Member for 20 consecutive years or more and who has attained the age of 65 years may apply to the General Committee for a reduction in annual subscriptions and any authorised levies to one half only of the amount otherwise payable by a Full Member. The provisions of this clause as to either age or period of membership, or both, may be reduced in individual cases at the discretion of the General Committee.

8.2.4 Full Family Subscription. The annual subscription for a full family membership of husband and wife shall be 120% of the current Full Member annual subscription.

The annual subscription for a full family membership of husband, wife and all children under the age of 18 shall be 120% of the current Full Member annual subscription, for the relevant Full Member age group.

The rules applying to the payment of Family Membership annual subscriptions shall be those applying to the payment of a Full Member's subscription.

- 8.2.5 Social Family Subscription. The annual subscription for a social family membership of husband and wife shall be 120% of the current Social Member annual subscription.

The annual subscription for a social family membership of husband, wife and all children under the age of 18 shall be 120% of the current Social Member annual subscription.

The rules applying to the payment of Family Membership annual subscriptions shall be those applying to the payment of a Social Member's subscription.

8.3 **House Support:**

- 8.3.1 Full Members aged 30 and over and Social Members shall be required to support the Club's food and beverage service to a minimum level by contributing to a House Support Scheme.

- 8.3.2 The House Support Scheme shall operate as follows:

8.3.2.1 The annual cost to contributing members shall be \$240 which will be debited to members' accounts at the rate of \$120 per six month period, in advance.

8.3.2.2 The obligation periods will begin on June 1 and November 30, and conclude the following November 30 and June 1 respectively.

8.3.2.3 All food and beverages purchased from the Club, or purchases of official Club merchandise (clothing, burgees and flags) charged to a Member's account, will offset the House Support Scheme obligation.

8.3.2.4 Debts of allowable items to a Members' account will reduce the balance of remaining funds from House Support Scheme obligation amounts paid in advance.

8.3.2.5 At the conclusion of each Member's obligation period, where the value of allowable items charged to a Member's account is less than the amount paid in advance for the House Support Scheme obligation, the balance remaining will be forfeited.

8.3.2.6 The House Support Scheme shall be regarded as an authorised levy.

- 8.3.3 Full Members between the ages of 27 and 30 shall be required to support the Club's food and beverage service to a minimum level by contributing to a House Support Scheme equal to 50% of a Full Members contribution.

8.4 **Transferring between Membership Categories:**

8.4.1

A Full Member can transfer to a Social, Centreboard, Outport or Reciprocal Member without the need to pay an entrance fee by applying to the General Committee.

PROVIDED THAT

They have no ownership in a yacht penned in the Club's Marina.

- 8.4.2 A Crew Member can transfer to a Full, Social, Centreboard, Outport or Reciprocal Member without the need to pay an entrance fee by applying to the General Committee.

PROVIDED THAT

They have been a Crew Member for at least 12 months prior to requesting a transfer between membership categories.

SECTION 9

RECIPROCAL YACHT CLUBS

9.1 The General Committee may from time to time designate any one or more Yacht Clubs in Australia or elsewhere to be a "Reciprocal Yacht Club" and may at any time determine that a designated Club shall no longer be a Reciprocal Yacht Club. Unless otherwise designated or determined by the General Committee, the Clubs specified in the Schedule shall be Reciprocal Yacht Clubs.

9.2 **Schedule:**

<u>Name of Club</u>	<u>Country</u>	<u>State</u>
Royal Freshwater Bay Yacht Club	Australia	Western Australia
Royal Geelong Yacht Club	Australia	Victoria
Royal Melbourne Yacht Squadron	Australia	Victoria
Royal Motor Yacht Club	Australia	New South Wales
Royal Prince Alfred Yacht Club	Australia	New South Wales
Royal Prince Edward Yacht Club	Australia	New South Wales
Royal Queensland Yacht Squadron	Australia	Queensland
Royal South Australian Yacht Squadron	Australia	South Australia
Royal Sydney Yacht Squadron	Australia	New South Wales
Royal Yacht Club of Tasmania	Australia	Tasmania
Royal Yacht Club of Victoria	Australia	Victoria
Sandringham Yacht Club	Australia	Victoria
Whitsunday Sailing Club	Australia	Queensland
Cruising Yacht Club of South Australia	Australia	South Australia
Darwin Sailing Club	Australia	Northern Territory
Republic of Singapore Yacht Club	Asia	Singapore
Royal Brunei Yacht Club	Asia	Brunei
Royal Hong Kong Yacht Club	Asia	Hong Kong
Royal Varuna Yacht Club	Asia	Thailand
Manila Yacht Club	Asia	Philippines
Royal Papau Yacht Club		Port Morseby
Grand Baie Yacht Club of Mauritius	Africa/Mauritius	Mauritius
Royal Cape Yacht Club	Africa/Mauritius	South Africa
Royal Natal Yacht Club	Africa	South Africa
The Nassau Yacht Club	Carribbean	Bahamas
Barbados Yacht Club	Carribbean	Barbados
Royal Bermuda Yacht Club	Carribbean	Bermuda
Bruxelles Royal Yacht Club	Europe	Belgium

Norddeutscher Regatta Verein	Europe	Germany
Verein Seglerhaus am Wannsee	Europe	Germany
Compagnia Della Vela Venezia	Europe	Italy
Yacht Club Costa Smeralda	Europe	Italy
Yacht Club Italiano	Europe	Italy
Yacht Club Como M.I.La. C.V.C.	Europe	Italy
Royal Norwegian Yacht Club	Europe	Norway
Royal Corinthian Yacht Club	Europe	UK
Royal Northern & Clyde Yacht Club	Europe	UK
Royal Fowey Yacht Club	Europe	UK
Royal Thames Yacht Club	Europe	UK
Royal Ocean Racing Club	Europe	UK
Royal London Yacht Club	Europe	UK
Royal Southern Yacht Club	Europe	UK
Royal Club Nautico de Tenerife	Europe	Spain
Royal New Zealand Yacht Squadron	New Zealand	Auckland
Royal Port Nicholson Yacht Club	New Zealand	Wellington
Annapolis Yacht Club	North America	Maryland
Boston Yacht Club	North America	Massachusetts
New York Yacht Club	North America	New York
America Yacht Club	North America	New York
Newport Harbor Yacht Club	North America	California
Queen City Yacht Club	North America	Washington
Royal Canadian Yacht Club	North America	Ontario
Royal Vancouver Yacht Club	North America	Vancouver
San Diego Yacht Club	North America	California
Seattle Yacht Club	North America	Washington
Southern Yacht Club	North America	Lousiana
St Petersburg Yacht Club	North America	Florida
Naples Yacht Club	North America	Florida
St. Francis Yacht Club	North America	San Francisco

SECTION 10

DUTIES AND PROCEDURES OF CLUB COMMITTEES AND SUB-COMMITTEES

10.1 **General Committee**

10.1.1 The powers and duties of the General Committee are set down in the Club Constitution and Governance manual.

10.1.2 The General Committee will, from time to time, delegate certain duties and responsibilities to standing and subordinate committees and establish other sub-committees to perform specific tasks when required.

10.1.3 The following standing committees will be established:

House Committee
Regatta Committee
Finance Committee

10.1.4 The following subordinate committees will usually be established:

Challenger Harbour Committee
Race Sail Committee
Power Yacht Committee
Dinghy Division Committee
Membership Committee
Special Events Committee
Sponsorship Committee

10.2 **House Committee:**

10.2.1 Composition and responsibilities. As set down in the Club Constitution and Governance manual.

10.3 **Regatta Committee:**

10.3.1 Composition and responsibilities. As set down in the Club Constitution and Governance manual.

10.4 **Finance Committee:**

10.4.1 Composition and responsibilities. As set down in the Club Constitution and Governance manual.

10.5 **Race Sail Committee:**

10.5.1 Composition. The Race Sail Committee will be chaired by the Captain Sail and comprise representatives of all divisions and keelboat classes of yachts sailing from the Club and the Boating Operations Manager or Delegate to represent the operational aspects of the Club.

10.5.2 Responsibilities. The Race Sail Committee is responsible to the Regatta Committee to perform the following duties:

10.5.2.1 To develop and co-ordinate the sailing programme and sailing activities suitable for the participation of the majority of the sailing yacht owners in the Club.

10.5.2.2 To represent the views and opinions of the Club fleets.

10.5.2.3 To encourage the involvement of all sailing yacht owners in the Club's sailing activities.

10.5.2.4 To report to Regatta Committee on matters affecting all Club fleets.

10.6 **Dinghy Division Committee:**

10.6.1 Composition. The Dinghy Division Committee will be chaired by the Captain Dinghies and comprise of not less than six members of the Club including at least two Junior Members of the Club.

10.6.2 Responsibilities. The Dinghy Division Committee is responsible to the Regatta Committee for all boating aspects of the Dinghy Division. The Committee has the following duties:

10.6.2.1 To develop and co-ordinate the dinghy Division sailing programme and social activities.

10.6.2.2 To promote sailing as an activity for Centreboard Members and the youth of the community generally.

10.6.2.3 To represent the views and opinions of members participating in the Dinghy Division.

10.7 **Membership Committee:**

10.7.1 Composition. The membership Committee will be chaired by Chairman Membership.

10.7.2 Responsibility. The Membership Committee is responsible to the House Committee to perform the following duties:

10.7.2.1 Examine all new applications for membership and make recommendations for acceptance of new members.

10.7.2.2 Examine ways of achieving Club membership goals.

10.7.2.3 Oversee the induction of new members into the Club.

10.7.2.4 Ascertain reasons for resignation of members and make recommendations to reduce resignations.