

The following common sense suggestions make everyone's life easier. Please note and comply when appropriate to your mast:

All masts must be identified with the owner's name and boat name and one cleat must be left free of lines for use by the crew as a tie down point for the safety line.

All obstructions such as VHF or Loran antennae, man overboard poles or life-rings higher than the lifelines must be removed from the stern pulpit.

The mast must be ready for installation prior to the trolley crew picking it up. All halyards and shrouds (forestay, backstay and side stays) must be organized and on the proper side of the spreaders, and then temporarily affixed to the mast by bungee cord or light twine, to avoid having them flailing around during transport. Note that the inner side stays and halyards should be affixed separately, as they are not required during masting, and this will keep them out of the way, including burgee halyards.

Please do not tape electrical wires to the outside of masts which will be below deck after masting. Leave them loose so they can be fed below without damage.

It is a wise move to have a "buddy" present with each boat owner to show the trolley crew the location of the mast, and to assist the crew in ensuring that no damage occurs, such as turnbuckles dragging in the dirt, etc.

To avoid damage, it is strongly recommended that no masthead instruments be installed on the top of the mast during masting. If they are to be installed, they must be installed prior to mast pickup by the trolley crew. Naturally crews will take every precaution to avoid damage to electronics, however any damage occurring will be the responsibility of the boat owner.

Each boat must have proper bow, stern and spring lines at least 25' in length, as well as adequate fenders to protect the boat.

Each boat must have a supply of tools aboard and ready for use, such as screwdriver, pliers, vice-grips, wrench and hammer, in case they are needed. All split pins or split rings must be ready for installation, with the turnbuckles already sprayed with WD40 to ensure ease of adjustment. Spare split pins or rings should also be on hand, in the event one goes for a swim overboard.

The mast step, on deck-stepped boats should be ready to accept the base of the mast, with any required pins taped close by.

Where required for special masts, such as double spreader or Nonsuch masts, a tie down line of adequate strength and length must be provided by the boat owner.

The masting crew will hand-tighten the turnbuckles fore, aft and the outer side stays. It is the responsibility of the owner to then take his boat back to his dock and finish the tightening and tuning of the rig.

All large multiple spreader masts, please have a boswain's chair handy and a mast head halyard ready to be rigged quickly.

The Club crane will not be available for launching or hauling dry sailed boats on the days allotted for masting.

All unstepped masts must be moved from the "mast field" to the Club racks located along the South roadway by May 17. Masts remaining after that date will be moved by the Club. The Club assumes no responsibility for damage resulting from the move.



2010 Launch Saturday April 24 6:30am to completion

Dinner: 6 pm to 8:30 pm, pub grub.

Bar: The bar will be closed until launch operations are complete.

Fees: All fees must be paid before boat will be launched.

Skipper Check-In: Skippers (or their representative) must check in at the upper lounge Duty Officer station, 2 hours prior to their scheduled launch. A skipper or a representative must be available when called. NO SHOW skippers will be assessed an administration fee of \$100 and their boats will NOT be launched. After notifying the Timer the Skipper is asked to wait at the shore for the crews to launch the boat.

In the event of an emergency, please call the Club General Manager or check-in desk as early as possible and we will make every attempt to accommodate your situation.

Safety: Safety is our Number One priority during Launch and Haulout. Over the years we have had an outstanding safety record and we would like to continue our unblemished record. Safety Officers will be posted throughout the yard for the safety of both launch crews and skippers. Please follow their instructions.

During launch activities, the yard is a restricted access area. Hard hats must be worn by anyone in the crane operations areas. Pick up a

hard hat from a timer prior to going to your boat and return it as you are leaving the area.

Children, visitors, pets and members not on work crew are not permitted in the operational area.

Launch Schedule: Times on the posted schedules are approximate and are subject to change according to conditions prevailing the day of launch. While every effort will be made to adhere to these times, skippers must be on-site ready to launch when called. Please be present 2 hours before your estimated time. Updated times and schedules will be available at the check-in desk and timer stations.

Parking: Will be restricted to areas other than the boat storage area until all cradles are removed Sunday afternoon. Only *authorized vehicles are to enter the storage area. Unauthorized vehicles in the storage area will be towed away and the owner fined.*

Parking is very limited at launch as only the north lots are available within the club. Additional parking is available in the lots in the park. Please remember the parking attendants are fellow members with a difficult job to do and they do not deserve verbal abuse.

Yard Closure: The yard will be closed to all unauthorized vehicles from 7 am, Friday April 23 until the afternoon of Sunday April 25, when all cradles have been cleared and the yard reopened by the Rear Commodore.

Lines: Only MCC lines are to be used. These will be made available at launch/haulout.

Lift Points: All lift points must be clearly marked in order to avoid damage to shafts, through hull instrumentation, etc and to ensure proper weight distribution in the slings.

Trailers: Ensure that tires are inflated and that the trailers can be moved after launch. Tow vehicles will be available. All boats on trailers must be moved to the dry-sail area before May 1.

Special Requests: We try to accommodate special requests for boats being shipped in or shipped out by truck. *Please confirm with Rear Commodore no later than April 1.*

There may be an additional charge to cover crane and other costs.

Accidents: These must be reported immediately to a member of the Executive, Launch/Haulout Committee or the Club General Manager.

Damage: Must be reported, in writing, to a member of the Launch/Haulout Committee or the Club General Manager within 24 hours.

Identification: All cradles, bow props, blocking, and trailers should be marked with surname, boat name, bow and stern.

Bilges: Make sure these are empty.

Wishbones: Must be properly secured before the boat is moved.

Deck Access: For safety concerns during haul and launch, crew chiefs can order members to remove equipment stored on deck. This equipment, which would be considered obstructions, includes (but is not limited to) such things as dodger and bimini frames, canopies and canvas, whisker poles, spinnaker poles, dinghies, booms and anchors.

Anti-Fouling: Touching up of bare spots on launch day will not be allowed.

Cradle Storage: *Cradles must be knocked down to 3 feet or less by 12 noon the day following launch or be removed from the Club property. An administrative assessment will be applied for failure to comply.*

Ladders: Please remove these from your cradle before launch and remove from the club site.

Do not chain them to the fence.

Engines: Defective engines must be reported to the Launch Supervisor so that arrangements can be made for a tow to the assigned mooring. Batteries must be charged sufficiently to start the engine(s). Engine failure due to insufficient “cranking power” may make the owner liable for an administration charge. Boats with gasoline engines must have their blowers operated for sufficient time to clear the bilge prior to starting the engine.

Launch Crews: Crew lists will be made available for sign-up well in advance of launch. Hard hats and gloves are to be worn by all crew members. Safety boots must be worn by all cradle crew members.

Breaks: Coffee, donuts and lunch in the Maintenance Building are for work crews only. All others must use the Clubhouse facilities.

Work Hours: It is the responsibility of the crew member to ensure his/her name and time worked is recorded on the list held by their crew chief or timer for work hour credits.

Masting: For safety reasons, no masting will be permitted until the parking areas have been cleared of all cradles and debris. The crane will be disabled until this is done.

Shrink Wrap: The Club will supply a dumpster for the disposal of shrink wrap plastic. Please bundle your shrink wrap as tightly as possible to maximize efficiency.

Scrap Wood, Etc.: Must be placed in the dumpster provided for that purpose.

Paint Cans, Trays, Rollers, Brushes, Solvents: These are “hazardous wastes” and

MCC has no disposal facility for these items.

These items can be taken to your local municipal hazardous waste depot.

Old Batteries: ***Do not leave batteries on club property.***

These must be taken to a licensed disposal site (e.g. Canadian Tire)

Engine Oil: The club has a designated container for the disposal of used engine oil. Please use it. The Club has no facility to dispose of used oil filters.

Anti-Freeze: ***The discharge of toxic antifreeze into the lake is illegal.*** Your engine should be flushed and the anti-freeze collected and disposed of. The club has a container for the disposal of anti-freeze. This also applies to any anti-freeze that has been spilled in the bilge.

Sandblasting: Is not permitted at any time on Club property without permission from the Rear Commodore

Spray Painting: Limited spray-painting is allowed **only with written approval from the Rear Commodore.** Spray-painting on Club premises is restricted to minor repairs conducted by an experienced contractor. Members are responsible for supervision of any contracted services and are liable for any damage caused to other members’ boats or Club premises.

Agreement: All persons, who agree to launch and or haul their boat at MCC do agree to abide by the by-laws and rules herein. MCC does not assume any responsibility for any damage that may occur while launching or hauling your boat or stepping or unstepping your mast.

Launch Executive:
Rear Commodore – Jim McAfee
Launch Supervisor – Allan Goodman
Assistant Launch Supervisor – Wally Zajac



Masting 2010 May 1, 2 & 8 7am to 5pm

Summary of Rules to Make the Operation Run smoothly

All members are requested to put their cradle number on the foot of the mast before stepping.

Masting will take place on May 1, 2 and 8 from 7 am to 5 pm each day, with lunch break from 12 noon to 1 pm. For safety reasons, it will be at the sole discretion of the masting crew chief to call a halt to masting at any time. Any boats not masted as a result, will be fitted into the next days schedule.

Masting at times other than as shown will have to be individually organized by skippers who have been checked out on the operation of the crane.

The masting schedule will be posted in the lower hall of the club house to determine your approximate time. We are assigning times for a few boats so as to make it easy for the trolley crews to clear masts from one area before moving on to the next area. In previous years there was considerable climbing over masts and cradles to get at masts in the rear that were scheduled for stepping on day one. This was not only inconvenient but also potentially hazardous. If your boat has not been pre assigned you will chose your own time by signing up in the lower hall way.

Every effort will be made to follow the times indicated, but due to circumstances and weather, the times are only approximate.