



THE MORNINGTON YACHT CLUB

ESTABLISHED 1946



Bret Levenspiel



FROM THE COMMODORE : SLIPWAY 2

We are getting close to *Slipping Day* and we do not have a final status on our slipways *readiness*. Having said that, we are near and our understanding has progressed.

Before I share with you where we are at it is important to clarify the priorities we are working towards. The highest priority is to have our fleet return to the water *timely and safely*. Of great importance is the *future* of the Slipway however this is a multifaceted topic that we will continue to progress with our members. Our focus is to apply all resources, mostly volunteered, to getting our Club ready for the upcoming season. I reassure you that no decision will be made by the Board in regards to the *future* of the Slipway until we are all on the same page. To that, a *Slipway Forum* will be announced soon and I trust will provide a structure where the best outcome can be determined.

The Boards concern for human safety has been addressed with a new policy that will prohibit a person on board when traversing the Slipway. A procedure will be formalised to ensure it is workable and considers matters such as staying clear of potential fall zones.

We have had a Diver look at the Slipway and the general observations were:

1. All the *pilings* are suffering deterioration caused by the Naval Shipworm.
2. The *crossheads* and *rails* are 'compromised'.
3. Some of the *clamps* are loose.
4. To achieve useful underwater images of the Slipway it would need to be cleaned.
5. The *acrow props* used to secure the Slipway during the last slipping day have dislodged.

You would appreciate that this information does not immediately direct us to any action. The Diver who installed the *acrow props* will reinspect his work this week; there is an expectation that they can be reinstated and the Slipway restored to a similar condition of our last slipping day. Once that work is carried out, a group of volunteers will perform a test whereby a trolley is loaded, launched and retrieved. The observations will be useful in determining any further course of action.

The safety of boats should always remain a concern as slipping is never without risk. While it is sensible we do our best to understand those risks and continue to improve our policies you should be aware that the slipping of any boat is at the risk of the owner. MYC has comprehensive Policies, Procedures and Work Place Safety documentation that covers a wide range of activities including slipping. You must be familiar with them if you are going to be in the yard. If you are in any doubt in regards to slipping your boat you must notify the Slip Operator on the day.

Thankyou for your patience and to those who have been assisting on this matter.

I welcome any feedback from all our members and email is best commodore@morningtonyc.net.au.
If you prefer to call, 0411 875 502.

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