

## BOSHAM YACHT COMPANY TERMS AND CONDITIONS

### DEFINITIONS

- **Bosham Yacht Company and BYC** refer to the business of Mr T. J. Cath trading as Bosham Yacht Company.
- **Owner(s)** refers to the person who owns the vessel *and* his family and visitors lawfully within the boat park area or his agent.

### BOAT PARK STORAGE

- **Vessels, trailers, engines and equipment are stored in the boat park at the owner's risk.**
- Bosham Yacht Company shall not be liable for any loss or damage caused by any event or circumstance beyond its reasonable control (such as extreme weather conditions, the action of third parties not employed by the business or any defect in any part of the customer's or third parties vessel, trailer or equipment.)
- **Vessels trailers and equipment must be fully insured for all risks whilst stored ashore.** Vessels, trailers and equipment stored ashore are not covered by Bosham Yacht Company's insurance against theft, vandalism, third party damage or extreme weather conditions (this list is not exhaustive).
- Trailers and tenders must be clearly marked with either the vessel or owner name.
- For safety, sails must be removed from the rig when the vessel is laid up ashore. If at all possible this should be done before the vessel is brought ashore.
- Fin and long keel vessels require a cradle or professional boat stands if the mast is to be left stepped. It is recommended for maximum protection against strong winds that masts are un-stepped for the winter.
- The overflow and north areas of the car park have to be cleared of boats by the 30th April. Space for storage beyond this time is limited and cannot be guaranteed. Vessels failing to leave by 30th April will be charged the vessel relocation fee, see price list.
- On masts left stepped, halyards must be secured away from the mast to prevent noise.
- If using a winter cover, it must be securely tied around the boat and checked regularly. Do not tie covers to boat stands or supporting shores. It is not permitted to build tents around vessels. Temporary sheeting to contain dust is permitted but must be removed at the end of a working session.
- It is not permitted to stay overnight on vessels stored in the boat park.
- Please keep the area around your vessel tidy. Water and bins are provided adjacent to the portacabin
- Free car parking is available IN THE OVERFLOW CAR PARK ONLY between 1st November and 30th April for owners of vessels being stored. (Display a note in your windscreen with boat name and time of arrival.) One car per boat. Maximum stay of 8 hours per 24 hour period.
- Boats for sale. Owners or their agents are permitted to display on the vessel one small "for sale" sign only per boat. Maximum sign size of A4.

### WORKING ON VESSELS ASHORE

- **Owners and their contractors must comply with The BYC Environmental & Health and Safety Regulations available on the BYC website.**
- **Any work carried out on vessels must be done so in such a manner as to not cause undue or unreasonable disturbance to other users of the boat/car park or most importantly, to the residents of neighbouring properties to the boat/car park. In particular, care must be taken to ensure that appropriate measures are in place to contain dust created during any work on vessels (See the BYC Environmental and H&S Regulations).**
- **Generators and power tools are not allowed to be run in the overflow area at the rear of the car/boat park at any time. In other areas generators and power tools must only be used in daylight hours and any prolonged use must only be between the hours of 08.00 and 18.00.**
- Owners must not move cradle legs, shores or blocks being used to support their vessel. If supports need to be moved for access this must only be carried out by BYC employees.
- Owners must not climb masts on vessels stored ashore. This must only be done by authorised riggers with the permission of BYC.
- Ladders should be secured underneath vessels when not in use and not left upright against vessels. Ladders should be tied securely in place when in use.
- Owners must not run up engines on vessels ashore without the expressed permission of BYC. Vibrations from the engine can dislodge props supporting the vessel.
- Any contractors or sub-contractors working in the boat park must have valid public liability insurance with a minimum of £5 million cover.

#### CRANING AND BOAT MOVEMENT AFLOAT

- Where possible, log impellers should be removed from the hull and the blank fitted prior to lift out. If not possible to remove the impeller or other fragile fittings their position should be marked on the gunwale and the crane operator informed. Whilst every effort is made to avoid underwater fittings with the lifting slings, BYC is not liable for damage to such items if unmarked.
- Lifting of RIBs. It is recommended that RIBs have professionally fitted lifting eyes. If not fitted with lifting eyes, RIBs will be lifted with slings around the hull and tubes. Whilst unlikely to cause issues, BYC shall not be liable for any scuffing or damage to tubes or tube carriers.
- BYC shall not be liable for any vessel's seaworthiness or water tightness when launched. Whilst willing, if asked, to check the bilges for water ingress on launching this does not make BYC responsible for the watertight integrity of the vessel once launched.
- BYC shall not be liable for the security of a vessel's fastening to its mooring. When mooring a vessel, BYC shall use the top chain or warp supplied by the owner or found on the mooring (as required by BYC) and it is the responsibility of the owner to ensure that these are adequate for mooring the vessel securely.

#### BOOKING

- Winter lay-up forms should be returned as soon as possible to secure a winter storage space.
- Forms will be dealt with in strict order and vessels will be hauled out as soon as possible from the date requested subject to timetable and weather restrictions.
- BYC is not liable for vessels left on moorings or on storage beyond the requested haul out or launch date for whatever reason.
- Please indicate on the lay-up form an expected date for launching to assist with storage location.

#### CHARGES AND PAYMENT

- It is a condition of Chichester Harbour Conservancy that storage fees are paid for in advance.
- Prices quoted are in GB Sterling. All prices published EXCLUDE VAT unless otherwise stated. VAT will be added at the current rate at the time of invoicing.
- Invoices must be paid within 14 days. BYC reserves the right to ask for payment to be made in full before any vessel or trailer leaves the boat park.
- Winter and summer packages are to be paid for in full within 14 days of lift out.
- If more time ashore is required than allowed for in the package, prices revert to the normal scale of charges or the next package up can be selected.
- Published prices may be changed at any time without prior notice.
- Prices per metre are calculated based on overall length of the vessel including extensions such as davits, bowsprits, boarding ladders and outriggers. Each vessel may be measured to confirm overall length.
- Price for stepping and un-stepping of masts is based on a "clear deck." It does not include connection or disconnection of electrics, removal or refitting of sails, booms, covers or running rigging. This work will be charged for at the labour rate. Stepping masts includes attaching the standing rigging but does not include adjusting and tuning ready for sailing.

#### WORK UNDERTAKEN

- All work is carried out in accordance with the terms or business as sponsored by British Marine and approved by the RYA.

#### SECURITY

AS IN ANY BOATYARD OR MARINA IT IS RECOMMENDED FOR SECURITY THAT AUXILIARY OUTBOARD ENGINES, ELECTRONICS AND ANY PORTABLE EQUIPMENT THAT CAN REASONABLY BE REMOVED ARE TAKEN OFF THE VESSEL WHILST ON STORAGE. OTHER ITEMS SHOULD BE REMOVED FROM VIEW AND SECURELY LOCKED. TRAILERS SHOULD BE LOCKED WITH A GOOD QUALITY WHEEL CLAMP. BYC MUST BE PROVIDED WITH A KEY FOR ANY TRAILER LOCK FITTED. IT IS RECOMMENDED THAT FOR LARGER OUTBOARD ENGINES WHICH CANNOT REASONABLY BE TAKEN OFF THAT THE GEARBOX IS REMOVED AND STORED OFF SITE TO REDUCE THE RISK OF ENGINE THEFT.