

Mordialloc Sailing Club



[DRAFT V6 – 15-10-2018](#)

MSC Club Boat Usage & Charter Policy

1) Responsibility

The Executive committee is responsible for this policy which is managed by the Sailing Committee. See section 8 Charter Requests below for contact details.

2) Purpose

To manage the use of MSC owned boats so that they are:

- Only used when it is safe to do so with an authorised member supervising.
- Always used responsibly, including as allowed by the clubs Insurance policy.
- Always maintained in good order whilst in use and in storage.
- Continue to promote sailing and training to our members and visitors.

3) Scope

A separate document “**Club Boats – Members Casual Use Policy**” covers the casual use (ie: no fee) of club owned dinghies by club members.

The Casual Use policy provides a simple process to encourage members, especially juniors to go sailing. It provides an easy path for members to take visitors, relatives or friends for a sail to attract new sailing members.

This document covers the Charter (Hire of) and usage of all club owned dinghies and club owned RIB's (Rigid Inflatable rescue Boats), all referred to as boats in this policy.

Including, but not limited to:

- Pacers
- Lasers
- Miscellaneous dinghies
- RIB's

4) Priority

The boats are to be available for use in the following order of priority:

- i) Scheduled Sail Training and Sail Training Events
- ii) Scheduled club, interclub or teams racing or coaching and Fun Day events
- iii) **For RIBs, any rescue callout.**
- iv) Booked under the Season Charter policy below
- v) Members Casual Use.

5) Dinghy Authorised Club Members (DACM's)

As referenced in the "Club Boats – Members Casual Use Policy"

- i) A Dinghy Authorised Club Member (**DACM**) is a "Senior" club member with at least five years sailing experience and can sail a Pacer in wind conditions of up to 15 knots from any direction.
- ii) Members outside this range or who need to check if their experience meets MSC expectations may request consideration for '**DACM**' status by contacting the Sail Training Coordinator or Rear Commodore (Section 8).
- iii) There must be at least one **DACM** at MSC at all times when club boats are in use.
- iv) A **DACM** who is giving approval to a club member for the Casual Use of a Club dinghy must take the following fundamentals into consideration prior to giving approval and whilst supervising them:
 - a) The ages, experience and sailing abilities of persons wishing to sail
 - b) Those persons experience in the Class of boat to be sailed
 - c) The actual wind strength, direction and sea height
 - d) The current wind and sea height forecast and any BOM warnings
 - e) Anticipated time on the water

Then maintain continued supervision of the boats until they are Returned to storage (section 12), Damage reported (section 13) and Cruising Log Book completed as returned.
- v) All sailors under the age of 18 years or adult sailors with inadequate training or experience will have no authority to sail or use club boats by themselves unless under the supervision of a **DACM**. However, they may sail as a crew member for an experienced sailor.

6) Club RIBs and Slewing Hoist (Crane)

- i) MSC owned RIBs are available to be used from MSC by **RIB Authorised Club Members (RACM's)**(see 6-iii below) to support club members in the activities listed in Section 4 – Priority, at no cost.

If the activity is at an away club then advance notice must be given and approval sought from the Sailing Committee.

- ii) MSC owned RIBs are available to be used for events like State and National titles, Sail Melbourne, etc. by RACM's (see 6-iii below) however advance notice must be given and approval sought from the Sailing Committee. A fee may apply, see Section 10 & 11 for pricing.
- iii) Only **RACM's** with a Marine (boat drivers) Licence may use club RIBs. **RACM's** using club RIBs need to have prior experience driving RIBs (eg: supporting club races) and completed a Power Boat Handling course at MSC or a Safety Boat Handling course. Contact the Sail Training Coordinator or Rear Commodore (Section 8.) to check if your prior experience meets MSC expectations.
- iv) If **RACM's** require a non-member (eg: for Instructor / Coaching sessions) to drive a RIB then advance notice must be given and approval sought from the Sail Training Coordinator or Rear Commodore (Section 8.) and recorded in the minutes of the next Sailing Committee meeting.
- v) **RACM's** using RIBs take on all the responsibilities of an owner and person in charge of the boat. They must also comply with the Return (Section 12) and Damage (Section 13) policy below and complete the Cruising Log Book if use is not part of MSC race management.
- vi) **The Slewing Hoist (Crane) may only be operated by members authorised by the Sailing Committee.**
If the **RACM** using the RIB has not been authorised to use the Slewing Hoist (Crane) by the Sailing Committee then they need to contact the Sail Training Coordinator or Rear Commodore (Section 8.).

7) Season Charter – Club Dinghies only

- i) Season Charter of the MSC training boats is available to members with priority given to trainees transitioning out of the MSC sail training courses. Season Charter enables trainees to continue sailing until they are ready to get their own boat. Season Charter also enables parents to sail with their children when their own boat is a single hander or a simpler, more stable boat is needed.
- ii) Unless otherwise authorised by the Sail Training Co-ordinator or Rear Commodore, a member may only reserve a boat for a maximum of one

season. A member may reserve for another season after the end of the initial season.

- iii) Season Charter guarantees the use of the same boat for scheduled club racing pursuant to Section 4 – Priority.
- iv) Members with a season charter are expected to obtain their own PFDs.
- v) The Sail Training Coordinator or Rear Commodore may place limitations on when a season charterer can go sailing based on season charterer's experience and skill levels. e.g.: Where the charterer has only just graduated from the training courses, wind speed and/or wave height limitations may apply as well as restricting use to only when club rescue boats are available, like race days.
- vi) When a season charterer uses a club boat in club racing, cruising or any other activity then the season charterer takes on all the responsibilities of an owner and person in charge of the boat. Including Signing On and Off if racing OR entering details into the Cruising Log Book if not racing.
- vii) The season charterer must also comply with the Return (Section 12) and Damage (Section 13) requirements detailed below in this policy.
- viii) A Season Charter boat will be labelled as Reserved for the charterer. If another member wishes to have a Casual Use of a Reserved boat, on a race day, the club will phone the season charterer to check if the boat is available to be used for Members Casual Use (the season charterer could just be running late).

8) Charter Requests

- i) For Season Charter requests contact the Sail Training Coordinator or Rear Commodore.
- ii) Requests within the Members Casual Use Policy on MSC race days can be made to the Sail Training Coordinator, Rear Commodore, or Race Management. Requests on non-race days requires the approval of a Dinghy Authorised Club Member (**DACM**) (see section 5 above).
- iii) For RIB use outside the Section 4 uses and for use at away clubs, including regattas, advance notice must be given to, and approval sought from the Sailing Committee, who may refer it to the Executive Committee.
- iv) Reservations are normally made in half day blocks.

- v) Requests to the Sailing Committee are to be directed to:
 - a. The Sail Training Coordinator, Dale Collings 0415-595-754
email: training@mordiallocsc.com.au OR
 - b. The Rear Commodore, Peter White 0466-27-27-22
email: pwhitemsc@gmail.com

9) Non-Members

- i) Non-members may not reserve / charter a boat for use however a **DACM** (see section 5) may charter a dinghy on their behalf for a fee (Section 11).
- ii) A non-member can only sail on a club boat in the company of a club member, unless covered by section 10 'Other Scenarios'.
- iii) Participants in a Discover Sailing Experience or an MSC run school sailing experience / training may sail on a club boat without a club member on board whilst under the supervision of an Australian Sailing qualified Dinghy Instructor.

10) Other Scenarios

It is difficult to cover all individual scenarios in this 'Club Boat Usage Policy' without becoming cumbersome. However, the following will apply:

- i) For any scenarios not covered by this policy, e.g. Schools Teams Racing competition, events at other clubs, Class Associations or school requests, expressions of interest (EOI), tenders or proposals etc., that requires the requestor to charter club boats, then the request, EOI or proposal etc., must be referred, by special arrangement to the MSC Executive.
- ii) The Executive will consider EOI or proposals in line with this policy noting that 'Honorary Membership' may be issued to cover insurance issues.

11) Pricing

- i) Available to Club Members only (see section 7)

Season Charter Fee	\$ 250.00	(Per season)
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- ii) For Non-Members use of MSC Dinghies only (see section 9. i & ii)

Per single use (usually half day)	\$ 60.00	(Per session)
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- iii) Club RIBs – by Club Members for purposes outside of Section 4 uses
(see section 6. ii)

Per Day **\$ 80.00 + Cost of Fuel**

Per Half Day **\$ 50.00 + Cost of Fuel**

Other Scenarios, including Club RIBs chartered by other Clubs or Associations OR Club Equipment to be chartered, will be by special arrangement with the Executive. (see section 10) **Price on application**

12) Return

- i) After use, boats must be returned to their designated place in the yard, washed and stowed in accordance with relevant instructions.
- ii) All sails and gear must be stowed in accordance with relevant instructions.
- iii) Complete the MSC Cruising Log Book, or if racing then Sign Off.

13) Damage

- i) The charterer / user of the boat must report any damage and breakages to the boat by making direct contact with the Sail Training Co-ordinator or Rear Commodore immediately on return of the boat.
- ii) All damages and breakages that occur during the charter / use of the boat must be paid for by the charterer / user. This does not apply if the damage occurs in the storage compound during the 'out of hours' period.

14) Restrictions

- i) The Sail Training Co-ordinator or Rear Commodore may restrict a member's access to Charter or Casual Use of a boat. The member may ask the Executive Committee for a review of any such decision.

Peter White email: pwhitemsc@gmail.com

Rear Commodore

Dale Collings email: training@mordiallocsc.com.au

Sail Training Co-ordinator

Discover Sailing Principal