



Notes for HOEOCA rally skippers – Spring 2016

Thank you for agreeing to skipper a boat on this HOEOCA rally. By doing so you contribute hugely to the success of the event by helping with its overall organisation.

As well as your normal skippering responsibilities in planning and executing the time at sea safely, including a full brief before you depart you should also ensure / be aware of the following:

1/ The objective of the Club is to promote and encourage all forms of cruising sailing for people who live in the West Midlands. The rallies are one of the ways we provide such opportunities. Unless you have put your own crew together from within the club of whose abilities you are aware, you may be sailing with crew of all standards - from near novices, those who would like to skipper (in due course) through to “old salts”. Please try to give everybody a chance to participate in the way that meets their objectives e.g. a complete novice may be pleased to be given an opportunity to helm.

2/ If you are the skipper on a charter boat, it has been chartered by the club for you and your crew. The boat is your responsibility throughout, just as if you had chartered it yourself.

- A security deposit will need to be paid at handover. This should be agreed and shared by the crew.
- Minor damage (up to the limit of the deposit) will normally be met by you and your crew.
- You should inspect the boat carefully on embarkation, noting any scratches etc. Photos are a good idea
- If, upon inspection and in your opinion as skipper, the boat is unfit to be used for the purpose intended in line with your declaration on this notice, you should not accept the boat and contact Chris Blackburn immediately who is liaising with Fairview on this occasion.
- Should adverse weather, or any other event, affect the safe return of the boat at the agreed time you should discuss the situation with the charter company and obtain prior authorisation for any expense to be incurred from a member of the organising committee.

3/ If you are skippering your own boat you should ensure that it is adequately equipped for the voyage to be made e.g. sufficient life jackets for the crew aboard.

4/ Whether or not it is your own or a charter boat, the club will not be held responsible for incidents such as lost fenders or ropes around props. It should be made clear to the crew that such expenses will be met from the boat kitty. More serious incidents will normally be covered by insurance. In exceptional circumstances the HOEOCA committee will consider a contribution to any incidental costs incurred on their own merits.

5/ A list of crew members is circulated once finalised. New members have access to additional information in which we try to cover the basics. It is your responsibility to ensure that crew members are contacted and the necessary arrangements are made. Please make every effort to attend the passage planning evening and to use this as an opportunity to start to build the team as well as explaining to “virgins” how these events are organised. If, after meeting your crew members at the passage planning evening or prior to embarkation you believe that any crew member would prevent you from undertaking your responsibilities as skipper in line with your declaration on this notice please contact Mike Veal.

6/ Although not always practicable, please try to liaise with other skippers beforehand and arrange your voyage to meet up as often as possible in order to promote the positives of being on a club rally with the social side that we encourage. Rallies are the best way for new members to be assimilated into the club.

7/ Many accidents happen in port. Consider suggesting a system that ensures that crew do not wander around marinas alone after dark and make sure that the dangers of the dinghy ride are understood.

8/ Rallies are for the benefit of members of HOEOCA only and, as such, skippers should ensure that all crew are full members of the club, and in particular, should not take on board persons who are not.

9/ Skippers must be aware that whilst the primary responsibility for safety in boating lies with the individual participant, it is the responsibility of the skipper of each craft to decide whether to start or continue an event in the light of his or her competence, the ability of the crew and the suitability of the craft for the conditions likely to be encountered.