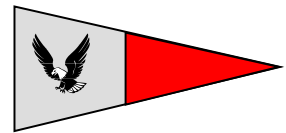


SPREAD EAGLE SAILING CLUB LTD.
Booking Conditions & Cruising Regulations



Bookings Secretary is David Smithson dj.smithson@btinternet.com or 0208 394 1692

Conditions of Use

1. The Club's yacht, mooring and other facilities may only be used by fully paid up members of the Club. All members using the Club's vessel must have their membership cards available at all times
2. The yacht must be in the charge of an approved Skipper who has been awarded the Club's Certificate of Competence to sail in the areas designated in their Certification. The yacht must not be moved from its mooring without an approved skipper being aboard and at least one other competent person being aboard.
3. Members wishing to use the Club's yacht shall contribute towards the cost of running the Club at a rate determined by the Committee.
4. New members wishing to sail on the Club's yacht may apply for temporary membership before their membership application has been formally approved by the Committee. This temporary application may be approved by a Sub-Committee, consisting of the yacht Skipper and a Director of the Club - subject to receipt of a properly completed and sponsored application, and full payment of the appropriate subscription.
5. Members of the Club use the yacht, moorings and any other facilities provided by the Club at their own risk and expressly agree to accept the following limitations of liability: The Club will not be responsible for any damage or loss of property belonging to members, nor will it accept any liability for personal injuries sustained by members arising out of use of the Club's facilities, whether or not such damage or injury shall be occasioned by the neglect, default or negligence by any of them, the Directors, Officers, Committee or members of the Club.

Bookings

1. A non-returnable deposit of £50 (fifty pounds) must be paid once the booking has been confirmed. The balance of the charter fee shall be paid in full no later than three months before the sailing date, or immediately if that date is less than three months from the date of the booking. Ideally these payments should be made by way of internet banking, detailing the first day of charter.
2. In the event of any loss or damage the member chartering will incur a liability to the Club up to a maximum £500 (five hundred pounds) to cover any cost. Should a dispute occur the case will be put before the Club Committee and their decision will be final. Payment is expected to be made without undue delay.
3. The Club's boat insurance policy does NOT permit or cover racing.
4. 4 Bookings start at 18 00 and the vessel must be returned by 16 00 or 18 00 (Sundays only) on the day the cruise/booking is completed.

Cancellation

1. You may cancel at any time up to three months before departure. If cancellation is later and the yacht is not re-booked, the balance of the charter fee will be charged to the member cancelling the booking.
2. In the event of your booking being cancelled by the Club, due to circumstances beyond the Club's control, for whatever reason, the Club's liability shall be limited to a refund of the amount paid for the booking.
3. In the event of the Bookings Secretary receiving, more than one calendar month in advance, a bona fide application to book a yacht for seven days, that booking shall take precedence over a booking for a weekend or such shorter period. Wherever possible, the Bookings Secretary will offer an alternative for the displaced crew to consider. If it is not possible to make alternative arrangements, the charter fee will be returned in full.

Certificates Of Competence

Skippers using the yachts must be holders of a Certificate of Competence recognised by the Committee. The grades of Certificate govern the areas that may be sailed. These are as follows:

- Certificate “C” - Qualifies the holder to be a Skipper of the Club’s yacht on cruises only (i.e. not races) during daylight hours only in THE SOLENT which is bounded to the East by a line between the **church spires at West Wittering** and **Trinity Church, Bembridge**, and to the West by a line drawn between **Hurst Castle** and **Fort Albert**.
- Certificate “B” - Qualifies the holder to be Skipper of the Club’s yacht on cruises in THE OUTER SOLENT AREAS which are: 1. North of a line from **Anvil Point** to **Needles Light**. 2. North of a line from **Bembridge Ledge Cardinal Buoy** to **Selsey Bill**.
- Certificate “A” - Qualifies the holder to be Skipper of the Club’s yacht on cruises in European waters.
- Skippers are reminded that it is their responsibility to keep up to date with changing regulations and that they are competent to use all the equipment aboard, including radar, VHF, GPS, AIS etc. It is also the skipper’s responsibility to be aware of any crew member who is suffering from any ailment or who is unable to swim a minimum of 50 metres.

Insurance

Insurance cover held by the Club does not include personal accident, sickness, or medical expenses. Those using the Club’s yacht should, if they wish, make their own insurance arrangements

Crew Lists

The names and membership numbers of the crew must be notified to the Bookings Secretary dj.smithson@btinternet.com 0208 394 1692 and the Membership Secretary secc.andymorrill@gmail.com 07775 541 653. Ideally the information should be supplied by email and must be supplied no later than seven days before departure. Any late changes should be advised

Taking Over The Vessel

The Skipper must conduct a full inventory. The vessel should be found in good order but any significant shortcomings should be reported to Glenn Stevens at secc.bosun@gmail.com or by phone 07740284526.

The Ship’s Log

- The Ship’s Log must be maintained.
- At the start of the voyage the names of each member of the crew must be recorded.
- At the end of the voyage the Skipper should confirm that the
 - Water is full.
 - Gas bottle, seacocks and batteries have been turned off.

Details of any significant incident which may have occurred during the cruise should be recorded together with photographs, if possible/appropriate, and details of any 3rd party involved as these may be required for insurance purposes.

Standing Instructions

Skippers are responsible for the safety of the boat and crew. The boat handbook contains the Club’s Standing Instructions on FIRE, FOG, and SAFETY, together with notes for the guidance of Skippers and crew. **The Standing Instructions must be made known to all members of the crew at the beginning of the cruise.**

SOLAS V

All Skippers must be fully conversant with all applicable aspects of these regulations e.g. Life Saving Signals, Assistance to Other Craft and Misuse of Distress Signals. In addition, if planning a passage beyond the confines of the Solent (i.e. to the East a line drawn between the church spires at West Wittering and Trinity Church, Bembridge and to the West a line drawn between Hurst Castle and the Needles), a Passage Plan must be prepared prior to departure and monitored throughout the passage. The detailed charts provided on each boat relate to the Solent and Approaches, Dorset Coast, Channel Islands and the Cherbourg Peninsular only; however, there is also an English Channel Passage Planner aboard. A skipper planning to make a passage outside the areas covered by the detailed charts must provide others at their own expense.

Going Foreign

Skippers are reminded that:

- a) **H.M. Customs** - if they propose to make passage to the Channel Islands, they must comply with the requirements of H.M. Customs
- b) **Passports** - must be carried.
- c) **International Certificate of Competence (ICC) and Inland Waters Endorsement (CEVNI)** – It is the sole responsibility of all Skippers to ensure that they comply with ALL aspects of these regulations and requirements. For example both will be required if venturing up the Caen Canal.

See below regarding “pink” diesel requirements.

Make Good and Mend

Skippers are responsible for loss or breakage of all items on board. Minor deficiencies are to be rectified. Permission should be sought for any major expenditure but a pragmatic view should be taken of items which should be replaced due to fair wear and tear and reimbursement will be made. A receipt for any expenditure should always be obtained. If, however, the Treasurer felt that the expenditure was unreasonable he may refuse reimbursement.

Gas

There should always be a full spare gas bottle aboard which may be brought into use when the “working” bottle is empty. It is the responsibility of the crew to obtain a replacement but the cost of it will be borne by the club with receipts ideally being scanned to the Treasurer David Smithson dj.smithson@btinternet.com. Bank details should also be sent to enable payment via internet banking.

Diesel usage

Our boat has a very accurate engine hours counter and the method for calculating the cost of diesel used during a charter hinges on this. The engine hours at the end of any charter should be shown in the ship’s log.

When coming aboard you should confirm the current engine hours and again those at the end of the charter. The current cost is £3.00 for every engine hour used. Payment should be made promptly to the Treasurer David Smithson dj.smithson@btinternet.com, ideally payment should be way of internet banking and please advise him as to which charter the funds being paid relate too.

When the fuel gage is reading half full only then do we ask for the tank to be refilled. **The original receipt must be left on board in the pocket at the back of the D & D book as they may be requested by the authorities if going abroad.** A photograph of the receipt should be sent to the Treasure for reimbursement less of course any amount used during the charter.

Crews going long distances eg cross channel should ensure that the tank is full prior to departure.

It is not expected that the tank will need to refilled more than three or four times a season.

Smoking

Smoking below decks is **strictly forbidden**.

Bookings in Low Season

During the months of October to April, where the wind forecast is predicting force 5 or more, the charter may be moved to available dates within the same low season rate or optionally transferred to another date on payment of the difference in charter fees.

Potential Delay In Returning The Vessel

If for any reason the Skipper is unable to return the vessel to its mooring by the appointed time, they must notify David Smithson 02083941692 or 07910346455, or Glenn Stevens 07740284526, or Andy Morrill 07775541653 at the EARLIEST POSSIBLE TIME. In the event of a late return, the Club reserves the right to levy a penalty of £200 for every day overdue, to defray the cost of an alternative booking. However, if the skipper considers that conditions are such that the safety of the vessel/crew could be jeopardised in returning the vessel to its moorings on time, then this of course will be considered.

Prior To Leaving the Vessel

The Skipper must complete a Handover Sheet, which should be left on board for the next Skipper. The one page Damage and Deficiency Report should also be completed and left for the incoming skipper. The Skipper must also record full details of all damages and deficiencies in the D & D Note Book usually to be found in the navigation area of the saloon. The Skipper must send a "Damage and Deficiency Report" by email as soon possible after the end of the cruise, attaching photographs of any damage or repair needed.

The email should be sent to Glenn Stevens sesc.bosun@gmail.com and Andy Morrill sesc.andymorrill@gmail.com. Nil returns are required.

Should the damage be serious, contact must be made as soon as possible with any of **Glenn Stevens** 07740 284 526 or **Andy Morrill** 07775 541 653 or **David Smithson** 0208 394 1692 or 07910 346 455. They will decide for the problems to be resolved but it may be necessary for the Skipper to stay aboard if an immediate visit is considered necessary

