

The Ross 650 - policy on use

John and Robyn Butselaar's generous donation of the Ross 650 provides the club with a significant opportunity to enhance our members' experience. John and Robyn sailed actively at the Club prior to the millennium drought and are unfortunately now unable to sail the Ross. We are pleased to now have a contemporary trailable in our Club fleet. Built in 2001 Wai Apiti (Just add water) is a responsive fast design, that sails more like a dinghy, it can be tender in stronger winds but maintains steerage well when heeled. With a furling headsail and two reefing points on the main it can be clothed to suit the conditions and crew.

How should the Ross be used?

The use of the Ross 650 is guided by the following aims.

- To enhance the tuition available in sail training courses.
- To provide sailing opportunity for those hesitant, or less able, to sail in dinghies.
- To provide opportunities for members to experience sailing a larger trailable yacht.
- To provide a club cruising option on organised cruising days.
- (It is not intended that the boat be regularly raced or campaigned by a consistent skipper.) .

Who can sail the Ross 650?

The Ross is a significant asset. It is also a large vessel with correspondingly higher launching, rigging and sailing loads and complications. For the protection and care of the boat, and safety of members and users the following rules apply.

- Only current financial sailing members of the club can book and apply to skipper the vessel.
- Skipper must have a valid marine license, as the boat has an outboard motor.
- The skipper must have authorisation to book and sail the vessel.
- Authorisation is based on demonstrated experience sufficient to promote safety of users and care of the vessel. (see below).

What are the responsibilities of the skipper?

The authorised skipper must take full responsibility for the safety and well being of all users while in charge of the vessel.

The skipper must ensure that any non-members/visitors have completed a *SailPass*: essential for all non-members to cover insurance.

The skipper accepts responsibility for the care of the vessel and must fulfil obligations to book and use the vessel in accordance with the operating priorities, log their usage and report any damage, maintenance or malfunctions to the Commodore, Vice Commodore or Rear Commodore... (see notes below).

The boat must only be sailed on Lake Eppalock, unless written prior approval is gained from the Commodore.

The Ross is to be sailed "conservatively." While it can be used in races to meet the priorities listed above, the skipper must sail well within the limits of the vessel, skipper and crew.

While there is no rental charge to sail the Ross, there is a donation box located inside the cabin and users are encouraged to contribute to maintenance costs.

Details on gaining authorisation.

The Commodore, Vice Commodore and Rear Commodore have ex-officio responsibility to grant authorisation to book and skipper the Ross 650 based on the following criteria. The skipper must:

1. be a current financial sailing member of the Club.
2. have completed the *Ross familiarization briefing*.
3. be an experienced sailor with specific experience in trailable yachts within the previous two years. This experience criteria can be met in several ways.
 - the sailor owns and regularly skippers a trailable yacht,
 - the sailor regularly skippers a dinghy or catamaran and has completed at least one familiarization sail skippering the Ross with a supervising, authorised skipper. (This can be included in the familiarization session.)

Details on responsibilities.

The Ross can only be booked using the booking website. Bookings become valid once the skipper is verified. Where required, priority is determined by the Commodore and follows the aims stated above. Normally priority would be given to:

1. Discovery days
2. Out there Sailing
3. Sailing School
4. Club cruising
5. the wider membership, especially introducing others to sailing orailable experiences.

Users must fill in the log book. This details, skipper's name, date, name of crew, duration used. Any issues arising such as breakages, maintenance required, general helpful remarks.

Any maintenance or breakage issues must be communicated to the Commodore, preferably via email or other written form.

Keys and storage

Key to the locked washboards and outboard is kept in filing cabinet in the Committee room,

The outboard motor is stored in the pump shed, which can be opened with a club key.

All sails etc are stored inside the boat and should be dry and stored appropriately.