



# CHSC BOAT POLICY 2015

## 1. BOAT CONDITION & RIGGING

- 1.1. All sailing boats used must be in a sound, sea worthy condition and should be appropriate for levels of courses for which recognition is sought.
- 1.2. All sailing boats used must have Marine Liability Insurance for no less than with a limit of indemnity of not less than €1,300,000 which covers the boat being used by the owner or course participants other than the boat owner for the duration of the sailing course.
- 1.3. Hulls should be well maintained in a good state of repair, with all fittings in good working order.
- 1.4. Boats should be fitted with sufficient, appropriate buoyancy.
- 1.5. Standing and running rigging should be well maintained and in a good state of repair. There should be no protruding strands in wire rigging and all shroud pins and split rings should be taped. All halyards should be of sufficient length and in good condition. Sheets should be of sufficient length and appropriate diameter and material.
- 1.6. All sailing dinghies must have a suitable painter permanently rigged. This must be attached to a suitable strong point on the boat and be capable of being led from / through an appropriate fitting on the bow.
- 1.7. All sails, including heavy-weather sails, must be in good condition and in good state of repair. Where appropriate battens should be fitted.
- 1.8. Suitable launching trolleys must be used for all boats on the course. These must be in good working order with suitable operating tyres.
- 1.9. Rigging must be sufficiently secured to the boat to prevent loss in all sailing conditions including boat capsizes.

## 2. BOAT COLLISIONS

- 2.1. CHSC operates a strict '**AVOID COLLISIONS AT ALL COSTS**' policy for boat collision. This rule supersedes any racing or other traditional sailing rules for right of way in sailing.
- 2.2. In the event of a collision occurring during the sailing course and damage costs are below €200, the cost of repair is shared equally among all parties involved in the incident.
- 2.3. In the case of a collision occurring during the sailing course and damage costs are €200 or more, the following procedure will take effect:
  - 2.3.1 If an instructor has witnessed the collision, he/she will brief the Senior Instructor (SI) on the incident.
  - 2.3.2 The Instructor and SI will review the incident by applying the relevant sailing rules and assess liability if damage has occurred.
  - 2.3.3 The Instructor and SI will produce a written incident report detailing the incident, the sailors involved and the share of liability for damage.



- 2.3.4 The written incident report will be given to the Sailing Course Junior Organiser who will contact the parents of the sailors involved to inform them of the incident and the damage liability assigned to each sailor.
- 2.3.5 The Sailing Course Junior Organiser will distribute parent contact details to the parties involved and encourage that a swift resolution occurs.
- 2.3.6 If an instructor has not witnessed the collision, a written incident report will still be compiled, but the incident will be marked as not-witnessed.

### 3. LOSS OR DAMAGE TO RIGGING

- 3.1. LEVEL 1, 2: As boat rigging is an element of the training in these levels, instructors will assist in the proper rigging of all boats ashore. Once the boat has been deemed correctly rigged and launched, the responsibility for loss or damage to rigging is bore by the sailor operating the boat.
- 3.2. LEVEL 3, 4, 4.5: According to the ISA, sailors enrolled on these courses are deemed to be capable of independently rigging and assessing the rigging of a sailing dinghy. It is the responsibility of the sailor operating a sailboat to assess, and if necessary, rectify the rigging of the boat being used prior to commencing activity in that boat. If rigging is damaged or lost, the liability of repair or replacement lies with the sailor operating the boat at the time of damage or loss.