

THE MEMBER - ASSOCIATION RELATIONSHIP SYA Policy



1. AIM

It is the Association's aim to provide its members with the opportunity to cruise, race and enjoy social events and meetings in the company of others with a similar sailing interest.

The benefits gained are:

- a. **Experience** - The less experienced gain help, knowledge and advice.
- b. **Safety** - Members can come to each other's aid in an emergency.
- c. **Encouragement** - Cruising with others encourages members to visit areas that they may not visit alone.
- d. **Friendship** - Through shared experiences enduring friendships will result.

The knowledge and experience gained by members from activities in company with others helps maximize the enjoyment gained from a member's investment in a Sonata yacht.

2. PLEASURE AND RISK

It is the intention of the Association to be always as helpful as possible to members in relation to their sailing activities. There is much enjoyment to be had in sailing and the Association wishes to encourage members to participate. At the same time water can be a dangerous environment and members must at all times be aware of their responsibility to their crew and themselves.

Members must take the following into account:

- a. The Association membership is spread out over Victoria and Australia. The Association does not have a clubhouse or fixed meeting place but comes together at various venues. Members may attend Association events infrequently and may join and leave these events at different times and places. It is not possible or practical for the Association to establish or know or carry out a check of the seaworthiness of members boats and the suitability of their equipment or to be aware of the sailing ability of members or their crews or to control their activities.
- b. The Association's committee and members nominated to carry out a function such as a 'cruise co-ordinator' are all volunteers and may have limited sailing experience. They should not be taken as experts in nautical matters.

3. RESPONSIBILITY

- a. Neither the Association, its committee members nor its nominated or elected cruise co-ordinators take any responsibility for the safety of any persons or for damage to or loss of property ashore or on the water.
- b. It is the sole responsibility of the captain of any vessel to decide whether to proceed or not on an Association coordinated cruise or any part thereof, based on his assessment of the prevailing and future sea and weather conditions and the suitability of his vessel and the suitability and training and experience of himself and his crew. The safety of his vessel and its occupants shall be paramount in his deliberations.

4. CRUISING ORGANISATION

- a. **Cruise Committee.** This is an elected sub-committee with duties as follows:
 - i. Prepare a cruise calendar for approval by the committee.
 - ii. Arrange cruise co-ordinators for each cruise.

- iii. Arrange for cruise description articles for the Association magazine.
- iv. Encourage members to participate and answer pre- cruise enquiries.

- b. Cruise Co-ordinator.** Either a committee member or an ordinary member who's duties are: -
- i. Before a cruise-- help prepare a cruise description article and encourage participation
 - ii. During a cruise-- call together at relevant times the participating captains to mutually plan the forthcoming sailing or other activities.
 - iii. Act as the radio communication co-ordinator during the cruise
 - iv. Arrange for a participating person to write a cruise report for the magazine.
 - v. Keep a record of those attending.

Note: In the event that an Association cruise commences without a nominated co-ordinator, then the captains present shall elect one of their number for that position.

5. RISK ASSESSMENT AND MANAGEMENT

The Association has carried out a risk assessment analysis. This has identified many of the potential risks associated with trailer-sailing as follows:

- Collisions between vessels;
- Man overboard;
- Fire or explosions onboard;
- Medical emergencies such as burns, sunburn, sea sickness, hypothermia & injury from various causes;
- Failure of boat fittings ,motor, radio ,rigging etc;
- Inexperience of captain and/or crew;
- Lack of maintenance and pre departure checks ; lack of spare parts , tools or first aid items.;
- Failure to prepare with charts ,weather forecasts and safety instructions for crew and passengers;
- Weather changes;
- Running aground ,capsizing;
- Lack of emergency planning;
- Failure to store lifejackets close at hand and to wear them when appropriate.

Members should constantly review the state of readiness of their vessels equipment and their own and their crew's training to minimise the likelihood of problems above happening to them.

Members will note that the '**Victorian Recreational Boating Safety Handbook**' prescribed for study for the Boat Operators Licence covers these risks.

The Association requires that members refer continually to the above safety handbook; especially at the start of a sailing season -- and keep a copy onboard.

The chapters on trip preparation and safe operation give useful information

The handbook specifies six examples of heightened risk when the wearing of a PFD is mandatory. In addition your association recommends they be worn in strong wind conditions when the sails are reefed. Storm boards should be installed at this time.

7. CRUISE EVENT RISK LEVEL

Our annual cruising program quotes in approximate risk level for each cruise venue to help members decide whether to participate or not. The following table explains these levels. Weather variations to those anticipated could cause a change to a published level for a particular cruise.

Level	Brief	Description / Condition
1	Sheltered	Close sheltered waters. Little or no waves to be encountered. No navigation/pilotage issues. <i>Examples: Rivers, small lakes.</i>
2	Enclosed	Enclosed waters with frequent nearby bolt-holes. Limited waves to be expected. Exposed legs of route less than 2 hours. Some navigation/pilotage issues. <i>Examples: Gippsland Lakes, Northern Westernport, Corio Bay, Coffin Bay, Hawksbury, Moreton Bay, Great Sandy Straits, Derwent River</i>
3	Broadwater	Enclosed water but with long fetches or exposed legs. Shelter may be several hours away at times. Navigation and/or pilotage may be more complex. Vessel (and crew) should be able to independently handle forecast conditions. <i>Examples: Port Phillip Bay, Southern Westernport, Hervey Bay, Whitsundays</i>
4	Limited Coastal	Significant exposure including sections of "open ocean". Skipper/crew should be competent coastal navigators. Vessel and crew should be capable and equipped to handle severe conditions for periods of up to 1 day <i>Examples: Refuge Cove, Spencer Gulf</i>

6. CAPTAINS OBLIGATIONS

- a. Advise the cruise co-ordinator when joining a cruise.
- b. Ensure that every operator of his vessel has a boat operators licence and operates his vessel in accordance with the requirements and obligations of the Marine Act.
- c. Keep a copy of the Victorian Recreational Boating Safety Handbook on board and use it as a primary reference. (or the relevant State handbook when travelling interstate)
- d. Ensure that his vessel and it's equipment and fittings are in good order and condition.
- e. Ensure that safety and emergency equipment as required by the Marine Act are carried and located in a position readily to hand in an emergency.
- f. Ensure that a marine band radio is carried and tuned to the emergency /call-up channel.
- g. Obtain and study marine and tide charts of the cruise area. Obtain and study weather forecasts prior to and during the cruise.
- h. Attend meetings arranged by the cruise co-ordinator during the cruise.
- i. Contact the cruise co-ordinator if problems arise.
- j. Advise the cruise co-ordinator if leaving a cruise prior to its finish.

8. INSURANCE REQUIREMENTS

Members are advised strongly to ensure their vessel is insured with a minimum cover being third party property and public liability.

Member's wishing to use marina berths should carry on-board excerpts from their insurance policy documents to satisfy some Marina's requirements for public liability cover as a condition of entry. *(As an example, Sandringham YC requires \$10 million public liability cover for visiting yachts.)*

9. SONATA ASSOCIATION TRADITIONS

- a. Assist other members to launch and retrieve their vessels
- b. Thank the cruise co-ordinator at the end of a cruise..
- c. Offer assistance whilst on the road or on a voyage, to other trailerable yacht owners with problems