



Cruising Procedures for BSIBC Sponsored Cruises

AUTHORITY: These procedures have been adopted by the Board of Governors of the Burnt Store Isles Boat Club, Inc. in accordance with Article II., Section 3 of its by-laws.

COVERAGE: These procedures apply to all members while participating in club-sponsored cruises.

CRUISE DESCRIPTIONS:

- **Lunch Cruise:** A cruise designed to be completed in one day to a local restaurant, picnic area or raft-up.
- **Extended Cruise:** A cruise that will have duration of two or more days and will generally involve over-night on the boat at a Marina or anchorage.

CRUISE DIRECTOR RESPONSIBILITIES AND SKIPPERS' MEETINGS:

- **Lunch Cruise:** At least 24 hours before each cruise, the Fleet Captain or Cruise Director (hereinafter in these procedures referred to as the Director) shall call a meeting of all participating skippers. The purpose of this meeting shall be to pass out the necessary documents for the cruise. These documents are outlined in the Skipper's Meeting Guidelines document located on the BSIBC website. All Skippers who sign up for a cruise must attend the Skipper's Meeting or send their First Mate in their absence. If neither is able to attend, they must advise the Cruise Director and make arrangements to pick up the necessary documents and all other cruise information. Any Skipper who does not comply with this procedure shall be dropped from the cruise.
- **Extended Cruise:** At least one week before the cruise, the Cruise Director shall call a meeting of all participating Skippers. The purpose of this meeting shall be to discuss the details of the Extended cruise. The documents prepared and presented at this meeting are outlined in the Skipper's Meeting Guidelines document located on the BSIBC website. All Skippers who sign up for a cruise must attend the Skipper's Meeting or send their First Mate in their absence. If neither is able to attend, they must advise the Cruise Director and make arrangements to pick up the necessary documents and all other cruise information. Any Skipper who does not comply with this procedure shall be dropped from the cruise.

U.S. COAST GUARD REQUIRED EQUIPMENT: To operate legally, all boats must be equipped as required by the U.S. Coast Guard. Better yet, the equipment required to obtain a Coast Guard Auxiliary courtesy examination decal should be aboard. Prima facie evidence of compliance with Coast Guard regulations is the presence of the examination decal. The Auxiliary supplies the examinations and the decals free of charge. The Club strongly recommends that all members have an examination each year. The Club may arrange with the Auxiliary for multiple inspections whenever Club members request and are available at a given time. It is the responsibility of each member to assure all equipment is in working order before participating in a Club sponsored cruise. Equipment requirements shall be discussed at the Skippers' Meeting before each cruise.

BOAT REGISTRATION: All boats must be duly registered or documented. The State of Florida or some other state must register undocumented vessels, which comprise most or all of our fleet, each year. Registration decals must be displayed in the proper location near the bow of each boat. Vessels documented under the Admiralty Laws of the United States

are not subject to state registration in the state of Florida. Special rules apply to such vessels and are not covered here.

FLAG ETIQUETTE: All members shall display the proper flags in the proper places on their vessels while participating in Club-sponsored boat cruises. The authority for proper flag etiquette shall be the latest edition of Chapman's Piloting Seamanship and Small Boat Handling. (If they do not already have one, Club members are encouraged to purchase a Chapman's. It contains a wealth of information about boating in addition to boating etiquette.) This subject shall be a topic of discussion at the Skipper's Meeting.

- No burgee but the official Club burgee shall be flown on any member's boat while participating in a Club sponsored cruise.
- Flags denoting Club office, (past and present), shall be flown by the Club Officers.

VHF RADIOS: Each boat should be equipped with a VHF radio. These radios are vital pieces of safety equipment in emergencies and are also important in maintaining communications with other boats and shore stations. At the Skippers' Meeting before each cruise the protocol for radio communications shall be prescribed and monitoring responsibilities assigned.

WEATHER: The weather is probably the most important consideration in boating. No cruise should leave port in the face of adverse weather conditions or predications such as poor visibility, high winds, rough seas or extremely low tides. When a cruise is under way, all Skippers should keep a "weather eye" and monitor the VHF weather channel with some regularity. If weather conditions deteriorate during the cruise the Director, together with the lead boat skippers shall determine whether to continue, turn back or make for the nearest port. The safety and comfort of all cruise participants is of utmost importance.

FLOTILLA CRUISING: Boats participating in the cruise become part of a Flotilla. Boats are assembled at an agreed upon destination and the flotilla does not proceed until all boats are at the rendezvous point.

DESTINATION CRUISING: There are times when it is appropriate for one or more boats to participate in a cruise, but not be a part of the flotilla. This type of cruising will be referred to as "destination cruising". Boats choosing to cruise this way will be responsible for arriving at the designated time. In addition it will be the destination cruising Skipper's responsibility to:

- Attend the stated Cruise Director's meeting.
- File a Float Plan with the stated Cruise Director.
- Comply with all rules stated in these procedures.
- As soon as possible, advise the stated Fleet Captain or Cruise Director of any change in plans.

RENDEZVOUS POINT: All boats will meet at the designated assembly area and report in to the Cruise Director on the VHF working channel.

LEAD BOATS: The Cruise Director shall lead the first flotilla or appoint another Skipper to lead the first flotilla. Each additional flotilla shall have a Lead Boat. The Skipper of the lead boat in each flotilla shall be responsible for the safety of the flotilla in terms of proper navigation of the route agreed upon at the Skipper's Meeting. Appropriate speed based on sea conditions, wind, visibility and the ability of all boats in the flotilla to stay together as a unit. When there is more than one flotilla, it shall be the responsibility of the Skipper leading each flotilla to keep the Cruise Director informed as to the condition of his/her flotilla.

SAFETY BOAT: One boat in each flotilla shall be the safety boat. This will be the last boat in the flotilla as agreed upon at the Skipper's meeting. The Skipper of that boat shall be

responsible to aid and assist any boat in the flotilla that develops a problem and advising the lead boat of any such problem. This could include offering assistance in VHF radio communications to authorities or land-based locations that could supply needed help. It could require evacuating people from the water or the vessel in trouble. It could require following the boat in trouble to a land based facility. It does NOT require towing the boat in trouble, home or to a land based facility.

ALL OTHER BOATS: It shall be the responsibility of the Skippers of all other boats in a flotilla to fall into position between the lead boat and the trailing boat, and to maintain proper vigil not only for their own craft and personnel, but also for other vessels around them. Safety should be of prime importance at all times. Any concerns or problems should be communicated promptly to the Lead Boat.

THE START: The Lead Boat will proceed at **IDLE** speed until the Safety Boat reports all boats are in line and releases the Lead Boat.

POSITION IN LINE: If a Skipper finds himself in the wrong place in the line of boats due to conditions or speed, he shall notify the group that they are pulling out of line and falling back. To pull out of the flotilla line the Skipper should make a hard turn to port or starboard, then circle around and pull back in line. Safety should be of prime importance at all times. Any concern or problems should be communicated promptly to the Lead Boat.

INTERVAL: We will attempt to maintain an interval of 200 yards between each boat when on plane.

CRUISING SPEED: The cruising speed will be established during the Skippers' Meeting. Sea conditions determine maximum speed at all times.

CRUISE CANCELLATIONS: The primary responsibility is with the Skipper of each boat. He/she knows their boat's abilities, comfort zone, operational and performance capabilities. The Cruise Director or Fleet Captain will cancel the cruise due to storms, lighting or extreme weather forecasts. As much notice will be given once the decision to cancel the cruise has been made