



ONE°15 Brooklyn Sail Club, LLC Club Rules and Protocols

Sailing Operations

- 1) Operating Schedule
 - a) The Club's sailing operation is scheduled to be between April and mid-October. However, the exact operating schedule may be affected by issues such as, but not limited to, Club events, activities at Club Facilities, maintenance issues, weather, security, regulatory requirements or at the discretion of Marina or Club management.
 - b) No warranty is given that any Club Boats will be available for Club Members to sail
- 2) Sailing Hours
 - a) Between sunrise and sunset unless modified by the Director of Sailing Operations. Generally, there will be a morning, afternoon and evening session to be posted on the Club's reservation system
 - b) Club Boats must be returned to Club dock 30 minutes prior to the next reservation session to allow time to de-rig and cleanup the boat for the next reservation session
 - c) Club Boats must be returned to the Club dock 30 minutes prior to sunset
- 3) Boat Check-Out
 - a) Club Skippers may be required to undergo a Check-Out test for each different type of Club Boat in operation. A Check-Out is normally performed in conjunction with the Skipper Certification Test. Any Club Boat Check-Out process will approved by the Director of Sailing Operations.
- 4) Skipper Reservations
 - a) Any Club Skippers in good standing may make a reservation to use a Club Boat. No more than one reservation slot may be reserved at any one time
 - b) Best efforts will be made to confirm skipper reservations by the day before the reservation day
 - c) Even when a reservation is confirmed, there will be no guarantee that any Club Boat will be available for sailing for that reservation period
 - d) When a member fails to appear at the time of his or her reservations that reservation will be held for 30 minutes past which the reservation will be forfeited and the Club Boat may be released for use by another Club member
 - e) If a reservation will not be required or used, it should be cancelled in a timely manner
- 5) No Sailing Conditions
 - a) Boat restrictions announced by the US Coast Guard ("USCG") or other similar authorities
 - b) Limited or no visibility because of fog or atmospheric conditions
 - c) After sunset (at night)
 - d) High wind speed: Average wind speed, above 20 knots or gusts over 25 knots
 - e) Weather conditions: Impending or existing thunderstorms, lighting strikes and other inclement weather conditions as determined by the Director of Sailing Operations

The Club Dockmaster may attempt to recall Club Boats to the docks if poor weather conditions are anticipated, but it is the responsibility of Club Skippers to monitor sailing and weather conditions while

on the water and to return promptly to the Club dock in the event of improper or unsafe conditions

Skipper privileges may be suspended or revoked if Club Boats are not returned to Club dock prior to thunderstorms, squalls or when No Sailing Conditions are effective

- 6) Personal Floatation Devices (PFDs)
 - a) Club Boats will have the minimum required number of USCG approved PFDs. It is the responsibility of the Club Skipper reserving the boat to make sure that the minimum required number of USCG approved PFDs are on the boat. If not, the Club Skipper may not leave the dock with the Club Boat.
 - b) Personal USCG-approved PFDs can be worn on Club Boats
 - c) USCG-approved PFDs must be worn at all times on Club Boats from the time immediately prior to leaving the dock to the time when the boat has returned to the dock and dock lines are secured
 - d) All children must wear USCG-approved children's PFDs while on the Club docks unless accompanied by a supervising adult

- 7) VHF Radio Communication
 - a) Each skipper should have his or her own VHF radio which shall be able to monitor marine weather bands
 - b) When using Club Boats, skippers and/or crew shall monitor VHF radio Channels for the USCG (16), Club operations (VHF: 71) and weather stations
 - c) Skippers should have access to an operating cellphone as a backup to VHF communication

- 8) Minimum and Maximum Crew
 - a) Minimum Crew: Two (2) crew, including the skipper
 - b) Maximum Crew: For the Melges 24 and J80 no more than six (6) crew including the skipper, unless modified by the Director of Sailing Operations and subject to USCG regulations

- 9) Appropriate Footwear
 - a) Only appropriate non-marking shoes/sailing shoes are allowed on Club Boats
 - b) Footwear worn on the street is not permitted on Club Boats
 - c) No bare feet allowed on Club Boats or Club docks

- 10) Clothing Required
 - a) Members and guests should wear appropriate clothing
 - b) Shirts or tops must be worn when at the Marina docks and on Club Boats

- 11) Pre-Departure Check Out
 - a) Skippers must check-in with Club Dockmaster prior to departure
 - b) Skippers should check weather conditions by all available means including any weather briefing/information provided by the Club Dockmaster
 - c) Skippers shall understand upcoming weather conditions, tides and currents
 - d) Skippers should check the tide and know the time of the next high or low tide and the direction of the river currents
 - e) Skippers or their delegates shall fill out a Float Plan and leave it with the Club Dockmaster
 - f) Skippers should report any damages, damaged or missing equipment on their Club Boat prior to their departure
 - g) Unreported damage or missing equipment will be charged to the last skipper of record for the Club Boat
 - h) Do not take equipment from other Club Boats without permission of Club Dockmaster

- i) It is the responsibility of the Skippers shall inquire about the sailing and swimming abilities and relevant medical conditions of their crew members
- j) Skippers shall have final authority on whether they can depart the dock after assessing equipment, weather, sailing conditions and their crews' abilities

12) Departing the Dock

- a) Obtain permission from Marina operations to leave dock prior to casting off all lines
- b) Boats leaving may also require permission from the Club Dockmaster

13) Area of Sailing. Club Boats are restricted to the following operational areas, unless prior approval has been provided by the Director of Sailing Operations:

- a) Waters bounded by the Verrazano Bridge (Upper New York Harbor), Bayonne Bridge, George Washington Bridge (Hudson River) and Brooklyn Bridge (East River)
- b) Areas behind and South of the Statue of Liberty are off limits
- c) Waters between any Brooklyn Bridge Park piers, except for the Marina are off limits
- d) Security zones set up around the Statute of Liberty and Ellis Island must be obeyed
- e) Other areas designated by the USCG regulations or the Director of Sailing Operations

14) Navigation Rules

- a) Club Boats should exercise caution when sailing along or traversing ferry routes. Early recognition of meeting situations should be met with early and substantial action to keep well clear of ferry traffic.
- b) Small ferries are not considered vessels restricted in their ability to maneuver
- c) Note any USCG proximity restrictions with cruise ships, the Staten Island ferries and military vessels that must be followed

15) Use of Spinnakers

- a) Club Skippers will exercise caution when using a spinnaker
- b) Skippers must ensure sailing conditions, traffic conditions, crew abilities and the crew's experience with spinnakers are accounted for before using a spinnaker
- c) When using Club supplied spinnakers, there has be at least two other crew members with spinnaker experience aboard, unless prior approval has been provided by the Director of Sailing Operations

16) Anchoring and Mooring

- a) There is no anchoring or mooring allowed, unless there is an emergency or techniques are being demonstrated for educational purposes

17) Docking at Other Facilities

- a) No docking is allowed at other facilities, unless there is an emergency or techniques are being demonstrated for educational purposes or unless prior approval has been provided by the Director of Sailing Operations

18) Racing

- a) Only Club Skippers who are approved for racing by the Director of Sailing Operations may participate in racing
- b) Only Club Members at the designated membership levels may race, subject to modification by the Director of Sailing Operations.

19) Club Skippers are responsible for ensuring that Club Boats are fully operational prior to leaving the Club dock and they are responsible for the safe return of Club Boats to the Club dock

20) De-Rigging Boats

- a) All boats must be fully de-rigged, equipment correctly stowed, cleaned up and rinsed off after each use unless otherwise instructed by the Club Dockmaster
- b) The Club Dockmaster may ask for Club Member assistance in de-rigging Club Boats

21) Signing-Out

- a) Any required repairs or missing equipment must be reported to the Club Dockmaster before signing off as the skipper of record
- b) The Float Plan must be signed-off when the Club Boat has been de-rigged unless otherwise instructed by the Club Dockmaster

22) Alcohol and Drugs

- a) There shall be no use or consumption of alcohol or non-prescription drugs aboard Club Boats
- b) The Club Dockmaster may prohibit the use of Club Boats if Club Members are believed to be under the influence of alcohol or drugs

23) Smoking

- a) There shall be no smoking aboard Club Boats or at the Club Dock

24) Swimming

- a) There shall be no swimming in the Marina or off any Club Boats

25) Garbage

- a) No garbage shall be thrown into NY Harbor
- b) All garbage, and equipment not on the boat inventory should be removed from Club Boats
- c) Club Skippers may be charged fees for leaving Club Boats not properly de-rigged or not cleaned up

26) Alteration of Equipment

- a) Club Boats shall not be altered (adding, removing, modifying) without the express permission of the Director of Sailing Operations
- b) Club members shall be charged the full cost (parts, labor and lost opportunity cost of equipment use) of returning altered equipment to the condition prior to alteration

27) Incident Reports

- a) It is the responsibility of the Club Skipper that reserved a boat to report any incident, where there is injury to a Club Member, guest or Club staff, or when there has been any damage to Club Boats or property, must be reported in the Incident Report and submitted to the Director of Sailing Operations
- b) Any grounding or incidents of hitting objects in the water including other boats must be reported so that operations can assess potential structural damage
- c) If there is any doubt about the nature of an injury or significance of the damage, then an Incident Report must be filed

28) Damages

- a) Club Skippers are responsible for equipment damage and/or loss (including skied halyards) caused by the action or omission of the Club Skipper or his or her their crew
- b) Damage costs will not be incurred for normal wear and tear on Club Boats as determined by the Director of Sailing Operations

29) Thunderstorm, squall or darkness

- a) Club Boats must return to the Club dock before a thunderstorm, squall or darkness.
- b) If unable to return to the Club dock prior to the thunderstorm, squall or darkness, inform the Club Dockmaster of the Club Boat's position. As soon as practical after the thunderstorm or squall, contact the Club Dockmaster to inform them of the Club Boat's status.

30) Emergencies

- a) Contact and inform Club Operations of the nature emergency and the Club Boat's current position
- b) Call VHF 16 and ask for assistance if necessary

31) Towing or Boat Assistance

- a) Contact Club Operations. Understand that Club Operations may not be able to provide assistance.
- b) The Melges 24s should not be used as towing vessels
- c) Secure tow line by using trailer padeye on bow of M24 or around mast and bow chocks on J80
- d) Set up a line to be thrown to vessel giving assistance. If you accept a line from another vessel, they may claim the Club Boat as salvage.
- e) Ask if the vessel providing assistance is charging you for the tow. The Club is not responsible for towing charges
- f) Be prepared to steer you boat while under tow. Pay attention to not slingshot into the stern of the vessel giving assistance.
- g) Keep clear of tow line in case of equipment breakage
- h) Suggestion: Towboat US membership