

BBSC Standards for Skipper Certification

This is a list of questions that may be asked of the prospective skippers. The objective of the test is to allow Certifiers to assess the prospective skipper's level of knowledge and skills to be granted skipper privileges at the Club. Throughout the process, Certifiers may suggest areas for further practice.

Contents:

Part A: Personal Equipment Requirements For Skippers

Part B: Knowledge Assessment

1. Understanding of local knowledge
2. Safety conscious – weather awareness and crew abilities

Part C: Practical Assessment

3. Ability to safely leave and return to dock
4. Basic sailing ability and boat specific operation
5. Club rules and protocols

Part A: Personal Equipment Requirements For Skippers

When you take your certification test, you must bring along your:

1. A fully operating handheld VHF radio
2. An up-to-date chart of the harbor (this can be borrowed but we want you to familiarize yourself with NY Harbor Charts 12334, 12335, & 12327). If electronic charts are used – the app must be working.
3. A copy of the current Eldridge Tide Book (this can be borrowed but it is a good reference book) or working app.
4. Wearing proper sailing shoes
5. You can bring your personal PFD

Failure to bring these items (except personal lifejacket) will result in automatic failure of the certification test but the certifier may opt to perform other parts of the test.

Part B: Knowledge Assessment

This portion of the test can be performed independent of Part C. It may be used as part of a written test and also checked by oral examination.

Question	Certification Pointers
Local Knowledge	
1. Where would you get chart updates?	<ul style="list-style-type: none"> Local Notice to Mariners
2. Explain how to determine if chart is in fathoms or feet	<ul style="list-style-type: none"> Check on side of chart
3. Identify on the chart: shallow/reef areas around	<ul style="list-style-type: none"> Governor's Island and South of Statue Liberty. Identify the reefs in the harbor. Check Club protocols for restricted areas Note: pilings in Ellis Island Cove
4. Identify these specific markers Buttermilk Channel (GC 5 and GC7), Ellis Island (G35), Statue of Liberty (G35), Bay Ridge Flats Anchorage (YA), Battery Channel (G1, G3, R2), South of Governor's Island (G1, G11)	<ul style="list-style-type: none"> Take them around the sailing area virtually
5. Calculate distance from Verrazano Bridge to Battery and how you arrived at this.	<ul style="list-style-type: none"> Look on side to chart. 1 minute = 1 mile
6. Identify normal traffic lanes for major traffic users: Staten Island Ferry, NY Waterway Ferry, Circle Line, Water Taxi, Governor's Island Ferry & cruise ships, DEP tankers, Atlantic Highlands Ferry. Describe color of vessels.	<ul style="list-style-type: none"> Check to make sure they can identify ferries
7. What type of vessels generally come out of Erie Basin?	<ul style="list-style-type: none"> Situational awareness. Tugs boats, barges and IKEA ferry. This is a major tug boat and barge tie-up area.
8. What type of vessels generally dock alongside the Atlantic Basin?	<ul style="list-style-type: none"> Situational awareness. Cruise ship (Queen Mary 2) and container ships. Sometimes Buttermilk Channel egress will be hampered.

Rules of the Road	
9. Referring to channel markers above. Describe what a cargo ship would do around each buoy.	<ul style="list-style-type: none"> Have mimic a ship following the channel up the Hudson, Up East River, and down the Buttermilk Channel
10. Explain the meaning of 1 horn, 2 horns, 3 horns and 5 horns from another vessel	<ul style="list-style-type: none"> 1 short blast - intend on leaving you to my port 2 short blasts - intend on leaving you to my starboard 3 short blasts – operating astern propulsion One long horn meaning I am leaving the marina 5 short blast – danger, doubt, intentions unclear <p>Note on VHF 13 – might talk about “1 or 2 whistles” instead of using actual signals</p>
11. According to navigation rules, which vessels should sailboats give way to?	<ul style="list-style-type: none"> Almost everything. But not motor boats (keep clear of ferries at a distance or else stand-on)
12. Who has right of way? Vessel under sail or kayaker?	<ul style="list-style-type: none"> Engage is discussion
13. Explain the sail-to-sail rules: port-starboard, windward-leeward, overtaking	<ul style="list-style-type: none"> Also test this skill while on the water
14. Explain when a sailboat is considered a powerboat	<ul style="list-style-type: none"> When the engine is down – whether or not it is operational
15. Explain the fundamental power to power rule: danger zone or passing port side to port side	
Tides and Currents	
16. Determine the next and most recent high and low tide using the Eldridge Tide Book	<ul style="list-style-type: none"> Correct date, page reference should be The Battery Check for Daylight Savings Time (already corrected)
17. Calculate and explain method for determining direction and strength of current at Battery for the next 12 hours.	<ul style="list-style-type: none"> Look at the current plates in Eldridge Note tide does not switch at high and low tide - there is a delay. Note difference in current through Buttermilk Channel and the Hudson River
18. Estimate speed of the current in the Buttermilk Channel	<ul style="list-style-type: none"> Answer required for later questions

19. Estimate how long it would take to get to the Verrazano Bridge through Buttermilk Channel under power	<ul style="list-style-type: none"> Steps: Use max speed of boat (5 knots), add impact of current at Buttermilk (worst case), use distance to Verrazano Bridge to calculate time. Answer required for later questions
20. Explain how you will exit the marina entrance based on direction of current	<ul style="list-style-type: none"> Angle boat against the current to compensate for impact of current? Favor side of entrance against current.
21. What is the range of the fuel supply for the engine?	<ul style="list-style-type: none"> Depends club equipment

Part C: Practical Assessment

Weather Update – Anticipating Weather	
22. Provide weather briefing and time of sunset for Certifier	<ul style="list-style-type: none"> Anticipated wind conditions and expected weather conditions (climate and temp) Repeat time of recent high or low tide Direction of the current at marina entrance
23. Demonstrate how to check weather conditions at the docks	<ul style="list-style-type: none"> Wind direction and go to Club Dockmaster for weather briefing
24. Demonstrate on how to obtain weather forecast for NY Harbor on VHF radio	<ul style="list-style-type: none"> VHF weather channel selection
25. Describe a sailing plan for the next 6 hours based on weather conditions and current conditions	<ul style="list-style-type: none"> Example: Down to Verrazano, in front of statue, up Hudson River
VHF Radio - Knowing Your Own Equipment	
1. Explain to another crew member how to operate radio without looking at crew member (turn on/off, adjust volume, select channel, transmit message)	<ul style="list-style-type: none"> Fun exercise to test understanding of VHF. Make sure they can describe where find knobs and push buttons. Push to talk, release to listen
2. What VHF Channel is used for BBSC operations, US Coast Guard emergency, bridge-to-bridge communication and NY Vessel Traffic Control?	<ul style="list-style-type: none"> Ask what might affect VHF radio operation/range?

Personal Life Jacket - Knowing Your Own Equipment	
3. Demonstrate correct wearing of PFD	• Is it USCG approved?
4. How old is your PFD?	• Check fabric strength for foam jackets
5. If PFD is inflatable, Is it manual, auto or hydrostatic? What are the service requirements?	• Encourage understanding of their own equipment

Boat Equipment – Review	
<p>6. Direct crew to bring items on deck before getting underway. Lifejackets, fire extinguisher, flares, anchor, horn or sound device, type IV PFD, bucket, pump, secure hatches, check navigation lights operations, first aid kit and boat registration)</p>	<ul style="list-style-type: none"> • Crew should specifically be told where to find equipment, port side, starboard, forward or aft) • Location dependent on club protocols
<p>7. How long is the anchor line?</p>	<ul style="list-style-type: none"> • Have candidate uncoil and check length
<p>8. How much does the vessel draw?</p>	<ul style="list-style-type: none"> • M24 (5.0') and J80 (4.9') • Explain shape of keel and note one is fixed and other is retractable
<p>9. Explain how would you anchor a Club boat</p>	<ul style="list-style-type: none"> • Secure anchor to boat • Go head to wind and come to a complete stop • Sail backwards and drop anchor • Pay out anchor line gradually • Have the boat drag the anchor to unwind anchor • Then increase scope to get anchor to hold • Take sighting on land to gauge dragging
<p>10. Explain where in NY Harbor you can anchor</p>	<ul style="list-style-type: none"> • 3:1 scope etc... • Link back to local knowledge of chart
<p>11. How would you extend the anchor line?</p>	<ul style="list-style-type: none"> • Depends on club equipment, spring line, spinnaker sheets • What knot is used to tie lines together? • Ask if the skipper thinks the tiny anchor will hold?
<p>12. Where would you secure the anchor line?</p>	<ul style="list-style-type: none"> • Depends on club equipment, note the M24 using trailer padeye on bow and J80 (TBD)
<p>13. Check other club equipment on board. Spinnaker sheets, spinnaker, spinnaker bags, towline?</p>	<ul style="list-style-type: none"> • Check with club protocols • Report missing equipment to Club Dockmaster
<p>14. Locate the first aid kit aboard and describe what you expect to find in the kit</p>	<ul style="list-style-type: none"> • Skipper should know the location and at least describe what's in the kit

Before Leaving the Dock	
15. Check that crew members are all wearing of PFDs correctly and wearing correct sailing shoes	<ul style="list-style-type: none"> Does skipper know the club policy on life jackets?
16. At some time during sail demonstrate knots: 2 types of stopper knot (figure eight/overhand), square knot, bowline, cleat hitch, slip knot (for sail ties), clove hitch, round turn and two half hitches.	<ul style="list-style-type: none"> Stopper knots (check on all lines), bowline (towing), clove hitch (fenders), slip knot (storing mainsail and furled jib), cleat hitch (returning to dock)
17. Demonstrate how to throw a line. Then demonstrate how to coil line for storage. Store in correct location below decks.	<ul style="list-style-type: none"> We may not have separate towline, use spring line for a demo.
18. At some time demonstrate knowledge of all basic terms (bow, stern, main sheet, jib sheet, spinnaker sheets, keel, tiller, starboard-port, windward-leeward, shrouds, backstay, traveler, leech, luff, foot, roller furler, bowsprit, tack line, main, jib & spinnaker halyards)	<ul style="list-style-type: none"> This should come up when rigging the boat
19. Demonstrate how to undo jib sheet and retie jib sheet	<ul style="list-style-type: none"> Check with club protocols to see if jib sheets are removed. M24 has double end blocks and shackles.
20. Demonstrate jib furling. Which way does the headsail furl and unfurl?	<ul style="list-style-type: none"> Note if jib was secured with a sail tie. Furl drum clockwise so the jib will furl counterclockwise TBD. Check furler cover installed
21. Demonstrate how to you adjust tension on jib luff	<ul style="list-style-type: none"> M24 has jib Cunningham and jib halyard fine tune. Check with club protocols
22. Demonstrate bowsprit extension and retraction	<ul style="list-style-type: none"> Check to see how pole can be forced to retract using tack line only Note: Pole is not fully retracted beyond set point
23. Demonstrate how to adjust rig tuning. You do not need to tune the rig but you should be able to check if you are at base settings.	<ul style="list-style-type: none"> Check with club protocols about tuning Demonstrate how to use tuning gauge What are the base settings? Tuning (turn to tighten), reinstalling shroud covers

	<ul style="list-style-type: none"> • How can you break the mast? Tension too low, skewed, tight lowers and releasing backstay too far.
24. Demonstrate how to store hatch cover and companionway covers, install the soft hatch cover and spinnaker bags.	<ul style="list-style-type: none"> • Check with club protocols
25. Demonstrate how to rig the spinnaker. Certifier will help with this if unfamiliar.	<ul style="list-style-type: none"> • Was spinnaker halyard attached or securely in hand at all times • Check to see if setting up for inside gybe or outside gybe (tack line over sheets) • Check bowline knot for spinnaker sheets • Check spinnaker bag is secure • Check soft hatch cover is secure
26. Make sure all other sails are ready and secure (including spinnaker)	<ul style="list-style-type: none"> • Were halyards attached or securely in hand at all times? • Was main properly flaked over boom and secured with at least one sail tie (check slip knot)? • Lines uncoiled (main sheet, jib and spinnaker sheets, backstay, tack line, halyards, furler line, etc.)
27. Demonstrate ability to start outboard engine. Explain protocol for refueling.	<ul style="list-style-type: none"> • Was engine lowered and engine brackets tightened? • Was fuel level, fuel line and fuel tank air vent checked? • Did skipper hit anyone while using the starting pullcord? • Was cooling water intake and exhaust check? • Was engine started in neutral? • Did they ever check for forward and reverse?
28. Perform a crew briefing as the boat is rigged up	<ul style="list-style-type: none"> • Did skipper brief crew on how to leave dock, sailing plan, ask about swimming abilities and health issue?

Leaving The Dock	
29. Demonstrate how to leave the dock. Importance of using astern propulsion.	<ul style="list-style-type: none">• Crew positioned on boat to keep boat balanced• Getting clearance with Club Dockmaster to exit• Crew told how to fend off with fenders not body parts• Marina traffic near slip checked• Wind strength and direction managed• Engine cared for (gear engaged under low RPM)• Did skipper have control when motoring in reverse?• Boat handled smoothly• Running spring line used properly• Speed only enough to maintain proper control• Did not touch another boat
30. Demonstrate safe marina departure. At some point demonstrate ability to turn a tight 360 circle under power.	<ul style="list-style-type: none">• Safe position inside marina maintained (can abort exit)• Boat speed appropriate• Right-of-way situations properly handled• Determine and verify wind and current direction at marina entrance• Permission to exit marina received• Checked for other traffic potentially entering and exiting marina• Used proper sound signal for exit• Determined where the boat will be heading initially and communicated with crew• Boat kept away from pier/lee shore• Fenders and dock lines stored properly• At least one sail tie kept on a person on deck
31. Demonstrate hoisting sails	<ul style="list-style-type: none">• Motored out to sailing area. Kept 360 looking out for traffic• Asked crew to help to look out (using clock direction and boat length reference for distance)

	<ul style="list-style-type: none"> Directed crew to hoist main sail clearly. Kept lookout for traffic while hoisting. Sails hoisted with two people only (one at mast, one at halyard) Sails hoisted properly: sail luffing, boom vang and main sheet loose Set appropriate luff tensions Was main fully hoisted and main halyard fine tune attached? Cunningham attached, outhaul and boom vang set with backstay off Unfurl jib carefully without allowing the drum to freewheel Coil halyards but kept them ready to be released and run free Engine stored for sailing (tilted up) Begin sailing on preannounced tack
32. Define and identify a lee shore	
33. Explain and demonstrate ability to use and set boom vang, outhaul, Cunningham, traveler and backstay,	<ul style="list-style-type: none"> Make sure outhaul is not too loose
34. Demonstrate sailing towards a landmark in a straight line	
35. Demonstrate stopping the boat and getting underway	<ul style="list-style-type: none"> Luffing sails or furling jib S-turns
36. Demonstrate sailing all points of sail	<ul style="list-style-type: none"> Steered boat on command to points-of-sail accurately (+/- 5 degrees) with proper sail trim (+/- 10 degrees) Nice to hear skipper tell crew what is going on – coming to xxx course or bearing away to xxx
37. Steer the sailboat by the lee without gybing	<ul style="list-style-type: none"> Did skipper warn crew about sailing by the lee? Did skipper prevent any unintentional gybes?
38. Demonstrate ability to tack	<ul style="list-style-type: none"> Commands were audible and clear to crew Waited for crew response 100 percent of tacks successful (not caught in irons) Boat is kept near closed hauled and under control after the tack

	<p>(+10 deg)</p> <ul style="list-style-type: none"> • Turn is slow enough for crew safety
39. Demonstrate ability to gybe	<ul style="list-style-type: none"> • Commands were audible and clear to crew • Waited for crew response • Boat kept on a deep broad reach during preparation • Switched sides before sheeting in • Stood clear of boom – ensure all crew in safe position • Main sheeted inside cockpit • Eased sheet after the gybe sufficiently • Gybes completed without broaching or oversteering
40. Demonstrate how to get out of irons twice (with jib furled and unfurled)	<ul style="list-style-type: none"> • Come to complete standstill with the headsail furled • Get out of irons using main only, directing crew to push out main • Check to see if directions to crew were correct • Was control kept at the helm? • Did skipper warn crew about boom movement when released • Go back up head to wind • Get out of irons using the jib • Was jib fully unfurled? • Explain and direct crew to backwind the jib on desired side
41. Demonstrate how to sail backwards at least two boat lengths	<ul style="list-style-type: none"> • Boat goes head to wind and comes to a near complete stop • Crew directed to hold out boom • Mainsheet fully eased and boom vang engaged • Boat moved astern at least 2 boat lengths • Crew releases boom with appropriate warnings • Boat resumes sailing on announced tack

42. Demonstrate how to heave-to. Note: This will be difficult to perform on a M24.	<ul style="list-style-type: none"> • Slowly come head to wind • Backwind jib and cleat off • Trim main to counteract bow falling off • Attempt to hold course by turning tiller and easing main
Crew Overboard Recovery	
43. Explain the first things you do if a crew falls overboard	<ul style="list-style-type: none"> • Yell crew/man overboard, appoint spotter, throw PFD or floatation (else any that floats to mark the spot)
44. Explain two crew overboard recovery techniques. One must be the quick stop.	<ul style="list-style-type: none"> • Under what circumstances is each technique is used
45. Executes COB recovery technique 2 times. Once when close hauled and the other on a board reach. Preferable on different tacks.	<ul style="list-style-type: none"> • 100% success rate required • Follow description of COB recovery technique • Boat stops or nearly so with victim to leeward, with sails luffing on a close reach • No high speed or head to wind pick ups • Pick up at stern quarter of the boat • Skipper ensures boom doesn't hit anyone and all crew members are OK • Boat restarts sailing
Spinnaker	
46. Demonstrate how to assess conditions to launch the spinnaker	<ul style="list-style-type: none"> • Assess skipper ability to ascertain crew abilities, traffic and wind conditions • Only launch if Certifier thinks crew has ability
47. Demonstrate how to launch spinnaker. Dependent on outcome of previous question.	<ul style="list-style-type: none"> • Skipper gives clear instructions to crew with their assigned responsibilities • Was the pole extended out all the way? • Tack line pre-fed all the way out to end of pole, make sure

	<p>spinnaker is fed out of hatch or bag around shrouds</p> <ul style="list-style-type: none"> • Tack line secured • Spinnaker halyard prepped and ahead of shrouds • Boat was turned to a broad reach • Check to see if helm released mainsheet and communicated to crew to be ready to ease the boom vang • Was spinnaker halyard hoisted to the top • Was spinnaker thrown out gently around the shrouds • Was the foot stretched out in the hoist to prevent wraps • Ensure jib was refurled but not bound tightly around sail • Was jib fraculated? [Check Club Protocols] • Was the backstay eased off? • Was the crew directed to housekeep after spinnaker hoist?
48. Demonstrate how to a gybe the spinnaker	<ul style="list-style-type: none"> • Did the spinnaker get fouled? • Was the boat under control? • Racing gybe permitted if controlled?
49. Explain the procedure for a spinnaker douse	<ul style="list-style-type: none"> • Unfurl jib and secure the sheet. • Spinnaker halyard loaded in carabiner • Call for windward or leeward drop • Steer downwind • Pole retracted (tack line not eased) • Spinnaker halyard released • Spinnaker stored
50. Demonstrate a COB recovery procedure under spinnaker. Execute at Certifier discretion.	<ul style="list-style-type: none"> • Did the boat round up • Note: How far boat travels before returning to COB recovery location • Was a spotter appointed? • Was jib unfurled before douse? • Was pole retracted?

	<ul style="list-style-type: none"> • After COB, was crew directed to housekeeping? • Main sail controls reset for upwind sailing • Regardless of outcome, note any suggestions for crew.
Lowering Sails	
51. Demonstrate correct furling of headsail	<ul style="list-style-type: none"> • Furling only when sail is luffing or in the lee of the mainsail • Ensure jib is furled snugly • Jib sheet secured
52. Demonstrate restarting engine while sailing	<ul style="list-style-type: none"> • Skipper may need to relinquish helm • Lower engine in to water (check equipment) • Check lines won't foul propeller – want to hear "line check" before engine starts • Check to see where the tow line ended up • Make sure crew members are clear of person pulling pull cord • Was the engine started in neutral at low RPM? • Was forward gear engaged at low rpm for the start? • Forward gear engaged
53. Demonstrate lowering the main sail	<ul style="list-style-type: none"> • Go slight off head-to-wind under motor • Provide instructions to crew members on how to the lower main sail • Was the backstay released and traveler secured? • Were instructions clear to crew on how the main halyard was to be released • Did crew have sail ties ready in hand (at least should already be on deck from beginning of sail) • Was a pocket in the main sail foot made while lowering the main? • Ensure boat is head-to-wind and holding course. Was main sail secure with at least one sail tie? – Ensure main sail is not crushed

	<p>by sail tie</p> <ul style="list-style-type: none"> • Was skipper standing close to the engine throttle and checking for traffic all around? • Was the mainsheet slack taken out as the sail was lowered? • Was anyone hit by the boom as main sail was lowered?
Returning to The Docks	
54. Demonstrate preparation to return to dock	<ul style="list-style-type: none"> • Fenders and spring lines are in place prior to marina entry • Crew properly positioned for balance and briefed about fending off with body parts • Check for other traffic entering and exiting marina while standing by outside marina entrance • Permission to enter marina received • Traffic in marina entrance slip area checked • Wind and current direction and strength accounted for • Boat is brought into the slip so one crew member can prepare to step off onto the dock • One crew member ready to step off boat onto docks at the shrouds. No crew acrobatics seen • Boat momentum must be low enough to allow crew to gently maneuver boat and secure dock lines • Skipper calmly directs crew at all times • Docking aborted if required • Be certain no other boats were touched or hit
55. Demonstrate securing the boat at dock. Leave boat in better condition than you found it [Check Club protocols]	<ul style="list-style-type: none"> • Lines all made up (jib sheets, spinnaker sheets, traveler, main sheets, backstay wound around tiller) • Fenders properly placed • Dock lines properly tensioned and cleated • All loose gear stowed below

	<ul style="list-style-type: none"> • Spinnaker halyard secured • Soft hatch stored • Spinnaker launch bag stored • Engine tilted out of water • Traveler adjusted away from finger pier to facilitate debarking • Hard hatch cover and companionway cover re-installed • Mainsail rolled and lightly secured on boom and covered • Mainsail covered • Jib is furled snugly and secured by sail tie • Spinnaker flaked and folded for launching. • Boat washed down – explain where salt residue may collect • Remove all garbage and personal items
Safety	
56. What are the skipper's responsibilities?	<ul style="list-style-type: none"> • Responsible for crew safety and boat. Decide when to go out sailing – Weather and wind forecasts, tides and current. • Missing equipment • Anything that could go wrong is skipper's responsibility • Must return boat back to BBPM • Keep up to date with changes to Club protocols
57. Explain what to do if the boat runs aground or hits an object	<ul style="list-style-type: none"> • Luff sails immediately • Check crew, check bilge, check if water is coming in. • Prepare to furl/lower sails
58. Explain what to do if there is rigging failure	<ul style="list-style-type: none"> • Tack immediately to reduce pressure on mast • Use spinnaker halyard as mobile stay • Furl/lower sails immediately
59. Explain what to do if the engine cannot start	<ul style="list-style-type: none"> • Continue to sail • Repeat engine starting procedure. • Running out of fuel is a bad excuse.

	<ul style="list-style-type: none">• Arrange for a tow back to BBPM
60. Explain what to do if you see other mariners in distress	<ul style="list-style-type: none">• Provide assistance from afar. The M24 cannot tow.• Do not assist if it puts boat or crew at risk• Standby to relay information on VHF ch 16• Standby until authorities release you
61. Explain what to do in a medical emergency situation on board	<ul style="list-style-type: none">• What information does Club Dockmaster need? Name of injured, nature of injury, do we need EMS at docks or need to help to relay emergency information? Present location and ETA to BBPM.• Does skipper know where is the closest emergency room in Brooklyn?• Call VHF 16 and ask for assistance if necessary.
62. Demonstrate how to set up for a tow	<ul style="list-style-type: none">• Skipper relinquishes the helm and directs another helmsman to hold position• Furl jib and secure• Locate tow line (should have been coiled nicely after dock demonstration)• Secure tow line to using trailer padeye on bow using a bowline knot on M24 or around mast and bow chocks on J80. Explain why we do it that way.• Ready tow line to be thrown
63. Explain liability for towing	<ul style="list-style-type: none">• Skipper or record is responsible• Who throws the line and why?• You should set up a line to be thrown to boat giving assistance. Ask if they are charging you for a tow.• If you accept the line for the tow, they are now the salvage owners and they may own the boat.
64. Who is responsible for getting the boat back to BBSC? (towing)	<ul style="list-style-type: none">• Skipper of record has to pay to return entire boat• Suggestion: Towboat US membership.

Club Protocol and Operations	
65. Explain where to get Club Protocols and Rules	<ul style="list-style-type: none">• On the website. Rules and Protocols continually updated.
66. Explain procedure for making boat reservations	
67. Describe the check-in and check-out procedures with Club Dockmaster	<ul style="list-style-type: none">• Check in with Club Dockmaster• Obtain Weather, wind , tide and current forecast• Demonstrate proper method for filing a float plan• Identify items for repair in repair binder• Report any incidents
68. Explain under what weather conditions a Club Boat may go sailing	<ul style="list-style-type: none">• Check with Club Protocols. Wind speed limitations and severe weather situations.
69. Explain penalty for not getting a boat back to dock before a thunderstorm, squall or darkness	<ul style="list-style-type: none">• Check with Club Protocols. Suspension of skipper privileges
70. Explain when an incident report should be made.	<ul style="list-style-type: none">• At the time crew is injured or boat damaged. Near misses also can be reported.
71. Explain how Fleet Sailing Program works	