

## SAFETY MEASURES FOR ITCHENOR SC CRUISES

### Role of Cruise Organiser

1. An Organiser is appointed and briefed by the Rear Commodore Cruising for each cruise.
2. The Organiser is responsible for deciding, based upon weather forecast information over the period of the cruise, whether, or not in their opinion it is safe for the cruise to proceed.
3. The Organiser will distribute details of the arrangements made for the cruise, such as bookings in marinas, times of lock openings and outline social programme etc. to participants in the cruise.
4. The Organiser will obtain details of yachts participating in the cruise including names of the yachts, their crews, MMSI numbers, LOA, draft and mobile telephone numbers etc. and distribute this information to the skippers of the yachts taking part in the cruise.
5. Account for yachts participating in the cruise at each destination and call the yacht's shore contact in the event of a yacht's non arrival.

### Responsibilities of Cruise participants

1. The responsibility for a yacht's decision to participate in a cruise, or to continue to participate in a cruise is that of the yacht and hers alone.
2. The responsibility for the safety of a yacht and her crew is the sole responsibility of the skipper of the yacht.
3. The skipper is responsible for ensuring the seaworthiness of the yacht and the adequacy of the crew to undertake the cruise. To this end, the skipper's attention is drawn to the RYA Recommended Safety Equipment for boats up to 13.7m LOA (See RYA Boat Safety Handbook Second Edition G103 or Reeds Nautical Almanac Section 7.2 Safety Equipment) and the RNLI Sea Safety: The Complete Guide, which may be downloaded from their web site.
4. The skipper is responsible for the safe and seamanlike navigation of the yacht and taking due regard to the International Rules for the Prevention of Collision at Sea (Colregs) and SOLAS V as it applies to pleasure craft including:
  - a) Radar Reflectors (Reg. 19)
  - b) Lifesaving Signals (Reg. 29)
  - c) Responsibilities for assistance to other craft (Reg. 33)
  - d) Voyage/ Passage planning (Reg. 34)
  - e) Misuse of distress Signals (Reg. 35)
5. Yachts should maintain a watch on Channel 16, which should be used to contact HM Coastguard in an emergency.
6. The skipper is responsible for maintaining contact with the Cruise Organiser and in particular informing the Organiser if the yacht has decided to withdraw from the cruise.
7. Should a yacht proceed with an ISC cruise after the Organiser has indicated that not in their opinion it is not safe for the cruise to proceed, that yacht will be deemed to have withdrawn from the ISC cruise.
8. Participants are recommended to leave details of their planned cruise with a shore based contact.