

Maintenance of Club Boats

Instructions

1. Hull and gear are to be left in a neat serviceable state for the next helm.
2. Minor repairs are the responsibility of the helm at the time they are noticed. Any repair which cannot be done on the spot is to be brought to the attention of the Bosun or Rear Commodore as soon as possible and details entered in the "Craft Repair Book".
3. All sails are to be lowered or furled, daggerboards or centreboards raised and rudders and tillers removed when boats are on moorings to minimise damage to them. Sails may be left up in very light wind conditions.
4. Boats are not to be secured alongside the concrete and wood quay's at any time. Except when loading inflatable buoys etc.
5. Boats are to be hosed down with fresh water, subject to water conservancy restrictions, put away neatly in their proper places and have their covers securely fastened after use. Boats should be secured in a horizontal position and self-bailers left open.
6. Boats are to be secured to the eyes set in the dry berthing areas at the end of a day's sailing.
7. Sails should be washed in fresh water frequently, after a capsize or when heavily dampened with sea water.
8. Sails should be hung up in the boat shed until dry before being replaced in the sail bags. They should not be hung for more than 3 days.
9. Sail bags are to be neatly stored in the boat lockers after the days sailing.
10. Bosun is to ensure that all gear is clearly and indelibly marked with the boats number or name.
11. Materials for general maintenance will be supplied by the Bosun and advance warning of the need of such maintenance, where possible, could save any undue delays.
12. The cost of replacement sails, spars and gear occasioned by fair wear and tear will be borne by the Club, subject to the final decision of the Committee.
13. No major work which is likely to keep a boat out of commission for a protracted period is to be undertaken without the prior approval of the Rear Commodore or Bosun.
14. Helms are responsible for the prior clearance with the Sailing Sub-Committee, of any work that could affect class rules or local amendments issued by JSSB (C).
15. Repairs that are beyond the capability of the helm must be referred to the Rear Commodore or Bosun, who in consultation with the Committee will decide the work to be carried out and by whom.