

Seattle Singles Yacht Club

Raft-Up Guidelines

(Last Amended 6/25/07)

Current Status of Guidelines:

Approved by Drafting Committee on 06/18/07, approved by Skippers on 6/25/07 with the intent that they be used at the Club Raft up on 7/3 in Paulsbo, be considered a work in progress and remain in effect until superceded or amended.

Disclaimer:

1. Nothing in these guidelines is intended to supersede or alter any individual Skipper's responsibility for the safe operation of his or her vessel
2. These guidelines should not be followed if, in any Skipper's opinion, they would in any way endanger his or her vessel or crew.

Basic Expectations:

1. Each skipper expects of each other skipper that he or she will
 - a. Provide a well found vessel
 - b. Practice accepted guidelines of seamanship
2. Each skipper expects his or her crew to assume responsibility for the vessel and each other crew person to the extent of that crew person's training and experience.
3. Each crew person expects of the skipper that he or she will
 - a. Provide a well found vessel
 - b. Practice accepted guidelines of seamanship
4. Each crew person expects of each other crew person that he or she will assume responsibility for the vessel and each other crew person to the extent of that persons training and experience.
5. Examples:
 - a. If the skipper or a crew person is MOB, it is every person's responsibility to assist in the recovery.
 - b. In other emergencies, for example, sudden squall, unexpected medical emergency or accident, engine failure, jammed rigging, again it is every persons responsibility to assist with the emergency to the extent of each persons training and experience or ability to take direction.
 - c. It is each persons routine responsibility to keep a look out for other vessels, debris in the water, particularly in a crowded seaways,
 - d. Each person is responsible to handle fenders and dock lines when entering or leaving a docking situation.
 - e. Each person is expected to pull her or his own weight, to the extent of training or experience, in the galley and clean up of the vessel following the outing and in all situations mentioned above.
6. If a Skipper or a Crew Person becomes disabled during the voyage due to medical emergency or voluntary intoxication, the Skipper and Crew may take appropriate measures to ensure the safety of that person, the Vessel and other

Crew Persons. It is expected that the same safety considerations apply on board a vessel as apply to a vehicle when the driver is impaired due to medical emergency or voluntary intoxication. In either case, it is expected that a competent vehicle driver or boat operator will do what ever is necessary to take over control of the vehicle or vessel to ensure the safety of vehicle or Vessel and passengers or crew. (Designated driver or Vessel Operator principals apply)

7. All vessels underway should monitor VHF Channel 16 and encouraged to also monitor Channel 69.

Why we have Over Night Rafting Guidelines:

Since SSSYC combines Boating with Socializing between vessels as a common occurrence, and primary activity of the club, when ever possible, it is appropriate that we formalize Guidelines for rafting so that every vessel, it's skipper and crew have a base line expectation for the activity.

During the Planning Phase of the Activity on the Water:

1. A Raft Master will be designated.
 - a. The Raft Master shall have sole discretion in all matters
 - b. Persons with differing views are invited to anchor separately
2. If possible the GPS Coordinates for the raft will be pre-determined and communicated to all skippers attending.
3. All vessels wishing to attend the activity, will advise the "Fleet Captain"
 - a. 1 week before the event providing: (or by a date to be determined)
 - i. Vessel name
 - ii. Skipper's name
 - iii. Vessel Type & Length (i.e.: Sail, 46')
 - iv. ETA (required)
 - v. Bow Anchor type, Length of Chain and Rode.
 - vi. Stern Anchor type, Length of Chain and Rode
4. The Raft Master may attempt to make a diagram of the anticipated raft.

Expectation that Each Vessel participating in the Raft-Up will have the following:

1. Bow Line, appropriate to the length of the Vessel
2. Stern Line, appropriate to the length of the vessel
3. Forward Spring Line
4. Aft Spring Line
5. Bow and Stern Anchors with rode appropriate to the Vessel.
6. Minimum of 2 Fenders (appropriate Size)
7. Have on board all Coast Guard Required Safety Equipment.
8. VHF Radio, monitoring Ch. 69 on the half hour and hour. The Raft Master will monitor Ch. 69 on the hour and on the half hour for 5 minutes.

Factors for the Raft Master to consider in aid of the exercise of his or her discretion:

1. Depth
2. Tides and Current,

3. Swinging Room
4. Scope of Rode
5. Current wind and weather and Predicted Wind and Weather
6. Bottom Type,
7. Boat/ground tackle combinations
8. Boat Sizes,
9. Rig/spreader Alignment,
10. Adequacy and placement of fenders and lines.
11. Location and apparent scope of other vessels/rafts.
12. Vessels powered by Gasoline.

Considerations for each skipper immediately prior to joining the Raft:

1. Boats are requested to Call Raft Master anytime to advise of ETA and ETD and to receive instructions. The Raft Master will monitor Channel 69 on the hour and half hour for 5 minutes. The Raft Master may use the ETD to place early departures at the ends of the raft.
2. Upon arrival, have crew persons to place fenders, handle bow and stern lines.
3. Bow Stern and Spring lines should have the loop end fastened on the arriving vessel, passed to the rafted vessel, looped on a cleat, passed back to the arriving vessel and secured. (This is essential to facilitate an emergency departure at night.)
4. Once alongside and positions, Skipper ensure all lines and fenders are properly placed, taking particular care to align spreaders at least 2 ft apart to allow for wake and swells which may rock the boats.

Special Considerations of the Raft Master.

1. The Raft Master may have to consider and evaluate a variety of circumstances
2. Unpredicted and often dramatic wind shifts and weather changes are regular summer occurrences, which may suggest some of the following
3. Remember it is much easier to put out extra anchors that might not be needed than to deal with an anchor dragging emergency in the middle of the night.
4. The Raft Master may select the largest boat to be the center boat, may ask for both bow and stern anchors.
5. The Raft Master may have the 2nd & 3rd boats anchor, bow to bow on either side of the center boat, with anchors placed 45 or 60 degrees to the outside, by either dropping and setting the anchor and maneuvering back under power, then passing lines and joining the raft. Or, in the alternative, join the raft, and set the anchor by dingy.
6. The raft master may consider using a linear raft, all boats facing to windward, with stern anchors placed, or having alternative arriving boats setting anchors and backing down Arriving boat's Bow to the Stern of the next rafted boat.
7. If a boat significantly larger than the out board boats arrive late, the raft master may evaluate the alternatives, may consider slipping the larger vessel in, and may consult with the skippers of affected vessels. All should know that line crews of 3 vessels will be needed and can be an intricate operation. The Raft master may ask the late arriving vessel to anchor separately.

8. Any vessel arriving at night should not expect to join the raft.
9. The Raft Master may impose special conditions or arrangements for Gasoline Powered Vessels.

Special Considerations of each Skipper and Crew:

1. Know where the engine key is located. (Consider keeping key in the ignition)
2. Know where flashlights are, horn to warn other vessels, boat hook.
3. Each skipper and crew should talk through their vessel's procedure for an emergency departure.
4. Each skipper should have the Raft Master's Cell Phone Number handy.
5. Know where PFDs are located and put them on to await further instructions.
6. Know where a knife is to cut dock lines.
7. Skippers consider installing CO detectors, fire detectors
8. Set GPS/Depth Sounder Alarm.
9. Each skipper properly stow Gasoline containers.
10. Each skipper properly stow dingy, short painter so not to foul vessel propellers, ready for rapid departure.

Raft etiquette once secured in the Raft:

1. Sailboats, transit around the fore deck, forward of the mast, not through the cockpit.
2. Powerboats, Transit around the foredeck if possible, swim platform, or across back deck.
3. Generators off, 2300 to 0800. Also be conscious of diesel fumes and courteous about excessive noise.
4. Do not partake of food and drink on other boats unless invited.
5. Persons arriving on one boat must return on that boat unless both skippers consent to the transfer.

Emergency considerations:

1. All Skippers and Crew should be prepared to leave a raft expeditiously should it become necessary. Departing at night would be an exceptional, safety driven circumstance for the raft.
2. If any Skipper or Crew Person becomes aware of a safety issue, he or she should notify all persons in the area and ask that the notification be carried from boat to boat throughout the raft. (Five short blasts on a horn would be understood by all on this raft and others in the harbor that a dangerous situation exists). It is important that the Raft Master be notified and if time permits, consulted as to the best exit procedure, since only he or she has the best understanding where each boat and ground tackle is placed.
3. All engines should be started.
4. If time permits, Skippers should all meet with the Raft Master as to a procedure for disassembling the raft
 - a. Usually both ends may exit simultaneously working toward the center boat.

- b. If strong winds or currents are present, it may be prudent to exit starting from the leeward end

Normal Departure Procedure:

1. The Raft Master will set a time for a departure meeting of skippers, ½ hour before beginning departure of the raft.
2. All skippers and crew should cooperate to not be in town having breakfast or otherwise unavailable to assist with disassembly of the raft at the appointed time. Be courteous and considerate.
3. At the skipper's meeting the raft master will advise of the strategy for disassembly giving consideration to wind, current and other factors.
4. Vessels requesting early departure should advise Raft Master before arrival so that the Raft Master may consider placing the vessel at the end of the raft.

A Final Note:

Adherence to these basic guidelines will go a long way toward making our raft-ups as safe and as enjoyable as possible. We all should sleep better knowing that all skippers and crew are on the same page with reciprocal expectations that each is doing his and her part to add to the success of the experience.

All should note that no set of procedures can replace good common sense or good seamanship. The Raft Master and all Skippers and each Crew person must remain alert at all times and exercise their experience and judgment in applying these principles.