

General Policies and Requirements for Sailing Clubs

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●● Section one: Introductory provisions

Article one: Objective

The following requirements and policies were put in place by the Saudi Sailing Federation (SSF) to regulate any sailing activities or sports practiced in the Kingdom of Saudi Arabia. These requirements are set according to international standards and will be subject to periodical updates to suit the local needs.

The SSF is in charge of granting the technical licenses in this regulation after the issuance of administrative licenses from the ministry. SSF and/or Ministry of Sports reserve the right to upgrade their standards, policies and requirements throughout the year. Therefore, a granted club license, will be subject to periodical review, evaluation and inspection. Anyone obtaining the license will be responsible for meeting any new or updated requirements set by SSF or Ministry of Sports within the timeframe of adjustment granted with the new requirement.

SSF reserves the right to revoke any type of license granted at any point in time if:

- If any requirements are not met,
- If any guidelines or safety measures are compromised,
- If SSF deems necessary in any circumstance.

Article Two: Definitions

The following terms and expressions – wherever mentioned in this bylaw – have the meanings indicated opposite each of them, unless the context requires otherwise:

SSF: The Saudi Sailing Federation – The national governing body for any sailing activity in the kingdom recognized by the Saudi Olympic Committee and the Ministry of Sports.

Saudi Arabian Olympic Committee: The National Olympic Committee representing Saudi Arabia (IOC code: KSA).

The Ministry of Sports: The government body responsible for sports in Saudi Arabia.

Sailing: Employing the wind – acting on sails, windsails or kites – to propel a craft on the surface of the water (sailing ship, yacht, sailboat, windsurfing, or kiteboarding). Sailing sports are considered Olympic Sports with different classes.



Windsurfing: A surface water sport that is a combination of surfing and sailing with the use of a sail attached to a surfboard, as the sail catches wind it propels the board on the surface of the water.

Sailboat: Leisure vessel powered primarily or exclusively by the wind using sails or kite.

Dinghy: A Sailboat smaller than 6 meters without a keel is referred to as a dinghy. A dinghy has neither a keel nor a ballast. To resist sideways movement, it has a centerboard or a daggerboard that can be lowered or raised as needed. Dingy boats are not subject to the boat registration number system.

Keelboat: A sailboat generally larger than 6 meters (20 feet) with a keel. The keel is a fixed appendage with a ballast (usually iron or lead) on the bottom of the hull that provides the sideways resistance and weight needed to counter the force of the wind on the sails that causes a sailboat to heel or lean over.

World Sailing usage differentiates 'keelboats' (including the 12-meter class) from generally larger yachts. The Olympic Games uses 'keelboat' to describe keeled boats with up to a three-man crew, as opposed to larger-crewed boats such as the 12-metre class.

Yacht: A sailboat that is differentiated from keelboats with the addition of a toilet or 'head'. The term 'yacht' describes a sailboat designed for overnight transport, while the term 'keelboat' means a sailboat with a keel that is designed purely for recreational/racing purposes.

Safety Boat: An accompanying power boat providing support for training or used in case of emergency.

Sailing Club: Any center or establishment that provides the activity or sport of any type of sailing and licensed by the Ministry of Sports.

Sailing license: Any document issued by the mentioned below international organizations approved by SSF. It is authorized according to the methodology of any internationally recognized organization to practice sailing in the Kingdom.

Saudi Sailing Federation Sailing License: A license granted by the SSF giving the rights to officially practice sailing within the kingdom based on the guidelines of internationally recognized sailing organizations.

Saudi Sailing Federation Sailing Instructor License: A license granted by the SSF giving the rights to officially teach sailing within the guidelines of the internationally recognized organizations, and permission for them to authorize anyone to sail under their supervision and responsibility (inherently subject to immediate revocation of license).

Internationally recognized organizations that issue sailing licenses:

- Royal Yachting Association.
- American Sailing Association.
- US Sailing.



- Deutscher Segler Verband.
- Fédération Française de Voile.
- International Yacht Training Worldwide

COLREGS: International Maritime Organization Convention on the International Regulations for Preventing Collisions at Sea, 1972

2-1-Water Body Definitions

Baseline: The low-water line along the coast.

Inland or Sheltered Waters: All waters within the kingdom's territory that fall landward of the baseline, or with protected shorelines that are not subjected to the direct action of undiminished waves and dividing the water from the high seas or open ocean (such as lakes, canals, rivers, watercourses, inlets, lagoons, lagoons protected by reef barriers and bays)

Open Waters/Open Sea: An expanse of The Red Sea or The Arabian Gulf away from the coast with no protection within 2 nautical miles (3.7 km) OR any area within the distance that requires passing a Coast Guard station that requires checking in and out.

Inshore: Within 5 nautical miles (9 km) of the baseline. Also known as 'Coastal'.

Offshore sailing: Reaching the distance more than 5 nautical miles (9 km) away from the baseline of the nearest shore. It includes the waters of the regional sea as well as the exclusive economic zone that extends all the way to the borders of neighboring countries.

The Kingdom's territorial sea: The kingdom's domain extends outside its land territory and its internal waters to its territorial sea, that extends twelve nautical miles towards the sea from the baselines, and its outer boundary is: the line that – after each point on it from the nearest point on the baselines – is equal to the width of the territorial sea, this includes the sea floor and the subsoil of it.

The exclusive economic zone: Lies directly behind and adjacent to its territorial sea, and extends to the maritime borders with the neighboring countries facing the Kingdom.

Article Three: CE Recreational Craft Directive Sailboat

European Union directive which sets out minimum technical, safety and environmental standards for boats under the following 4 categories:

- 3-1- A- **Ocean:** Covers largely self-sufficient boats designed for extended voyages and can withstand significant wave-heights excluding abnormal conditions.

3-2- **B- Offshore:** Boats designed for offshore voyages with regular conditions, no significant wave-heights and wind conditions.

3-3- **C- Inshore:** Boats designed for voyages in coastal waters, large bays, rivers, and canals.

3-4- **D- Sheltered Waters:** Boats designed only for voyages on small lakes, rivers and canals

3-5- (Example: all small Dinghy boats are considered under category D, Dinghies are typically to be sailed in inland or sheltered waters (e.g. bays and lagoons), small lakes, rivers, and canals.

●● Section two: Basic Sailing Club Requirements

Article Four: General Requirements

4-1- Must be a registered member with the SSF holding an active membership.

4-2- All clubs must hire at least one employee holding an internationally recognized senior sailing instructor's license or an equivalent level SSF granted license.

4-3- All clubs are required to submit the following to SSF for approval: a site location and specifications of their operating plan, which must include (but is not limited to) the following:

- a. All Sailing clubs are required to establish and define sailing sites, parameters indicated by sign and/or buoys, and a chart defining the zones established with their appropriate sailing activity to be practiced in each zone. With particular attention to training and teaching zones for safety and for dinghy boats.
- b. Charts should show the latitude and longitude of the center's launch site and locations of emergency access points.
- c. Charts must be readily available to any visitors and known to any other water traffic.
- d. These charts are to be submitted to and approved by SSF; periodically revised and inspected. If any new adjustments after revisions are necessary, SSF will allow a reasonable time for the club to implement and adjust to any new or revised requirements.

4-4- It is the club's responsibility to have the capability to secure or provide any assistance to any person practicing sailing from the club; and to provide adequate safety coverage and supervision for all the club's sailing activities taking place at any time – accordingly, all clubs are required to provide within the operating plan the following:



- a. An emergency plan and rescue procedure suitable to their operational and service capacity (as referenced in section three article eleven) appropriate to their local conditions. Any employee of the club is required to be familiar with the club’s emergency plan.
 - b. A logging system to enable monitoring boats and sailors at all times while at sea. It should also include operation locations, the names of the sailors or trainees and the instructors (see “float Plan” appendix).
 - c. A record of all the sailboats and their registrations (if applicable), a roster of their employees with their valid qualifications.
 - d. All centers or clubs shall provide a safety/rescue boats equipped to provide first aid, available for immediate response, valid for operation, and ready to launch according to the operational capacity of the club, with regard to its relative guidelines (referenced in section three article eleven). Its mission is to provide assistance, when necessary, to anyone practicing sailing from the club, accompanying sailing boats and providing support during training.
 - e. Safety boats should have rescuers or operators prepared and ready to respond immediately if there are sailing boats in sail and lifeguards are aware of any person sailing or using any boat from the club (see “Float plan” Appendix).
- 4-5- For each vessel not owned by the Recognized Club or Center, there must be a contract between the club/center and the owner/managing agent, stating that the owner gives permission for the vessel to be used for training/renting by the center. The center must take full responsibility of the vessel’s safe operation.
- 4-6- All Employees and/or any sailors of any sailing club must have knowledge of and abide by the sailing controls, sailing right of way (referenced in Article Nine) and the COLREGS while on the water.
- 4-7- All sailing clubs must assure to protect the environment from pollution at the site and to maintain public cleanliness according to the regulations prepared by the concerned authorities.

Article Five: Age Requirements

- 5-1- 8 is the minimum age for being alone in any dinghy.
- 5-2- Children aged 8 to 12 must be closely supervised whilst sailing.
- 5-3- The minimum age to skipper a keelboat is 16 but skippers should be competent for the boat and conditions.
- 5-4- Depending on the minimum weight requirement of the boat crew and the competence and experience of the sailor, clubs should review and restrict the conditions in which sailors are permitted to launch.

5-5- The age requirements are to be taken after considering the local situation and conditions. The final decisions will be left to the clubs' management and instructors' judgement after risk assessment to operate in safe and suitable conditions.

Article Six: Lesson Offering Sailing Centers Requirements

6-1- Any sailing lessons being offered must be taught by certified sailing instructors beholding an SSF sailing instructor license from any one of the following internationally recognized sailing instructor associations:

- a. Royal Yachting Association.
- b. American Sailing Association.
- c. US Sailing.
- d. Deutscher Segler Verband.
- e. International Yacht Training Worldwide.

6-2- In conducting any sailing training and teaching, reliance will be placed upon the relevant recommended syllabi of one of the internationally recognized sailing associations (referenced in article two or point 6-1).

6-3- The center must have a system in place that enables them to monitor the number of boats and users that are on the water during training and otherwise. It should also include operating location and names of students and instructors (Example referenced in the Appendix).

6-4- All instructors and Safety Boat Operators must be trained and certified with an internationally recognized first aid qualification.

6-5- Safety boats should be positioned to cover the areas of greatest risk. All capsizes are to be attended; and safety boat drivers are to inquire if immediate assistance is needed. If no help is required, the safety boat is to stand by until the crew have righted their dinghy. The safety of the crew rather than the boat is the primary consideration. Safety boat ratio guidelines must be adhered to while conducting training.

6-6- A coaching boat supporting a training course is not to be used as a safety boat for other activities being held at the same time.

6-7- Club's operating area for training should extend no more than 3 nautical miles (5 km) from the center's launching/departure point. The three miles is measured as three navigable miles, not a straight line. The operating areas must be covered by safety boats during operation.



- 6-8- Any sailing lessons and exercises are to be practiced only in inland waters, confined waters, or other areas specified and authorized for sailing by the Ministry of Sports and the SSF. If training for dinghy boats is in the open sea, it must be accompanied by a safety boat (according to the Safety boat ratio guidelines referred to in section three, Article Eleven)
- 6-9- Clubs must ensure that all crafts used for training will be, in all respects, regularly inspected and maintained, seaworthy, suitable for instruction and equipped to the necessary standard for the relevant qualification. Crafts will also be subject to random inspection from SSF or Ministry of sport or Ministry of Transport.
- 6-10- Accounts of incomplete or poor training and customer service will be subject to investigation by SSF. 3 Negative feedbacks may result in sanction or even suspension of license, depending on the case and if SSF deems necessary.

●● Section Three: Safety Requirements and Guidelines

Article Seven: General Requirements

- 7-1- All clubs are required to have a number of operational rescue/safety boats available in accordance with the club's operating capacity. Safety craft must be manned by properly trained crews capable of rendering first aid.

Safety Boat Requirements:

- a. The supplier shall comply with the Saudi specifications, while adhering to the security and safety requirements set by the coast guards.
- b. Boats are subject to inspection by the Ministry of transport to ensure that they meet safety conditions and are fit for use
- c. Safety boats are preferably RIBs or Zodiacs that have inflatable sponsons/tubes.
- d. Safety boats should be afloat and ready for immediate use whenever dinghies and sailboats are on the water and should be operated by trained drivers.
- e. A safety boat must have the capacity to carry the crew of any open sailboat and be capable of towing the fleet, for which it is providing cover.
- f. All clubs must operate safety boats (according to safety boat ratio guidelines referred to in section Three, Article Eleven).
- g. Propellers should have propeller guards fitted, particularly with training in Dinghies and with children.
- h. For dinghies and small sailboats in inland waters, a rigid plastic boat is acceptable.



- i. For clubs or centers with catamarans, or in coastal or open waters, the safety boat must be a RIB with inflatable sponsons.
- j. Safety boats must be fitted with kill cords, which are of appropriate length, fully functional and used at all times when underway.
- k. Safety boats must be operable, periodically maintained and adequately equipped with the following equipment:
 - ✓ Anchor
 - ✓ Media float with towing line x 2
 - ✓ Sharp, serrated knife for cutting ropes
 - ✓ Paddle
 - ✓ Manual or portable mechanical dewatering pump
 - ✓ Plastic survival bag
 - ✓ Handheld waterproof torch
 - ✓ First aid kit
 - ✓ Whistle
 - ✓ Compass
 - ✓ Drinkable water
 - ✓ Radio/wireless high frequency (handheld VHF)
 - ✓ Visual aid signals
 - ✓ Reserved fuel
 - ✓ Extra engine kill cord
 - ✓ Throwing rope for rescue (at least 25 meters)
 - ✓ Air pump (in the case of an inflatable trainer boat)

7-2- All clubs are required to develop accident reporting procedures, including maintaining an accident/near miss log and recording all accident reports regardless of the severity of the incident. Reporting must include recording the lessons learned along with the actions taken to avoid reoccurrence. All accidents must be submitted to the SSF within 1 month of the incident. Failure to do so may result in the revocation of license. SSF can provide accident report forms upon request.

7-3- Clubs are obligated to report to the authorities about each incident – Pledge and acknowledgment of the center or club's responsibility for every incident on site, due to failure to take appropriate measures for rescue and accident prevention.

7-4- Buoyancy aids and lifejackets:



- a. Buoyancy aids or lifejackets are to be worn at all times while sailing, unless in the cabin of a closed sailboat, where a buoyancy aid or lifejacket should be within reach.
- b. All sailboats need to carry at least the same number of lifejackets/buoyancy aids as persons aboard while underway.
- c. Buoyancy aids should be appropriately and correctly fitted, and children's buoyancy aids should include a crotch strap.
- d. On Windsurfing Intermediate courses and above, at the instructor's discretion, a harness may be used instead.

7-5- Short-range communication device (VHF). Radios are required to be provided by the club for any instructor and any safety boat operator, as they are an essential requirement for any sailing at a distance more than 2 nautical miles. A VHF operator on shore is required, whenever there are boats on the water launched from the club.

7-6- Clubs are required to keep a watch on their operating area whenever there are boats on the water. This should be from an elevated position, equipped with binoculars and a VHF radio communication with any safety boats.

7-7- All afloat activities at clubs must be supervised by an appropriately qualified SSF approved instructor in line with these safety requirements, taking into account prevailing weather conditions, tides and any other factors.

7-8- Float plans (with captain information, crew information, boat name, number, and passage plan) are to be filled out with launch and return time for all sailboats registered under the sailing club (see appendix for example). One copy should be kept aboard, while one copy of the float plan must be made available to the sailing clubs rescue team and readily available in case of an emergency.

7-9- A coaching boat supporting a training course is not to be used as a safety boat for other activities being held at the same time.

7-10- Consideration should be given on how to store and move fuel and equipment such as boats, boards, rigs, engines and trailers/trolleys as safely as possible whilst onshore.

7-11- Ensuring crew safety, rather than the boat, is always the primary consideration. Any concerns or complaints regarding safety issues are a top priority and will be subject to investigation and inspection by SSF and may result in sanction or even suspension of club license.



Article Eight: Sailboat specifications and Restriction

It is recommended that all sailboats adhere to the CE Recreational Craft Directive Categories and the restrictions specified by their manufacturers. If boats are not CE certified and rated, they must comply with all other specifications and requirements mentioned in this document, and will be subject to random inspections and evaluations ensuring all boats conditions are safe, seaworthy and suitable for the prevailing and expecting sea/weather conditions.

8-1- Sailboats under the CE Category D, and that are 6 meters in length or smaller are to be sailed within Inland or sheltered waters (example: bays, lakes, rivers, lagoons, or canals).

If sailing took place in the open sea, they are not allowed to sail farther than 2 nautical miles from baseline or 1 nautical mile from reef barrier, unless accompanied by a safety boat (as stated in section three, article eleven: the safety boat ratio guidelines) with the condition of having good visibility.

If it is accompanied by a safety boat (as per the safety boat ratio guidelines referred to in section Three, Article Eleven) dengue boats can sail up to 5 nautical miles from the baseline. If there is no clear visibility, sailing should stay within eyesight or accompanied by a safety boat.

8-2- Sail boats permitted without a sailing license:

- Dinghy boats do not require a sailing license.
- Any sailing within 1 nautical mile from the baseline.
- Any sailing accompanied by a safety boat equipped with a qualified instructor with appropriate training powers for the type of sailing.

8-3- All sailboats over 6 meters, if sailing in open sea/water farther than 2 nautical miles (3.7 km) from baseline or reef barrier, and within coastal waters are required to have a hand held (VHF) device onboard within range of the coast guard station.

8-4- For sailboats exceeding 6 meters (20 feet) in length and in which the capacity exceeds three people, at least one life buoy is required with a floating vessel cord at least 20 meters connecting it to the boat.

8-5- If boats are sailing at night hours, visual distress signals must be available.

8-6- It is required of any offshore sailing to secure means of communication between the boat launch sites or centers, to enable communication with coast guard, if needed; such devices are:

- Distress device (EPIRB) – Emergency Position Indicating Radio Beacons
- Automated Identification System (AIS)
- Short Range Device (VHF) – Very high frequency

8-7- Sailing in any inland, nearshore or sheltered waters within 2 nautical miles does not require an AIS system nor an EPIRB, provided they carry a mobile phone in a waterproof container with a back-up power supply.



- 8-8- Any offshore sailing requires a back-up, operational and maintained safety boat accompanying them on their voyage, with the exception of boats participating in organized events such as races or galas.
- 8-9- All sailing boats with a motor, that are 9 meters (30 feet) and above in length that sail in coastal distances, at open sea, or in the territorial sea shall comply with the instructions and regulations issued by the coast guard, and the safety requirements mentioned in the safety regulations for maritime activities in the Kingdom by the coast guard.

Table 1: shows types of sailboats and their requirements depending on the sailing distance from Baseline.

	Dinghy meters or less) 6)				Keelboats to 9 meters) 6)				Yacht to 12 meters) 9)			
	1≥	2≤	5≥	5≥	1≥	2≤	5≥	5≥	1≥	2≤	5≥	5≥
Distance from baseline (Nautical miles)												
Safety boat		✓	✓	✓			✓	✓				✓
(VHF)	-	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
(AIS) EPIRB))	-	-	-	-			✓	✓			✓	✓
buoyancy aid ,Life jacket	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
whistle	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Foghorn							✓	✓	✓	✓	✓	✓
Paddle			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Navigation lights							✓	✓	✓	✓	✓	✓
Hand held torch	In the day time	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Visual distress signals SOS			✓	✓			✓	✓	✓	✓	✓	✓
Distress Flag			✓	✓			✓	✓	✓	✓	✓	✓
Towline		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Anchor		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bailor device	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
First Aid Kit			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Article Nine: Sailing controls and sailing right of way

When two sailing vessels are approaching one another, one of them shall keep out of the way of the other so as to avoid the risk of collision, as follows:

- 9-1- When each has the wind on a different side, the vessel with the wind on the port side shall keep out of the way of the other.
- 9-2- When both have the wind on the same side, the vessel that is windward shall keep out of the way of the vessel that is leeward.
- 9-3- If a vessel with the wind on the port side sees a vessel windward and cannot determine with certainty whether the other vessel has the wind on the port or the starboard side, she shall keep out of the way of the other.

NOTE: These are general guidelines; however, it is up to the local judgment of the center, according to their local conditions and sailors experience to operate safely.

Article Ten: Wind Condition Restriction

10-1- The wind limits placed on teaching and training:

- a. No Genoas used when wind exceeds Force 3 (Steady 10 Knots or Gusts of 13 knots)
- b. No Full Spinnakers used when wind exceeds Force 4 (Steady 13 Knots or Gusts of 16 knots)
- c. Reefed mainsails used when wind exceeds Force 5 (Steady 16 Knots or Gusts of 20 knots)
- d. No sailing when wind exceeds Force 6 (Steady 20 Knots or Gusts of 25 knots)
- e. No sailing for beginners and first timers when wind exceeds Force 4 (Steady 13 Knots or Gusts of 16 knots)

10-2- Recreational Sailing Winds (Non-training/teaching winds).

Dinghy sailors (of 6 meters in length and less) are allowed to practice within winds of up to 30 knots. As for sailing “keel” boats (lengths greater than 6 meters), windsurfers, kitesurfers, along with sailing competitions and events can sail in conditions of winds up to 35 knots, gusting 40 knots. Moreover, offshore sailing is allowed in winds up to 45 knots.

These are the upper-limits general guidelines, taking into consideration the wind limits to sail in, set by the specific boat’s manufacturer and their guidelines.



Article Eleven: Safety Boat Ratio Guidelines

11-1- **Safety Ratios:** All clubs are required to have operational rescue/safety boats available in respect with their operating capacity with the following ratios:

- Very light winds under 6 knots: 15 sailboats to 1 safety boat
- Light winds from 6 to 12 knots: 10 sailboats to 1 safety boat
- Medium winds above 12 knots up to 20 knots: 6 sailboats to 1 safety boat
- High winds above 20 knots: 4 sailboats to 1 safety boat

NOTE: During organized competitions these ratios do not apply and safety guidelines will be managed by the organizing committee, but in no case should the number of sailboats exceed the 10 to 1 ratio of safety boats.

NOTE: These are general guidelines and consideration to be taken into account by the clubs' local prevailing conditions. The final decisions will be left to the clubs' management and judgement after assessing risks to operate in safe and suitable conditions.

Table 2: The Instructor to student ratios that must be adhered to at all times.

Type of Boat	Student to Instructor ratio	details
Crewed Dinghies	3:1	Beginners with instructor onboard
	9:1	In maximum of 6 boats
Single-handed Dinghies	6:1	Up to 4 boats where there are 2 children in each dinghy
Keelboats	4:1	With instructor on board
	9:1	In maximum of 3 boats (e.g 3 boats x 3 Students in each)

All Courses are to be supported by correctly equipped safety boats, which will be appropriately staffed by qualified people. A watercraft (jet ski) is not to be used as a safety boat unless a powerboat is also launched at the club and available as a back-up. A Watercraft (jet skis) that is used in this role must be equipped with a reverse thrust.

Table 3: The following Safety boats to Sailboat ratios that must be adhered to at all times.



Type of Sail Craft	Number of Sail Crafts	Minimum Number of Safety Boats
Dinghies, Multihulls and Keelboats (Without engines)	Up to 6 sailboats	1 Safety Boat
	7 to 15 sailboats	2 Safety Boats
	More than 15 sailboats	3 or more Safety Boats
	*The safety boat must be capable of carrying the full crew of one keelboat and be capable of towing the fleet it is providing cover for.	
Keelboats unable to recover from swamping	A dedicated Safety boat must be provided which is capable of carrying the entire crew of each of the keelboats.	
Windsurfing	Up to 12 boards	1 Safety Boat

- Keelboats: Solo boats should be in radio or telephone contact with the shore. For day cruising, boats without engines should be in contact with a suitable safety boat.
- If a center is providing recreational Dinghy sailing or windsurfing, each safety boat should provide cover for a maximum of 12 Dinghies or windsurfers.

Article Twelve: Violations and Penalties

12-1- Any club falling short of any requirement or non-compliance with the guidelines stated in this document will be subject to having their sailing club license revoked or suspended.

12-2- Operating unlawfully, operating unsafely, purporting to deliver training or activities in disciplines for which the club is not recognized or authorized; delivering training through instructors – who are not qualified in the relevant disciplines – are all actions (not limited to), which the club will be held accountable for, and subject to revocation or suspension of their sailing club license.



Table 4: Violation clause and penalties for all violations

	Violation clause	First Time (SAR)	Repeated violation (SAR)
1.	Providing training through unqualified trainers in the relevant disciplines or unqualified as per the requirements of these regulations	6000 And stop the training	10000 Suspension or cancelation of the license
2.	Failure to provide or commit to wearing life jackets or buoyancy aids while sailing	Warning	2000
3.	Failure to adhere to the student to instructor ratio	Warning	3000
4.	Failure to comply with safety boat to sailing boat ratio	Warning	3000
5.	Using boats that are unseaworthy or not subject to regular maintenance	1000	3000
6.	Failure to provide safety/rescue boats available for immediate response for clubs located on the open sea areas	5000	8000
7.	Failure to provide means of communication for safety boat operators	1000	3000
8.	Failure to secure appropriate means of communication on boats according to the type and distances of sailing	1000	3000
9.	Failure to provide safety boat operators specially trained in providing assistance to sailors safely and prepared for immediate response	5000	8000
10.	the use of safety boats that provide safety cover for training sessions as safety boats for other activities that take place that take place at the same time from the club	Warning	5000
11.	Failure to comply with the limits of the practice area for sailing within the scope of the club's operational plan or within the range of permitted waters according to the type of license and its directions	Warning	3000
12.	Failure to protect the environment from pollution	Warning	1000
13.	Failure of any sailor from a club or center to comply with sailing right of way, or COLREGS	Warning	1000
14.	Failure to comply with record keeping and updates by clubs	Warning	1000
15.	Failure to report accidents	1000	3000



Float Plan – Club Copy

Date: _____

Member Name: _____

Member #: _____

Gov #: _____

Mobile: _____

Boat SAG: _____

Boat Name: _____

Destination: _____

Time Out: _____

Est Time In: _____

Time In: _____

___ All required Safety Equipment Verified.

All boats: Lifejackets, Capacity, Mobile Phone

Keelboats: Anchor and line, Emergency signal

Passengers Names Mobile Number

Passengers Names	Mobile Number

___ I confirm the vessel being used is Seaworthy and suitable for the current and expected sea/weather conditions.

Signature: _____

Date: _____

Float Plan – Boater Copy

Club emergency contact number: _____

Date: _____

Member Name: _____

Member #: _____

Gov #: _____

Mobile: _____

Boat SAG: _____

Boat Name: _____

Destination: _____

Time Out: _____

Est Time In: _____

Time In: _____

___ All required Safety Equipment Verified.

All boats: Lifejackets, Capacity, Mobile Phone

Keelboats: Anchor and line, Emergency signal

Passengers Names Mobile Number

Passengers Names	Mobile Number

___ I confirm the vessel being used is Seaworthy and suitable for the current and expected sea/weather conditions.

Signature: _____

