

Chesapeake Schooner Club

Member Rules & Policies Handbook

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Mission Statement

Beyond providing members ownership in schooners as an alternative to owning their own sailboat, the purpose of the Club is to promote:

- Sailing, appreciation and ownership of traditionally-styled sailing yachts
- Respect for the environment and the Chesapeake Bay
- Proper seamanship and traditional boat handling skills
- Personal competency, self-reliance and responsibility

Club Description

The Chesapeake Schooner Club (the Club) is a not-for-profit, non-stock Maryland corporation. It has been set up to provide shared-cost ownership, and access to, large sailing vessels that would be beyond the means of members to afford on their own. The structure of the corporation is along the lines of a cost-sharing cooperative and is managed by an elected Board of Directors. Club members are expected to share in all typical owner activities and will act as the captain and crew of the vessels. The Club will provide the management structure to ensure the vessels are maintained in seaworthy condition and to ensure equitable use of the vessels and Club assets by the Club members. All Club members are owners of the vessels, the vessels are not chartered to members and there are no passengers for hire.

Rule #1:

While it should go without saying, the first rule of the Club is: *Be nice and treat all other Club members with respect and courtesy.*

Membership & Dues Rules

The Club is open to any adult who can demonstrate a competency in sailing keelboats. Proof of competency can come in the form of a referenceable sailing resume or in the form of certification from one of the nationally recognized sailing organizations that offer certification (ASA, J/World, US Sailing, ICC, etc.)

Acceptance into the Club will be dependent on being nominated by an existing member, approved by Club management, and accepted by the Club insurance carrier for addition to the Club's policy.

All members will be required to affirm that they are qualified and capable of determining whether the Club's vessels are safe to operate.

There are a limited numbers of membership slots available in the Club as outlined below. The different levels of membership allow members to choose a level of ownership commensurate with how much they foresee using the boats and Club facilities.

| Membership Level | points per member | guest points | Cost-sharing "dues" per member | Club votes per member | Number per schooner |
|---------------------------------|-------------------|--------------|--------------------------------|-----------------------|---------------------|
| Platinum (sponsor-level member) | 80 | 80 | \$ 20,000* | 1 | 12 |
| Gold level | 40 | 40 | \$ 20,000 | 1 | 24 |
| Silver Level | 20 | 20 | \$ 10,000 | 1 | 64 |
| Bronze level | 10 | 10 | \$ 5,000 | 1 | 64 |
| Junior level (<30 y.o.) | 5 | 5 | \$ 2,500 | 0 | 12 |

Table 1: Membership levels and benefits

*Sponsors can choose any level of membership and get 2x the points.

The Club has plans to own three 88' schooners, which caps the regular Club memberships at 528 members to ensure that member/owners will get sufficient use of the boats.

The Club assesses a \$1,500 initiation fee on joining the Club. This fee is waived for the Platinum-level members in appreciation of their sponsorship of the Club.

The Club is a cost-sharing cooperative structure. As such the expenses of purchasing, operating and maintaining the vessels and other Club assets or rentals are shared among the membership. There are no set "Dues" as such, but there is an annual expected cost-sharing as owners of the Club that approximates typical Club dues. Club management attempts to level and smooth the fluctuating expenses of running the Club such that the fees will remain at a level that is within 10% of the previous year. Deviations from this, which may become necessary to cover extraordinary expenses or to ensure the liquidity of the Club, will be voted on by the Club members during the annual or specially called meetings.

The cost sharing “dues” will be billed to the membership on an annual basis, and must be paid within 60 days of invoicing. Failure to pay the invoice within this timeframe will result in automatic cancellation of the membership. If cancelled for non-payment, a member may rejoin if a membership slot is available by paying all moneys owed and paying a new initiation fee.

Big Schooner Rules

The Club vessels are not a chartered vessel with paid crew, or a time-shared superyacht, but vessels owned by those who want to be actively involved in the sailing and handling of the vessels. Club membership is intended to be an alternative to owning a more modest sized vessel that you would sail yourself, providing the same hands-on experience, but at a much larger and more elegant scale.

Club members will act as the captain and crew of the vessels and perform all functions necessary to sail and handle the vessels. Members must complete a familiarization course on the Club schooners to bring them up to speed on the equipment and procedures used on the Club vessels. These courses will be organized and run by senior Club members on a regular basis.

While from time to time the Club will hire professional captains and crew for the vessels, they will be there as instructors to provide training to Club members in the safe and responsible use of the vessels and not as paid crew in the traditional sense.

The Club will offer learning opportunities, both ashore and afloat, for members to expand and hone their sailing skills.

Any adult in the Club, at any membership level, is eligible to be captain of the schooners, but they must first pass both a written and a practical exam to prove that they are competent to handle the vessels. The Club will use a written test similar to the USCG 100T Captain’s license exam as the written portion, and will develop a practical portion using the Club vessels to prove the practical seamanship section. After passing the written and practical tests, a Club member can volunteer to be the captain on any outing of the vessel.

All schooner outings must have a Club member who has passed the Club’s captaincy tests and has agreed to be the acting captain for the outing. In addition, all outings must have at least six people on board who have completed familiarization training on the schooners.

The Club will develop a Sailing Guidelines and Practices manual for use of the Club vessels. All members agree to follow the guidelines in the then current manual.

Scheduling for the schooners will be handled through an online app. The schooners will typically be available to all Club members for use from 10am to 10pm daily. Before 10am, the Club will perform routine cleaning and maintenance items. The default times that members can sign up to join the vessels for a sail are 10am to 2pm, 2pm to 6pm, and 6pm to 10pm, though members with a captain’s rating can suggest any other block of time if it is available. Members will use the online tool to bid in points on a day and time that they want to go out on the boats. The boat will go out if enough members to provide a sufficient crew, including a captain, sign up for a given time slot.

Just as Club members are to sail and handle the vessels, they will also be expected to provide everyday maintenance and cleaning of the vessels. At the end of every sail it is expected that the Club members

will properly stow all the sails, install the sail covers, rig any appropriate fenders and chafing gear, pick up any trash items, clean the galley and heads, wash down the decks and wipe down any surfaces as needed. In all respects the vessels are to be left in a clean, shipshape and orderly fashion by the Club members who used the vessel for the immediate use by the next set of Club members.

For the purposes of effectively organizing the members on a vessel to handle the vessel, sails and equipment, a captain may offer any member on the vessel to be a ship's officer. The officer will then organize the rest of the members on the boat to see that the relevant vessel operations are taken care of.

All Club members are expected to follow the directions of the vessel's captain, and any designated ship's officers, in matters of ship safety and operations.

It is the responsibility of the captain and all the Club members to be sure that the vessel is returned to the Club docks in a timely fashion so that the vessel may be cleaned and left ready in all respects for the next group of members to use at their allotted time.

The Club vessels may only be used if the Club Management deems it safe to do so. Management may restrict the use of the vessels for, but not limited to, reasons of weather, crew safety, sobriety, equipment readiness, or any other reason if management believes it is not in the Club's interest for the vessels to be used.

Small Boats Rules

The smaller vessels that the Club owns, the Cherubini 48s, the Nonsuch's and the Goat Island Skiffs, can be reserved through the online system. Junior members below 18 years old may reserve only the Goat Island Skiffs. Unlike the big schooners, when you reserve one of these boats through the online points system you can specify if you want to use the boat exclusively or are willing to share it with other Club members.

The small boats can be reserved by the 8 hour block; midnight-8am, 8am-4pm, and 4pm-midnight. Thus, you can use the boat for day sailing, an evening's sunset cruise, or by booking back to back slots, an all-day sail or short multi-day cruises.

The Cherubini's require at least two qualified persons to sail. The rest of the small boats can be handled by a single person, so there are no minimum crew requirements to sail these boats. The Cherubinis sleep 6 and can accommodate up to about 10 persons day sailing. The Nonsuchs can sleep 6 and have a practical limit of about 8 for day sailing. Goat Island Skiffs are just for day-sailing and are best suited to 1 or 2 adults or a load limit of about 500lbs.

Small boats are to be left in a shipshape and orderly fashion by the Club members who used the vessel for the immediate use by the next set of Club members. At the end of every sail it is expected that the Club members will allow enough time to complete all cleaning of the vessel before the end of their time slot.

The Club will develop a Sailing Guidelines and Practices manual for use of the Club vessels. All members agree to follow the guidelines in the then current manual.

The Club vessels may only be used if the Club Management deems it safe to do so. Management may restrict the use of the vessels for, but not limited to, reasons of weather, crew safety, sobriety, equipment readiness, or any other reason if management believes it is not in the Club's interest for the vessels to be used.

Operations & Maintenance Rules

When using any of the Club vessels, members should note in the ship's electronic log any supplies used or items that need repair or maintenance so that Club management can see it gets taken care of in a timely fashion. Any issue that would impact the safety of the vessel or crew should be immediately brought to the attention of the Club management.

Club members, as owners of the vessels, are also encouraged to be active participants in all routine maintenance of the vessels. This will include items like rig inspections, corrosion protection and lubrication of mechanical items, filter changes, bulb replacements, and routine adjustment of equipment, etc.

Club management will provide for all the annual and non-routine maintenance and repairs of the vessels including but not limited to the annual servicing of the engines and gensets, rig repairs and replacements, sanding, painting and varnishing, etc. to ensure that the vessels are maintained in a manner to preserve their seaworthiness and value to the Club.

When sailing or racing a boat, occasionally things get damaged or broken. The Club will not assess any fee to any member that caused or contributed to the damage. It should be noted that the Club's insurance deductible is set quite high to control premium costs, so the cost of the repairs will be borne by the Club. The cost of the repair will be made known and it is left to the Club member to decide based on the situation and any contributing factors involved whether they should reimburse the Club for any or all of that expense.

Points System Rules

Club membership is divided into multiple levels with differing percentage of cost-sharing and corresponding degrees of access to Club assets: Bronze, Silver, Gold and Platinum. Members self-select what level of ownership in the Club best meets their needs.

To encourage young people to participate, there is also a Junior level membership that is available for those under 30 years of age. The children of members, under the age of 18, may also become Junior members of the Club, however they are the responsibility of their parents as the Club does not provide any supervision of children. Parents will be held responsible for their children's actions. Junior members who are minors may be excluded from certain events at the discretion of Club management.

Being a member in good standing in the Club makes the member an owner of the vessels and entitles members to use the Club vessels. However, as there are many more Club members than the vessels can accommodate, a points system is used to deal with this scarcity issue and promote equitable use by all Club members. Members bid-in their points to be included on the crew list for a given outing. At a set

time before the outing, the computer matches all bids to the available spaces on the boats. Whatever the minimum point bid is for the last slot on the outing is the amount that all members use from their allotment for the outing. Thus, if the vessel is not filled, then no points are used for any members regardless of the number that they bid in.

Points can also be used to include guests on the vessel for outings. Guests are the responsibility of the sponsoring member. Points expire after two years, so members can carry extra points from one year to another.

Member points may also be used to reserve the Clubhouse or a schooner for private functions.

Failure to show up for a slot that you have reserved through the points system means that someone else who wanted to go out was not able to use the boat. As a no-show, you get one "free pass", after which your account will have the points deducted as if you were aboard.

The online points system will only allow reservations that meet all the regulations at the time of booking. For instance, there must be at least 6 people in the reservation that have all passed the schooner familiarization course before the reservation can be placed.

General Rules

The Officers of the Corporation comprise the Club Management. The President is the Club Manager. Other officers of the corporation are Assistant Managers of the Club.

Self-responsibility is a major tenet of the Club. All members must sign a waiver that they agree to be responsible for their own safety and actions and agree to release, indemnify, defend and hold harmless the Club, its officers, its management and all other Club members. Likewise, all guests must sign said waiver before the vessel leaves the dock.

Illegal drugs may never be used or brought onto the vessels or property of the Club, nor may vessels be operated by anyone under the influence of illegal drugs. Violation of this rule may be cause for revocation of Club membership at the discretion of Club Management.

Under State law it is illegal to operate any of the Club vessels while legally intoxicated. Further, anyone impaired by drink should refrain from using any dangerous equipment onboard the Club vessels like engines, windlasses, winches, etc. Violation of this rule may be cause for revocation of Club membership at the discretion of Club Management.

In addition, the following may be cause for revocation of Club membership at the discretion of Club Management whether they occur on Club property or not:

- Complaints of rude or inappropriate behavior by other Club members
- Drunk and disorderly behavior
- Willfully damaging Club property

Club members are expected to behave in a manner that brings credit to the Club and those associated with it. Actions that are deemed unbecoming by the Club Management, regardless of whether they occur on Club property, is cause for revoking the Club membership with no obligation on the part of the Club to buy out membership in the corporation or refund any part of the annual cost-sharing dues.

While the Club is a non-stock corporation, members' interest in the corporation and its assets and liabilities is tied to their ongoing membership in the Club. Severance of the membership for any cause or for non-payment of the cost-sharing fees will result in automatic revocation of any ownership or interest in the corporation.

The Club shall be excused from performance, or any delays in performance of Club functions, due to fire, flood, earthquakes, hurricane, acts of God, unavailability of materials, equipment or fuel, war, declaration of hostilities, revolt, civil strife, altercation or commotion, strike, labor disputes, epidemic, mechanical or electrical breakdowns, any law, order, proclamation, regulation or ordinance of any government or subdivision thereof, or for any other cause whether similar or dissimilar to those enumerated, beyond the reasonable control of the Club.

Violations

Violation of any of the rules in this Handbook by a club member may be cause for revocation of Club membership at the sole discretion of the Club Manager.

If a member's membership in the Club is revoked, the decision of whether to refund any prorated portion of the Dues is at the sole discretion of the Club Manager.

This set of Rules may be modified at any time by the Board or by the vote of the Club membership at the annual meeting of the Club or during any special meetings called by the Board.

I have read and agree to abide by all parts of the current Member Rules & Policies Handbook:

(Signature)

(Date)

(Printed Name)