



Trot Boat Policy

Summary

Members who pay for a mooring at the club are strongly encouraged to make use of the Trot Boat and Lucky Les (LL) to go out to their boats on the trot moorings, on the condition that they comply with the following:

Qualification

- Boat owners must be on the approved Trot Boat approved helm list to use the Trot Boat and the Lucky Les approved helm list to use Lucky Les. Training to get onto these lists will be provided and a refresher session may be required.
- Approved helms for these boats must follow the operating procedures taught on the approved helm training.
- Approved helms must join the GYC Trot Boat WhatsApp group
- The approved helm list will be maintained by the Harbour Master with training input from Steve Wilson.

Use of Trot Boat WhatsApp Group

- When taking the Trot Boat or LL from the dock, the helm must post a message saying "Trot Boat out" or "LL out".
- On return a message must be posted, with the rough percentage fuel / charge state such as: "Trot Boat back, 50%" or "LL back, 95%"
- If any maintenance issues are observed, these should be reported on the WhatsApp group.
- At any one time it should be clear who has responsibility for the boat if off dock; so if 'handed off' from one member to another, this must be made clear in the group.

Responsibility when off dock

- The member *must* have VHF and listen on 37 and 14 for the entire time they have the boat off dock.
- The member *should* also have a mobile phone turned on, not on silent and able to receive WhatsApp voice calls. If the member does not have WhatsApp, they may rely on another member approved trot boat user who remains on shore for the WhatsApp messaging, as long as they are in touch using VHF 37 at all times.
- No member has exclusive use of either boat and if another member (on the approved list) calls and requests a lift out to their boat, the member holding the keys must cooperate and work together to share the benefit of this club resource.
- No member can go off cruising and leave the Trot Boat / LL tied to their mooring.
- All persons in the Trot Boat or LL must wear a correctly fitted personal flotation device.

After Dark

- Lucky Les must be back on the dock before sunset and is not to be used in the dark
- Trot Boat should generally be back on the dock before sunset. If it is to be used after sunset, additional requirements apply:
 - The mast head navigation light must be functioning.

- The helm must carry handheld VHF which is waterproof, attached to themselves, turned on and monitoring Ch. 14
- A person on board must carry a mobile phone with WhatsApp installed and be able to post/receive messages on GYC Trot Boat group. After sunset it is not acceptable to have someone on shore posting WhatsApp messages on your behalf.
- The helm must nominate another approved trot boat user (not going afloat with them) as their shore contact. The name of the shore contact *must* be included in the departure message on the GYC Trot Boat group, along with an ETA for return of the boat.
- The nominated shore contact *must* monitor the group for updates, and if no message is posted by the declared return ETA should contact the helm to ascertain whereabouts and the new plan. If they are unable to make contact they must escalate.
- The return message must be posted to GYC Trot Boat group as soon as the vessel is back alongside to prevent escalations for missing persons/boats.
- It is strongly recommended that life jackets have a light which is automatically activated or other waterproof light source attached to their person.
- It is strongly recommended that there are at least two persons on board for safety after dark.

Lucky Les specific rules

- When practical and available, Lucky Les should be used in preference to the Trot Boat.
- A core group of members will be trained to take Lucky Les on and off the tetra dock and organise charging. They will aim to have LL in the water throughout most weekends.
- All other approved members may only use this boat if it is already on the water and showing at least 25% charge; they may not take LL on or off the tetradock nor put it on or take it off charge.

Reservations for Yard team or Race events

- Where there are club cruiser / motor boat events and a Trot Boat service is provided, individual use of the Trot Boat is suspended by the Race Officer or Cruiser Captain putting a message on the WhatsApp group “TROT BOAT RESERVED” with date / time window required.
- Though mostly using the workboat, the yard / harbour team sometimes needs use of the Trot Boat and can reserve it in the same way.
- When not being used for a cruiser event, the Dinghy Captain or dinghy Race Officer may similarly reserve use of the Trot Boat for use as a ‘Committee Boat’ to oversee a dinghy race.

Stand in vessels

- If either the trot boat or LL is out of commission then another boat might be advertised by the Yard or Harbourmaster as a stand in vessel and these rules will apply to the use of that boat.

Misuse and appeals

- Complaints that a member is not following the rules set out here should be sent by email to the Harbour Master. The Harbour Master or a Flag Officer has the authority to temporarily remove a member from the approved helm list for a period of up to one month. Permanent removal is subject to a vote of Council.

- If a member helms a trot boat but is not on the approved trot boat users list, they may be subject to disciplinary action by Council.

Background

The ‘principle’ underpinning this policy is that the club should make it far easier for members to go out to their boats because this supports three important priorities of the club:

- To increase use of boats in the cruiser and motor boat fleet.
- To reduce clogging of the yard.
- To reduce the risk of accidents.

Although the conventional view has been that members ‘should’ go out in their own tenders to check and maintain their boats, we are dealing with humans! The average cruiser owner appears to be around 60 years old and younger members may not realise the significant physical challenge, and risks, of getting tenders and outboards up and down the slipway. When on the water and facing Clipper wash, some member tenders appears to be borderline in terms of safety. When arriving at their boat, falling from the tender whilst trying to board is one of the highest risks at the club, nearly costing the life of a member a few years ago. Even if members *should* get out regularly and maintain their boats for regular use, it is simply a *fact* that most do not. The *average* boat in the fleet is neglected and unused, but we can make it a bit easier for members to keep on top of things. Furthermore, the PLA grant for the electrification of Lucky Les was for this to be used as a Trot Boat, so we need to enable it to be used for this purpose.

Appendix 1 - Change Control

This Code of Conduct is subject to review on an as-needed basis, in consultation with the Trot Boat Working Group (as at 23 December 2025: Commodore, Vice Commodore, Rear Commodore, Harbour Master, Cruiser Captain, Bosun, Yard Master, Paul Brown, Steve Wilson).

Revision	Date	Section	Reason for Revision	Change Made
0.1	18/10/2025	Whole document	No previous policy; new policy approved by vote of Council on 18 October 2025	N/A
0.2	31/01/2026	<u>Responsibility when off dock</u>	To permit use of the trot boat (but not LL) after sunset	To permit use of the trot boat (but not LL) after sunset, along with additional requirements when using the trot boat after sunset; some other minor alterations