



## **HEADQUARTERS ADVENTUROUS TRAINING GROUP ARMY** **STANDING ORDERS FOR THE MOD YACHT REDCOAT**

### **INTRODUCTION**

1. These Standing Orders provide direction for personnel taking part in adventurous offshore sail training, offshore race training or offshore racing on the yacht 'Redcoat'. A copy of these orders is to be made available for and read by all 'Redcoat' skippers.

### **ROLE**

2. HQ ATG(A) provides the offshore yacht 'Redcoat' for:
- a. Army Offshore Adventurous Sail Training and expeditions.
  - b. Joint Services Offshore Adventurous Sail Training and expeditions.
  - c. Army Offshore Race Training.
  - d. Approved Army Offshore Team Racing

Note: Racing. HQ ATG(A) adopts a pragmatic approach to sail race training and competition in that it mirrors the RN 'Lead Service' ruling for adventurous sail training which is:

*'Racing puts extra stress on equipment and personnel and is only approved for certain offshore or ocean races that provide Adventurous Training value. Those races which approval may be granted include the Services Offshore Regatta, FASTNET and Tall Ships race. Participation in any race as Adventurous Training must have prior approval'.*

Skippers/Units wishing to use 'Redcoat' in formal competition must seek approval from the ASA (O) Army Team Captain and request formal authority to race from Comd ATG(A). Comd ATG(A) is the sole authority for Redcoat's use in formal competition.

### **STATUS OF PERSONNEL**

3. 'Redcoat' is a publicly funded yacht and, therefore, is to be crewed solely by members of Her Majesty's Armed Forces who have a Service number. Those sailing on 'Redcoat' are deemed to be on duty. TA/Reservists must be so designated by their parent unit.

### **STATUS OF STORES AND EQUIPMENT**

4. 'Redcoat' and her equipment are to be maintained and accounted for in accordance with Service regulations. Loss or damage is to be subject to procedures set out in JSP 336

(Edn 3, Vol 12, Part 1, Pam 5), with skippers being liable to make a personal financial contribution when negligence is involved.

5. Any specialist items provided for racing 'Redcoat' are to be maintained and accounted for to the same standard as the 'Redcoat' primary inventory but with skippers accountable to the Rear Commodore Offshore, via the Army Team Captain/Captain of Boats.

## **RESPONSIBILITIES**

6. **Commander ATG(A)**. Commander ATG(A) provides overall direction for the use of 'Redcoat', including the allocation of budgets, delegation of responsibility for routine management, payments and arbitration.

7. **RMA Sandhurst**. RMA Sandhurst manages the booking process for 'Redcoat' on behalf of HQ ATG(A).

8. **Rear Commodore Offshore**. The Rear Commodore Offshore is delegated responsibility for the routine maintenance and supervision of 'Redcoat' on behalf of Comd ATG(A).

9. **ASA(O) Team Manager**. The ASA(O) Team Manager oversees the yacht's race training programme, including racing commitments, nomination of skippers, entries and bookings, along with the processing of related fees.

10. **Army Offshore Yachts Supervisor**. On behalf of HQ ATG(A) the Army Offshore Sailing Centre (AOSC) Yachts Supervisor provides local liaison for users of 'Redcoat'. He supervises hand-over & take-over, user maintenance & repairs, including post-servicing checks. He monitors currency of relevant certification as well as advising on new inventory requirements in consultation with HQ ATG(A) SO2 Eqpt.

11. **Skippers**. All skippers of 'Redcoat' are to be confirmed by the ASA(O). The skipper has responsibility for and has authority over all members of his crew in matters concerning the operation of the vessel, its safety and maintenance, as well as the conduct of the crew whether on board or ashore. In particular the skippers are to ensure:

- a. The safety and well being of the vessel and its crew.
- b. The security and safe custody of the vessel, its equipment and stores.
- c. That the vessel is seaworthy and equipped for planned sailing activities.
- d. Compliance with all relevant military/civilian laws, rules or instructions including those governing Army Adventurous Training, sport and local bye laws.
- e. The crew is fully briefed before any departure on all matters concerning the safe operation of the yacht and that the associated drills are practised at the earliest opportunity in sheltered waters.
- f. That pre sailing and daily checks are completed.

- g. That ship's documentation is present and maintained as listed in full at Para 20 below.
- h. That all necessary Customs and Excise regulations are complied with.
- i. That the crew is manned to the following standards regardless of activity:

Ser	Activity	Skipper	Mate	Crew	Min Crew	Max Crew
(a)	(b)	(c)	(d)	(e)	(f)	(g)
1	Day Sailing	Coastal Skipper ①	Day Skipper	1 x Competent Crew	4	8
2	Coastal Passages	Coastal Skipper	Day Skipper	1 x Competent Crew	4	8
3	Offshore Passages	YM Offshore	Coastal Skipper	1 x Competent Crew	4	8
4	Ocean Passages	YM Ocean	YM Offshore	1 x Day Skipper 2 x Competent Crew	8	8
5	Racing	YM Offshore	Coastal Skipper	1 x Day Skipper	6	8

Note: 1. In certain circumstances a Day Skipper may be authorised (through experience) and subject to approval by HQ ATG(A) via ASA(O).

- j. That the vessel is returned in a clean condition and secured.

## **YACHT OPERATION**

12. 'Redcoat' is to be operated in compliance with the SOP (a copy of which is to be held on board), all appropriate laws, rules, and racing rules where applicable.

13. **Sail Plan.** A sail plan is to be available on board. Skippers are to be held personally responsible for any damage caused by exceeding the limits set.

14. **Rigging.** The rig is to be professionally checked at the beginning of each season. Thereafter it is not to be adjusted. Any concerns are to be reported to the Yachts Supervisor.

15. **Insurance.** 'Redcoat' is insured under a general MOD policy to cover adventurous training. This Insurance will only cover Racing if the ASA(O) Army Team Captain and Comd ATG(A) has approved 'Redcoat's' entry into a specified formal competition.

16. **Accident, Grounding and Salvage.** Any accident, collision, grounding or incident involving damage is to be recorded in the Ship's Log and reported on the hand-over/take-over Form. A copy of this is to be provided on board. Any discussions are to be conducted on the basis of "without prejudice" (to any subsequent discussion regarding liability and in no way waives legal rights). On any occasion that might involve a potential salvage claim, the Skipper of 'Redcoat' is to contact the local RN Salvage Officer and where possible seek

guidance from the officers of the ASA Offshore Committee. All such incidents must in turn be reported to HQ ATG(A).

17. **Health and Safety.** A full written risk assessment is to be completed for all sailing activities. A copy is to be lodged with RMAS & AOSC and retained in accordance with current regulations. A copy of the Redcoat generic risk assessment is to be kept on board and provided at the time of booking to assist users in formulating a task specific Risk Assessment, should any additional risks be identified.

18. **Foreign Ports.** 'Redcoat' is classified, under International Law, as a state owned vessel engaged on non-commercial service and as such is generally recognised as being immune from jurisdiction of any other state. Visits to ports within the European Community are unrestricted, but must be planned in accordance with AGAI Volume 1 Chapter 11 for all Adventurous Training passages. Except in an emergency, all other visits are to be cleared in advance using the same regulations for guidance.

19. **Engine/Batteries.** Engines and batteries are to be operated in accordance with the SOP and guidelines held on board.

## **DOCUMENTATION**

20. The following are accountable documents and are to be present on board and maintained as appropriate:

- a. **Ship's Log (RN Form S322).** According to the instructions in the SOP.
- b. **Radio.** It is a requirement to record all radio transmissions. These are to be noted in the remarks column of the Ship's Log.
- c. **Engine.** An accurate record of engine hours is necessary to ensure proper maintenance. Engine hours are to be recorded in the Ship's Log.
- d. **Fault Book.** All defects, losses, faults and damage are to be recorded in the fault book. If the crew carry out any repairs these are also to be noted in the fault book.
- e. **Registration Certificate.**
- f. **Handover / Takeover Certificate.** The Hand-over / Take-over Certificate is a key document in the management of the yacht and is the skipper's authority to sail. It is to be completed by the Yacht Supervisor and Skipper at the beginning and end of each charter, and retained by AOSC. The RMAS Booking Officer is to be informed of any damage that may require repayment action to be taken, in order for this to be initiated.
- g. **Blue Ensign Warrant.**
- h. **Ship's Radio Licence.** The Ship's Radio Licence is to be displayed in a window on the port side of the yacht.

- i. **IRC Rating Certificate.** ATG(A) does not provide funding for the IRC Rating Certificate for 'Redcoat'. Therefore, if a Unit wishes to race 'Redcoat' and it does not have a valid Certificate at that time, they will have to provide the funding to obtain it. This must be confirmed to the 'Redcoat' Booking Officer at RMAS.
- j. **Equipment Handbooks/Serviceing Certificates.** A copy of the appropriate handbook for the engine, all navigation instruments or performance monitoring equipment and safety equipment is to be kept on board.
- k. **Contact Numbers.** A list of current contact telephone numbers is to be maintained on board.

### **RUNNING EXPENSES**

21. Skippers may claim for unforeseen running expenses, but not for mooring fees which are a unit responsibility whilst deployed. They are authorised to spend a maximum of £50 on minor items in total. All other items above this limit are to be approved by the Yachts Supervisor AOSC. All such expenditure is to be supported by receipts. Where appropriate the Budget Manager HQ ATG(A) is to be consulted with regard to the clearance of bills for any contested adventurous training incidental running expenses.

*Original Signed*

G P COOK  
C2 (MSF)  
for Comd ATG(A)