

Standing orders are instructions left by the skipper detailing under what circumstances he or she should be called. As a crew, you should not hesitate to wake up a skipper, if you are concerned or want a second opinion about something. The standing orders will vary depending on the boat, passage and experience level of the crew. Skipper might employ additional standing orders during a passage if needed (e.g. wake captain 2NM from TSS).

**The standing orders have to be followed by the crew at all times.**

## Inform the skipper immediately if

- You are concerned or want a second opinion about something
- Visibility reduces to < 2NM
- Wind speed increases by 1B and a sail change is required
- Wind direction changes such that we can no longer maintain course and speed
- Sea state increases by > 0.5m
- Weather warning (e.g. gale) for our area is received
- Pressure changes more than 3mb in 3 hours (expected wind: at least 6B)
- We are closing on another vessel and one of the following is observed:
  - Compass bearing does not change appreciably
  - CPA is estimated to be less than 2NM (based on either AIS or Radar) on offshore passages
- Depth readings are different to those expected or unusually low for the sailed area
- Unexpected navigational marks are encountered, or we fail to encounter expected marks
- We deviate from our planned route for any reason
- Accident, injury or damage to the vessel occurs
- An emergency situation develops
- We reach a turning point or waypoint in our route
- We come within 5NM of land during an offshore passage
- A new navigational warning for our area is received
- A distress message is received

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Record in the log and inform the skipper at the next watch change if

- A water tank has been used or switched over
- A gas bottle has been used or switched over
- A fuel tank has been used or switched over
- Any seacocks were closed or opened
- Any spares were used

*Tick boxes for all standing orders that apply to the voyage.*