# Scheduling of the Raukawa Challenger

The *Raukawa Challenger* is VUCEL’s large (8.5m) research vessel. At certain times of year, this vessel is subject to heavy demand. VUCEL manages usage of this resource as described below:

1. *Vessel allocations* will be managed on a monthly timeframe (defined here as 24 working days per calendar month).
2. *Vessel bookings* will be of two types: (1) “*Priority bookings*” and (2) “*Routine bookings*”.
   1. A *priority booking* will usurp boating privileges from a *routine booking,* though only if *priority booking* is made more than 72 hours in advance of a planned activity*.*
   2. A *priority booking* cannot usurp another *priority booking* (i.e., priority bookings will be managed on a first-come-first-served basis, subject to the time constraints listed below).
3. *Vessel Stakeholders* will be allocated a set number of *priority bookings* per month, calculated as: # working days per month divided by # stakeholders (i.e., *priority bookings* will be divided evenly among stakeholders).
   1. *Vessel Stakeholders* are a self-identified group of *permanent SBS academic staff* who have heavy boating requirements. Presently the list of stakeholders is limited to: Jonathan Gardner, Jeff Shima, and James Bell; a fourth *Stakeholder* designation is reserved for an aggregate of the following: SBS courses, external contractors, and other SBS academics who may envision only occasional usage. Because the addition of any future stakeholders within this scheme may have adverse effects on present stakeholders, any such addendums require consultation with present stakeholders.
   2. **Each *Vessel Stakeholder* is entitled to 6 priority bookings** **per month, and these can be allocated to students or affiliates of each stakeholder at the stakeholder’s discretion.**
   3. VUCEL will endeavour to supply an appropriate skipper (external to VUW if necessary, see “Contracting Non-VUW Staff for VUCEL Activities”) to accommodate any scheduled priority booking.
   4. There are no imposed limits to the number of *routine bookings* that can be made by any boat users, though these are (1) subject to cancellation by a priority booking made >72 hours in advance of an activity, and (2) subject to additional time constraints listed below.
4. Weather/sea condition-cancellations and other acts of God:
   1. Under such circumstances, *priority bookings* that are not cancelled >72hours in advance of a planned activity will still be debited from a *Stakeholder’s* monthly allotment, unless otherwise agreed by *Stakeholders*.
   2. Neither *priority bookings* nor *routine bookings* cancelled due to weather/sea conditions will incur a recharge.
5. *Vessel bookings* will be further subject to the following time constraints:
   1. *Priority bookings* may be made by a *Vessel Stakeholder* up to 90 days in advance of a planned activity
   2. *Routine bookings*  may be made by a *Vessel Stakeholder* up to 30 days in advance of a planned activity
   3. *Priority bookings* cancelled more than 72 hours in advance of a planned activity will not be credited against a *Stakeholder’s* monthly allotment. Bookings cancelled less than 72 hours will be credited against monthly allotments.
   4. All bookings cancelled within 24 hours will incur a recharge as outlined in the Operations Manual.
6. The type of booking (*priority* or *routine*) will be determined at the time of booking but can be subsequently varied. However, a *routine booking* cannot be altered to exclude a subsequent competing *priority booking.*
7. Priority bookings may be exchanged, bartered, or traded at the discretion of *Vessel Stakeholders* (to acknowledge and allow some flexibility for projects have a specific seasonal demand)*.*
8. The above policies apply only to the *Raukawa Challenger*, though similar principles may be adopted for other resources as need arises.