



OFFSHORE SPECIAL REGULATIONS CATEGORY ONE RACE
CHECK LIST FOR INSPECTORS AND SCRUTINEERS

Items are grouped according to location, i.e. General, On Deck and Below Deck. Numbers refer to the numbers in the ISAF Offshore Special Regulations 2010 -2011 and RORC Prescriptions. Inspectors should mark each item in the appropriate box with a tick (OK) or cross (NOT OK). Please refer to the full ISAF Checklist at www.sailing.org as outlined in the **Rolex China Sea Race 2010 Notice of Race and Sailing Instructions**.

Please note that for the RCSR scrutineering with take place at Shelter Cover on TBA and at Kellett Island on TBA. Yachts should be presented ready for Scrutineering with all safety equipment required for ISAF Offshore Special Regulation Category 1 Monohull. Yachts will be required to hoist the storm sails and or heavy weather sails and to show their emergency steering equipment fitted.

Yacht.....
 Sail Number.....
 Number of crew for race.....
 EPIRB ID.....
 MMSI

Reg No	Description	Inspector
	GENERAL	
2.03.1	FUNDAMENTAL All equipment to function properly, be regularly checked & serviced, be stowed appropriately, be readily accessible and be of a type and size and capacity adequate for usage / size of yacht.	
2.03.2	HEAVY ITEMS , including internal fittings, batteries, stoves, gas bottles, tanks, engines, outboard motors, anchors, chain shall be securely fastened and any other unspecified heavy items shall be permanently installed or securely fastened as appropriate.	
3.01	Strength of Build, Ballast and Rig Yachts shall be strongly built, watertight and, particularly with regard to hulls, decks and cabin trunks capable of withstanding solid water and knockdowns. They must be properly rigged and ballasted, be fully seaworthy and must meet the standards set forth herein. Shrouds shall never be disconnected	
3.03	Scantlings. EC Directive or ABS Guide Certification or written statement signed by the designer and builder which confirm that they have designed and built the yacht in accordance with the ABS Guide. Where appropriate written evidence is not available the race committee, may accept the signed statement by an naval architect or person familiar with the standards outlined in 3.03	
4.01.2 and RORC	Sail numbers and letters of the size carried on the mainsail must be displayed by alternative means when none of the numbered sails is set. After the start when sail numbers are not displayed elsewhere (sails down) they shall be displayed on the port quarter. It is particularly important that all vessels can be identified so that they can be excluded from any search and rescue operation	
4.02	HI-VIS Markings. Each yacht is recommended to show at least 1 m ² of fluorescent pink or orange or yellow colour as far as possible in a single area on the coach roof and/or deck where it can best be seen. Each yacht is recommended to show on each underwater appendage an area of highly-visible colour.	
4.28	Man Overboard Alarm A yacht is recommended to be equipped with an EPFS (e.g. GPS) capable of immediately recording a man overboard position from each helm station	
6.04 and 6.04.1	Routine Training On-Board <i>It is recommended that crews should practice safety routines at reasonable intervals including the drill for man-overboard recovery.</i>	

	ON DECK	
3.08.1,	HATCHES forward of max beam station, other than a hatch in the side of a coach roof, shall not open inwards unless having an area of less than 0.071m ² (110in ² , i.e. approx. 9 in x 12 in).	
3.08.2	A hatch fitted forward of the maximum beam station, located on the side of the coach roof, opening into the interior of the boat, and of area greater than 0.071m ² shall comply with ISO12216 design category A and be clearly labeled and used in accordance with the following instruction: "NOT TO BE OPENED AT SEA" Attention is drawn to SR 3.02.1	
3.08.4	A companionway hatch shall: a) be fitted with a strong securing arrangement which shall be operable from the exterior and interior including when the yacht is inverted. b) Have any blocking devices. (i) Capable of being retained in position with the hatch open or shut. (ii) Whether or not in position in the hatchway, secured to the yacht. (e.g. by lanyard) for the duration of the race, to prevent their being lost overboard. (iii) Permit exit in the event of inversion.	
3.08.5	If the companionway extends below the local sheerline and the boat has a cockpit opening aft to the sea the boat shall comply with one of the following: a) the companionway sill shall not extend below the local sheerline. or b) be in full compliance with all aspects of ISO 11812 to design category A.	
3.08.6	For boats with a cockpit closed aft to the sea where the companionway hatch extends below the local sheerline, the companionway shall be capable of being blocked off up to the level of the local sheerline, provided that the companionway hatch shall continue to give access to the interior with the blocking devices (e.g. washboards) in place	
3.09.2	Cockpits must be essentially watertight, that is, all openings to the hull must be capable of being strongly and rigidly secured.	
3.09.8	COCKPIT DRAINS at least must be 4 x 20mm dia or equivalent (except for boats built before 1972, then 2 x 25mm or equivalent). No bilge pump outlet may be connected to a cockpit drain (3.23.5A).	
3.14	LIFELINES to be continuous around working deck. Upper lifeline at >600 mm above deck and lower at >230 mm. Lifelines tensioned by mechanical fittings or lanyards of synthetic rope closing gaps of not greater than 100 mm. Lanyards to be replaced annually at a minimum.	
3.14.3 a)	PULPIT A bow pulpit may be open but the opening between the pulpit and any part of the boat shall never be greater than 360mm (14.2").	
3.14.3 c	Lifelines supported on stanchions, which, with pulpits, shall form an effectively continuous barrier around a working deck for man-overboard prevention. Lifelines shall be permanently supported at intervals of not more than 2.20m (86.6") and shall not pass outboard of supporting stanchions.	
3.14.6	LIFELINE DIAMETER < 13 m LOA – minimum lifeline diameter = 4mm wire. Lifelines shall not be plastic coated. > 13 m LOA – minimum lifeline diameter = 5mm wire. Lifelines shall not be plastic coated or used with close fitted sleeving.	
3.17.1	TOE RAILS of 25mm height around fore deck (forward of the mast).	
3.23.5	MANUAL BILGE PUMPS, two permanently installed manual bilge pumps, one operable from above, the other from below deck. Each pump shall be operable with all cockpit seats, hatches and companionways shut and shall have permanently installed discharge pipe(s) of sufficient capacity to accommodate simultaneously both pumps.	
3.24	COMPASS Marine type / magnetic / permanently installed and adjusted with deviation card on board. Spare compass required - may be handheld.	
3.27.2-3	NAVIGATION LIGHTS shall be mounted so that they will not be masked by sails or heeling of the yacht. Shall be not lower than immediately under upper lifeline. LOA <12 m: min 10 W bulb power, LOA ≥12 m: min 25 W bulb power.	
4.04	JACKSTAYS and Clipping points = 5 mm 1x19 s/s wire or webbing (> 2,040 Kgs break strength), on port and stbd decks from abeam cockpit to near pulpit. Through-bolted anchorage points next to stations such as the helm, sheet winches and mast and near companionway to permit crewmembers to clip on before coming on deck. 2/3 of crew to be clipped on simultaneously without depending on jackstays.	
4.17	YACHTS NAME ON BUOYANT EQUIPMENT on lifebuoys, life slings, etc.	

4.18	MARINE GRADE RETRO-REFLECTIVE MATERIAL on lifebuoys, life slings, liferafts, etc.	
4.20	Life Raft(s) capable of carrying the whole crew stowed on deck and being capable of being deployed to the life lines in <15s. In a yacht with age or series date before June 2001, a liferaft may be packed in a valise not exceeding 40kg securely stowed below deck adjacent to a companionway.	
4.22.1	LIFE BUOY , The following shall be provided within reach of the helmsman and ready for instant use: a) a lifebuoy with a self-igniting light and a drogue or a Lifesling with a self-igniting light and without a drogue. b) In addition to a) above, one lifebuoy within reach of the helmsman and ready for instant use, equipped with: (i) a whistle, a drogue, a self-igniting light and (ii) a pole and flag. The pole shall be either permanently extended or be capable of being fully automatically extended (not extendable by hand) in less than 20 seconds. It shall be attached to the lifebuoy with 3 m (10 ft) of floating line and is to be of a length and so ballasted that the flag will fly at least 1.8 m (6 ft) off the water.	
4.24	HEAVING LINE 15-25 m length accessible to cockpit (throwing sock type is recommended).	
4.25	A STRONG SHARP KNIFE , sheathed and securely restrained shall be provided readily accessible from the deck or cockpit.	
	BELOW DECK	
3.12	MAST HEEL of a keel-stepped mast must be securely fastened to the mast step or adjoining structure.	
3.20	COOKING STOVE securely installed with safe accessible fuel shut-off control capable of being operated in a seaway.	
3.21.1 and NOR	WATER TANKS , A yacht shall have a permanently installed delivery pump and water tank(s): ii dividing the water supply into at least two compartments Drinking Water: Boats without water makers shall start with no less than 10 litres of fresh water per crewmember. Boats with water maker installations shall start with no less than 4 litres of fresh water per crew member.	
3.21.3 (a) and NOR	Emergency drinking water of at least 4 litres per crew member shall be carried in dedicated and sealed container(s).	
3.22	HAND HOLDS provided below decks.	
3.23.5F	BUCKETS 2 of stout construction each at least 9 litres capacity, fitted with lanyards.	
3.27.4	RESERVE NAVIGATION LIGHTS shall be carried having the same minimum specifications as main navigation lights with a separable power source and wiring or supply system essentially separate from that used for the normal navigation lights. Masthead tricolour and separate lower lights on pulpit and push pit satisfies this rule provided they are on separate power circuits.	
3.27.5	SPARE BULBS for navigation lights are to be carried.	
3.28 .1, 3.28.2, 3.28.3, 3.28.4 & NOR	ENGINE / FUEL . Installed inboard propulsion engine shall be installed with permanently installed exhaust and fuel supply systems and fuel tank(s) (not flexible). Separate starting battery (unless hand cranked). Shut off valves on all tanks. Fuel sufficient for charging requirements for duration of race and motoring for at least 200 nm. If a separate diesel generating set is installed, it shall be permanently installed and comply with the same rules as for propulsion engines.	
3.29	Communication Equipment An MF/HF marine SSB transceiver (GMDSS/DSC recommended) with at least 125 watts transmitter power and frequency range covering 2182MHz, 4060MHz and 8749MHz with permanently installed antenna and earth. Waterproof handheld VHF transceiver in grab bag. A separate radio receiver capable of receiving weather bulletins (separate from the above). An automatic position fixing device e.g. GPS.	
4.03	SOFT WOOD PLUGS , tapered and of appropriate size, shall be attached or stowed adjacent to every through hull opening.	
4.05	FIRE EXTINGUISHERS . At least two, of minimum 2kg dry powder or equivalent, accessible in different and suitable parts of the yacht.	
4.06	ANCHORS . 2 x anchors which should be sized to the boat and have sufficient warp and chain.	

4.07	<p>Flashlight(s) The following shall be provided:- a) a watertight, high-powered flashlight or spotlight, with spare batteries and bulbs, and b) a watertight flashlight with spare batteries and bulb</p>													
4.08	FIRST AID KIT and sufficient manuals. Note requirements.													
4.09	FOG HORN													
4.10	RADAR REFLECTOR. (Passive). Octahedral < 456mm (18 inches). If not Octahedral – a radar footprint not less than 10m ² . Min effective height above the water must be 4.0m (13ft).													
4.11	CHARTS (not solely electronic) light list and chart plotting equipment.													
4.12	SAFETY EQUIPMENT STORAGE CARD displayed prominently.													
4.13	ECHO SOUNDER or leadline.													
4.14	SPEEDOMETER or distance measuring log.													
4.15.1 (a)	EMERGENCY TILLER capable of being fitted to the rudder stock (unless unbreakable metal tiller fitted).													
4.15.1 (b)	ALTERNATIVE METHOD(S) OF STEERING THE BOAT in any sea condition in the event of loss of the complete rudder. At least 1 method must have been proven to work on board the boat. Inspectors or scrutineers may require that the method be demonstrated.													
4.16	TOOLS AND SPARE PARTS including adequate means to disconnect or sever the standing rigging.													
4.21.2	Grab Bags to Accompany Liferrafts recommended.													
4.23.1 and RORC	<p>FLARES not older than stamped expiry date and if no date stamped not more than 4 years old as follows;</p> <table border="1"> <tr> <td>Red parachute Flares</td> <td>6</td> <td>Expiry Dates</td> </tr> <tr> <td>Red Hand Flares</td> <td>4</td> <td>Expiry Dates</td> </tr> <tr> <td>White Hand Flares</td> <td>4</td> <td></td> </tr> <tr> <td>Orange Smoke Flares</td> <td>2</td> <td>Expiry Dates</td> </tr> </table>	Red parachute Flares	6	Expiry Dates	Red Hand Flares	4	Expiry Dates	White Hand Flares	4		Orange Smoke Flares	2	Expiry Dates	
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4.23.2	THE FOLLOWING LIGHTS should be provided and readily available for the purpose of collision avoidance: (a) A watertight white torch (flashlight) with spare batteries and bulb. (b) a watertight, high-powered white spotlight (searchlight) with spare batteries and bulbs.													
4.24	<i>The RORC recommends that yachts should carry a lifting strop to clip to a halyard, to aid MOB recovery from the water back onto the deck. The lifting strop or helicopter strop should fit under the arms and have a toggle to help keep the casualty from slipping out when lifted. A second strop is advised to fit under the knees to lift the casualty horizontally when dealing with well developed hypothermia.</i>													
4.26	<p>STORM AND HEAVY WEATHER SAILS as follows:</p> <p>a) sheeting positions on deck for each storm and heavy-weather sail; b) For each storm or heavy-weather jib, with a means to attach the luff to the stay, independent of any luff-groove device. c) a storm trysail. f) a heavy-weather jib (or heavy-weather sail in a yacht with no forestay) of area not greater than 13.5% height of the fore - triangle squared and without reef points.</p>													
5.01.2	<p>LIFEJACKETS Each crew member shall have a lifejacket as follows:-</p> <p>a) In accordance with ISO 12402 – 3 (Level 150) or equivalent, ISO 12402 requires Level 150 lifejackets to be fitted with a mandatory whistle and retro-reflective material. Also, when fitted with a safety harness, ISO 12402 requires that this shall be the full safety harness in accordance with ISO 12401. Any equivalent lifejacket shall have equal requirements. Note: persons of larger than average build are generally more buoyant than those of average build and so do not require a lifejacket with greater levels of flotation. Wearing a Level 275 lifejacket may hamper entry into liferafts. b) fitted with either a crotch strap(s) / thigh straps or a full safety harness in accordance with ISO 12401. Crotch straps or thigh straps together with related fittings and fixtures should be strong enough to lift the wearer from the water. c) fitted with a lifejacket light in accordance with SOLAS LSA code 2.2.3 (white, >0.75 candelas, >8 hours), d) if inflatable have a compressed gas inflation system, e) if inflatable, regularly checked for gas retention, f) compatible with the wearer's safety harness, g) clearly marked with the yacht's or wearer's name,</p>													

5.02	<p>SAFETY HARNESSSES Each crew member shall have a harness and safety line that complies with ISO 12401 or equivalent with a safety line not more than 2m in length.</p> <p>Harnesses and safety lines manufactured prior to Jan 2010 shall comply with either ISO 12401 or EN 1095.</p> <p>Harnesses and safety lines manufactured prior to Jan 2001 are not permitted.</p> <p>A safety line purchased in January 2001 or later shall have a coloured flag embedded in the stitching, to indicate an overload. A line which has been overloaded shall be replaced as a matter of urgency.</p> <p>At least 30% of the crew shall each, in addition to the above be provided with either:-</p> <p>a) a safety line not more than 1m long, or b) a mid-point snaphook on a 2m safety line</p>	

Man Overboard

On what date did you last complete a MOB Drill? _____

Place _____

Did you use sail only? _____ Or sail and motor? _____

Are you satisfied that you can recover a man overboard quickly? _____

Over which side did you recover? Windward / Leeward / Stern

(Have the actual hoisting-in gear rigged ready to show the inspector how it works).

Declaration by Person in Charge

"I, _____(Person-in-charge) have completed a safety check of my boat in compliance with the requirements of the RCSR Notice of Race and Sailing Instructions. I have read and understood the ISAF Offshore Special Regulations 2010 – 2011 and RORC Prescriptions, in particular 1.02 (Person in Charge’s Responsibility). I acknowledge that I am responsible for any liability in respect of the seaworthiness, insurance and all other matters pertaining to my boat and I shall not hold the Organising Authority, Rolex SA, RHKYC, the Race Committee, or the Chief Scrutineer and his inspectors subject to any liability. I declare that, to the best of my knowledge, my boat has been designed and constructed to meet the sea and weather conditions that might be expected during the Rolex China Sea Race and that her fittings and equipment are in sound and seaworthy condition. I undertake to ensure that my crews are advised of the conditions pertaining to the Rolex China Sea Race 2010, that they are familiar with the operation and position of all safety equipment.

Signature _____ Date _____

I, _____ (One other Crew member or person who has completed at least one prior Category 1 race) declare that the above named boat complies with the ISAF Offshore Special Regulations for a Category 1 Race.

Name and Signature _____ Date _____

SCRUTINEERING INSPECTION RECORD

Name of Boat: _____ Sail No: _____

List of Discrepancies:

(NB: A copy of this list should be retained onboard the boat to assist in rectifying discrepancies before the start of the race).

List of Discrepancies:

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.
- 11.
- 12.
- 13.
- 14.
- 15.

Diagrams:

**Person in charge/
Representative:** _____ **Signature** **Name:** _____

**Inspecting Person in charge/
Representative:** _____ **Signature** **Name:** _____

Date: _____

Scrutineer: _____ **Signature** **Name:** _____

Date: _____