

OFFSHORE SPECIAL REGULATIONS CATEGORY 1 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 2009 -2010 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 **San Fernando Race 09 Notice of Race and Sailing Instructions**. **RORC prescriptions are in Purple.**

Reg No	Description	Inspector
	<u>GENERAL</u>	
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.	
3.03.1	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. When appropriate written evidence is not available the race committee, may accept the signed statement by a naval architect or person familiar with the standards outlined in 3.03.1 – (a & b.), 3.03.2 – (a & b), 3.03 and 3.03.4.	
4.02.1, 4.02.2 & 4.02.3	HI-VIS MARKINGS . It is recommended that each yacht should show an area of highly visible colour on each underwater appendage and show at least 1 square metre of day glow pink, orange or yellow as far as possible in a single area on the coach roof and/or deck where it can be seen. Multihulls shall show on the underside, where they can be seen when inverted, a solid area of highly visible colour (e.g. Day Glow pink, orange or yellow) of at least 1 square metre.	
4.28.2	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.	
6.01	EVIDENCE OF COMPLIANCE with training and experience requirements as recommended for Person in Charge and at least 30%, but not less than two members, of the crew. It is recommended that all crew should undertake training at least once every five years.	
	<u>ON DECK</u>	
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 should be so arranged as to be above the water when the hull is heeled 90 degrees. Hatches over lockers that open to the interior of the vessel shall be included in this requirement. A yacht may have a maximum of four (two each side of the centreline) hatches that do not conform to this requirement, provided that the opening of each is less than 0.071m ² (110in ²). Must be clearly labelled: "Not to be opened at Sea."	
3.08.4	WASHBOARDS AND HATCH Companionway hatch fitting with a strong securing arrangement operable from above and below decks when the yacht is inverted. Washboards secured in place with hatch open or shut and secured to yacht by lanyard.	
3.08.5	A COMPANION WAY: extends below the local sheerline and the boat has a cockpit opening aft to the sea, the boat shall comply to 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 CAT 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 up to the level of the local sheerline, provided that the companionway hatch shall continue to provide access to the interior with the blocking devices (e.g. washboards) in place.	
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 (k)	LIFELINES: shall be continuous and fixed only at (or near) the bow and stern. However a bonafide gate is permitted in the lifelines on each side of the yacht. Except at its fittings, the movement of a lifeline in a fore – and – aft direction shall not be constrained.	
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	TOE RAILS of 25mm height around fore deck (forward of the mast).	
3.23.5A	MANUAL BILGE PUMPS , securely fitted to structure, one operable from on deck (one from below). Permanently fitted discharge pipe(s) of sufficient capacity to accommodate simultaneously both pumps. May not discharge to cockpit drains or to cockpit unless cockpit opens aft to the sea. Lanyards to be fitted to all bilge pump handles.	
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 = 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 & being capable of being deployed to the lifelines in <15 secs (yachts with age or series date before 2001 may stow liferaft in valise below deck, but must comply to the deploying criteria). Valid certificate or copy of inspection within previous 12 months. Multi-hull – life raft stowage shall be that each life raft may be readily removed & launched whether or not the yacht is inverted.	
4.22.1 (a)	LIFE BUOY with drogue or life sling equipped with a self-igniting light within reach of helmsman for immediate use.	
4.22.1 (b)	LIFE BUOY within reach of helmsman for immediate use, equipped with whistle, drogue, self-igniting light and flag on buoyant pole.	
4.22.2	IN EQUIPMENT made after 1/96, when 2 lifebuoys are carried; at least one shall be either a life sling or have permanent foam buoyancy.	
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.	
	<u>BELOW DECK</u>	
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 against capsise with safe accessible fuel shut-off control capable of being operated in a seaway.	
3.21.1	WATER TANKS permanently installed, capable of dividing the water into at least 2 compartments, and discharging through a permanently installed pump.	
3.21.2(a) & NOR	DRINKING WATER Boats with water maker installations shall start with no less than 5 litres of fresh water per crewmember.	
3.21.3(a) & NOR	DRINKING WATER: Boats without watermakers. 12 litres of water per person to be embarked, not including emergency water (see below).	

3.21.3(b) & NOR	EMERGENCY WATER 5 litres of water for emergency use per person in dedicated container(s). Unless used in an emergency, this water should still be onboard at the end of the race or its use logged.	
3.22	HAND HOLDS provided below decks.	
3.23.5A	MANUAL BILGE PUMPS , securely fitted to structure, (one operable from on deck), and one from below deck, with all seats, hatches and companionways shut. Permanently fitted discharge pipe(s) of sufficient capacity to accommodate simultaneously both pumps. May not discharge to cockpit drains or to cockpit unless cockpit opens aft to the sea. Lanyards to be fitted to all pump handles.	
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	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	RADIOS / SAT COM / GPS a working satellite phone (for position & safety information) and VHF transceiver. (An additional SSB marine transceiver able to operate on 2182, 4060 and 8749 kHz is recommended). Separate waterproof handheld VHF transceiver in grab bag when not in use, emergency aerial antenna(s) when regular antenna(s) depends on the mast, a separate radio receiver capable of receiving weather bulletins (separate from the above) and an automatic position fixing device, e.g. GPS.	
4.01	SAIL NUMBERS and letters of same size as on mainsail and able to be displayed by alternative means when none of the numbered sails is set.	
RORC 4.01.2	After the start when sail numbers are not displayed elsewhere (sails down) they shall be displayed on the port quarter. It is particurlay important that all vessels can be identified so that they can be excluded from any search and rescue.	
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 2 of min 2kgs, dry powder or equivalent - fully charged, readily 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.	
RORC 4.07.1 (d)	SEARCH LIGHTS , at least one watertight, with spare batteries and bulbs, plus watertight heavy duty hand lamp powered by ships batteries capable of being operated from on deck instantly. The searchlight shall be capable of continuous use. If rechargeable the searchlight shall be capable of operating whilst being charged. RORC also recommends a floating torch is ready for immediate use in the event of MOB at night, where the torch can be thrown in the sea and the beam will shine vertically upwards as an aid to finding the man in the dark.	
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.	
4.17	YACHTS NAME ON BUOYANT EQUIPMENT on lifejackets, cushions, etc.	
4.18	MARINE GRADE RETRO-REFLECTIVE MATERIAL on lifejackets, etc.	
4.19	406 MHZ EPIRB registered with the appropriate authority.	
RORC 4.21.2	GRAB BAG strongly recommended (recommended contents in Regulations). Accessibility in the event of a full inversion.	
4.23.1	FLARES not older than stamped expiry date and if no date stamped not more than 4 years old as follows; 6 red parachute 4 red handheld 4 white handheld 2 buoyant orange smoke	
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.	
RORC 4.24	LIFTING STROP is recommended to be carried to be clipped 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.	
4.26	STORM AND HEAVY WEATHER SAILS as follows: Storm trysail capable, of being sheeted independently of the boom, area <17.5% of mainsail luff x mainsail foot, no headboard or battens, no advanced sailcloth to be used, except spectra/dyneema and similar materials. Yacht's sail number to be visible on both sides of the sail. Storm jib of area <5% of height fore triangle squared, no advanced sailcloth to be used except spectra/dyneema and similar materials, alternative method of securing to forestay if a luffgroove is fitted. Heavy weather jib of area <13.5% of fore triangle squared, without reef points, with alternative method of securing to forestay if luff groove fitted.	
5.01.2	LIFEJACKETS – at least 150N buoyancy, arranged to securely suspend an unconscious man face upwards at approx 45 degrees to the water surface, one per crewmember with whistle, automatic Solas white light (>8 hours), retro-reflective material, a crotch strap or thigh straps, marked with yacht or wearer's name. If Inflatable, a compressed gas inflation system, checked for air retention. A splashguard/spray hood is recommended.	
RORC 5.01.6	A harness and lifejacket shall be worn on deck: a) Between the hours of sunset and sunrise. b) When alone on deck. c) When reefed. d) When the true wind speed is 25 knots or above. e) When the visibility is less than 1 nautical mile.	
5.02.5	SAFETY HARNESSSES and safety lines with snap hooks with positive locking devices at each end, one per crewmember, compatible with crew lifejackets. Workstations should have securely fastened static safety lines.	
RORC 5.02.5	The RORC requires: c) A harness shall be fitted with a crotch strap or thigh straps.	
RORC 5.06.2	RORC recommends: that each crewmember carries in a pocket a combination torch/strobe light, not only are these devices useful as a personal torch but they are also valuable in aiding location in a man overboard situation.	

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 San Fernando Race 09 Notice of Race and Sailing Instructions. I have read and understood the ISAF Offshore Special Regulations 2009 - 2010, 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, 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 San Fernando Race 09 and that her fittings and equipment are in sound and seaworthy condition. I undertake to ensure that my crew are advised of the conditions pertaining to the San Fernando Race 09, that they are familiar with the operation and position of all safety equipment and that they comply with the Sailing Instruction for at least 30% of the crew, including skipper/designated Person-in-charge to have had offshore experience and have undertaken training as outlined in Appendix G of the ISAF Offshore Special Regulations".

Signature _____ Date _____

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

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).

- 1.
- 2.
- 3.
- 4.
- 5.

List of Discrepancies Cont:

- 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: _____