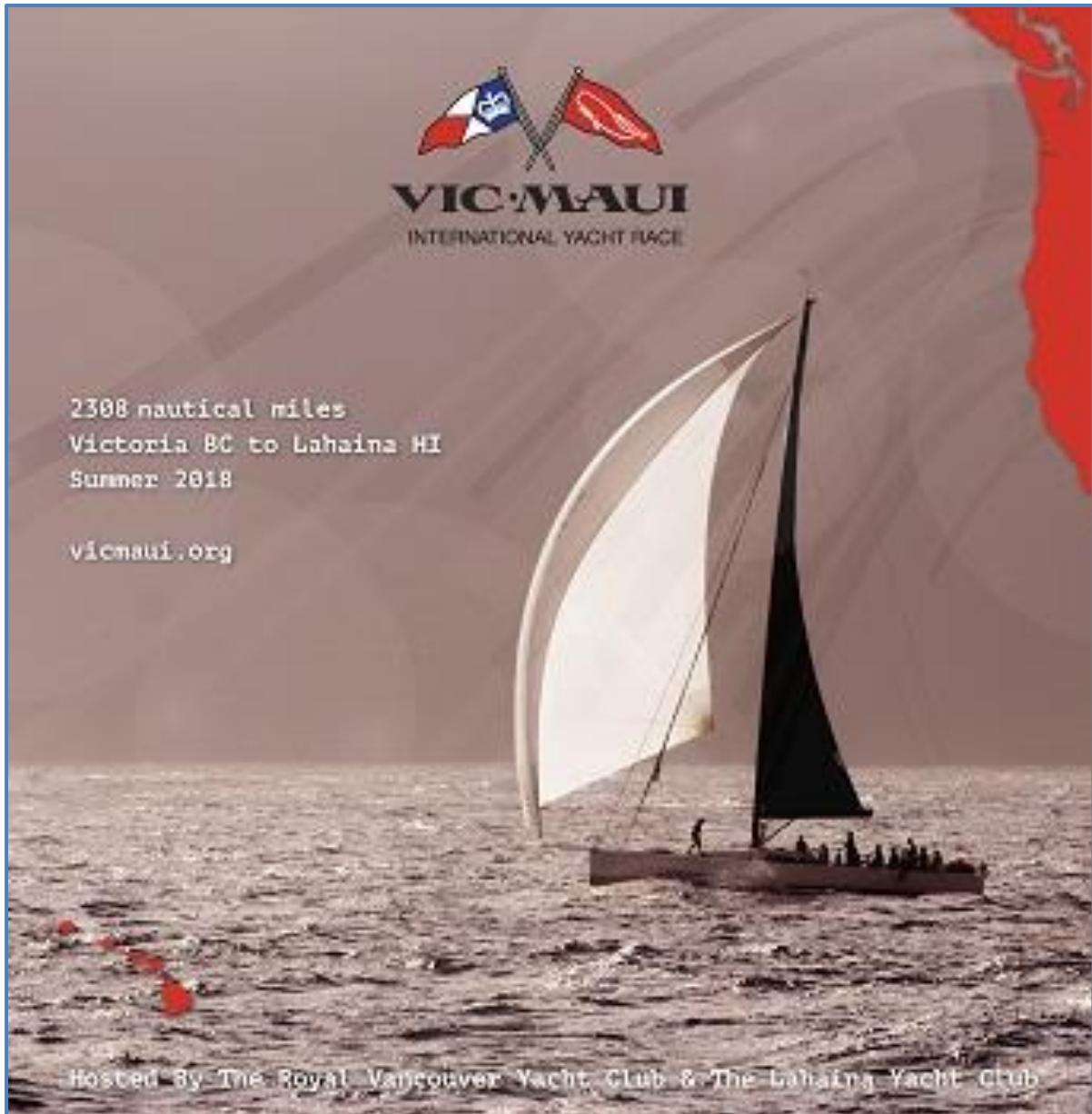


**Notice of Race – Appendix B  
Safety Consultation Checklist**

2018 Vic-Maui International Yacht Race



[www.vicmaui.org](http://www.vicmaui.org)

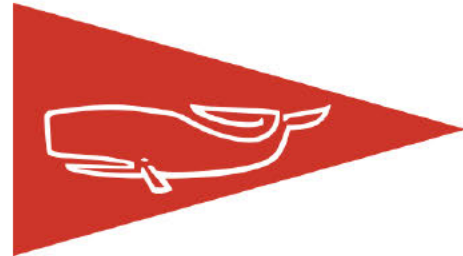


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## 2018 Vic-Maui International Yacht Race Notice of Race - Appendix B Safety Consultation Checklist

**NOTE:** This Safety Consultation Checklist is condensed from the World Sailing Offshore Special Regulations for a Category 1 monohull event, 2016-2017, and provided as a courtesy. In the event of a conflict between this Checklist and the Offshore Special Regulations, the full text of the Offshore Special Regulations shall apply, subject to modifications made in the Notice of Race and Appendix A.

**PERSON IN CHARGE:** Boats must complete their safety consultation prior to May 30, 2018. Appointments can be set up by contacting [tc-chair@vic-maui.org](mailto:tc-chair@vic-maui.org) no later than April 30, 2018. Prior to the consultation, please ensure your boat is in a suitable state of readiness with gear laid out for viewing. All boats must submit a completed and signed Checklist no later than June 15, 2018. Written confirmation that all deficiencies noted on the Checklist have been corrected must be provided to the Race Committee prior to the boat's warning signal.

**INSPECTORS:** Mark each inspected item with a checkmark or X or N/A. Note any deficiencies and give to the *Person in Charge*. Please return a copy of the Checklist to the Race Committee as soon as possible.

Yacht \_\_\_\_\_ Sail Number \_\_\_\_\_

Make/Model \_\_\_\_\_ Year Built \_\_\_\_\_

No of crew \_\_\_\_\_ Names of Persons Attending Consultation \_\_\_\_\_

**Disclaimer of Liability** The safety consultation is carried out as a courtesy. An inspector cannot limit or reduce the complete and unlimited responsibility of the owner and the person in charge.

**I hereby declare that I am the Person in Charge and that I have read and understand the Offshore Special Regulations and Appendix A to the Notice of Race and that my boat conforms to the requirements. In particular I understand my responsibilities listed in OSR Sections 1.02.1 and 1.02.2.**

Signature \_\_\_\_\_

Date \_\_\_\_\_



OSR Section	Requirement	Check	Comment
<b>TO BE ELECTRONICALLY FILED WITH RACE COMMITTEE</b>			
3.04	Proof that boat meets ORC Stability 115, ISO 12217-2A or equivalent		
4.19.3	Proof of EPIRB registration with rescue authority		
4.20.5b	Servicing certificate to SOLAS B, ISO 9650-2 or ORC for each liferaft		
6.01, 6.04	World Sailing approved survival training certificate for 2/3's of the crew		
NOR	MOB practice certificate signed by all crew		
6.05.2	Recognized First Aid certificate for min. 2 of the crew		
6.07	<u>Double-handed only</u> – proof of qualifying race or log of passage		
<b>LAID OUT ON BUNK</b>			
3.29.1	Emergency antenna for each type of installed radio transceiver		
3.29.5	Watertight handheld VHF radio transceiver stowed in grab bag		
3.29.6	Independent receiver capable of receiving weather, could be a satellite device		
4.08	First aid kit and approved first aid manual		
4.09	Foghorn		
4.11	Charts (including paper), light list, plotting equipment		
4.16	Tools, spare parts, method to disconnect/sever standing rigging		
4.23	SOLAS Flares, 6 red parachute, 4 red hand-held, 2 orange smoke - <u>all in date</u>		
5.01.1a	Approved lifejackets c/w light, whistle; 1 for each crew & marked with name		
5.01.1a	Each lifejacket has crotch or thigh straps		
5.01.1e 5.07.1d	It is strongly recommended that each lifejacket have an AIS PLB unit		
5.01.2/ NOR	Spare gas inflation cylinder and activation head for each lifejacket. For identical spares 1 per 2 lifejackets okay.		
5.01.4	Each lifejacket checked by Person in Charge within last 12 months - certificate of check provided		
5.02.1	Safety harness for each crew - <u>integrated with lifejacket okay</u>		
5.02.1	Max 2 m tether to ISO12401, with overload flag, for each crew		
5.02.2	For 30% of crew - mid-tether hook on 2 m tether, or extra 1 m (3'-3") tether		
5.07 e)	Every PLB on board registered with rescue authority		



OSR Section	Requirement	Check	Comment
<b>BELOW DECK INSPECTION</b>			
3.06.1	At least 2 exits, at least 1 forward of the foremost mast		
3.08.2	Inward opening hatches forward of max. beam labelled "NOT TO BE OPENED AT SEA"		
3.1	Sea cocks or valves on through-hull openings below waterline		
4.03	Tapered soft wood plug at each through-hull opening		
3.12	Heel of keel-stepped mast is secured to structure		
3.18	Toilet, permanently installed		
3.19.2	Bunks, permanently installed		
3.20.1	Cooking stove, securely fastened with fuel shut-off		
3.21.1	Water delivery pump and tanks divided into at least 2 compartments		
3.21.2a/ NOR	Tanks or watermaker to provide 3 L per person per day		
3.21.3	Min. of 9 L emergency water in sealed containers		
3.22	Hand holds below deck		
3.27.4	Spare bulbs or appropriate spares for navigation lights		
3.28.4 a	Separate starting battery or hand-starting device		
3.28.4 b	All batteries are of sealed type (flooded allowed if installed before 2012)		
3.29.2	25W DSC enabled VHF w/ masthead antenna & programmed MMSI		
3.29.14	125W DSC MF/HF marine SSB transceiver w/ antenna and ground <u>OR</u>		
NOR	2 approved satellite comm devices, one configured at all times to receive voice telephone calls.		
NOR	Test of SSB or Satphone email capability with Race Committee prior to arrival in Victoria (test conducted in accordance with Communications Plan)		
3.29.13	An AIS Transponder w/ shared masthead or raised dedicated antenna		
4.05.1	A fire blanket adjacent to every cooking device with an open flame		
4.05.2	Min. 2 fire extinguishers, 2 kg each, accessible, in different parts of the boat		
4.12	Safety equipment location chart		
4.19.1	406 MHz EPIRB with GPS and battery expiry after August 2018		
4.21/ NOR	A grab bag for each liferaft		



OSR Section	Requirement	Check	Comment
<b>AT HELM READY FOR DEPLOYMENT</b>			
4.17	Boat's name on buoyant equipment		
4.18	Marine grade retro-reflective material on buoyant equipment		
4.22.1	Lifebuoy with self-igniting light and drogue		
4.22.2	2nd lifebuoy, light, drogue, whistle & float with flag 2m (6') above water		
4.22.4	Inflatable lifebuoy or automatic device serviced		
4.22.5	Heaving line, preferably 'Throwing sock' type, 15-25 m (50-75')		
4.22.6	A recovery sling with 120' of line (Lifesling or equivalent)		
3.29.8	GPS recording crew overboard location within 10sec		
<b>ON DECK, STOWED OR READY FOR DEPLOYMENT</b>			
3.23.1	2 strong buckets, each with lanyard and 9 l (2.4 US Gal) min capacity		
4.06	2 suitably sized anchors and rode, one suitable for coral conditions		
4.07 a	Watertight high powered searchlight with spare batteries and bulbs		
4.07 b	Watertight flashlight with spare batteries and bulbs		
4.20.1 a	<u>SOLAS, ISO 9650-2, ORC Liferaft(s)</u> capable of carrying the whole crew		
4.20.2	SOLAS B or ISO 2 Liferaft pack		
4.20.3	Liferaft(s) stowed in rigid container on deck or in dedicated locker, or in valise in dedicated locker. Boats older than 2001 can store <40 Kg (88 lb) valise below deck. Able to get to lifelines in 15 sec.		
4.25	A strong, sharp knife on deck or cockpit, sheathed and securely restrained		
3.27	Navigation lights of specified intensity, not obscured when sailing		
3.27.3	Reserve navigation lights, powered independently		
4.01.2	Alternate method for displaying sail letters		
4.04.1	<u>Jacklines</u> to permit movement between work stations while on deck - in place during safety consultation		
4.04.2 a, c	Clipping points at work stations so that 2/3 of crew can clip on without <u>jacklines</u> .		
4.04.2 b	Clipping points <u>and jacklines</u> so that crew are able to clip on before coming on deck and unclip after going below		



OSR Section	Requirement	Check	Comment
4.10.1	Radar reflector, 30 cm (12") dia. octahedral or minimum RCS of 2 m <sup>2</sup>		
4.15.1	Emergency tiller		
4.15.2	Alternate steering method – <u>proof of deployment and use provided</u>		
4.26.1	Sheeting positions for trysail and storm jib - sails must be set during safety consultation		
4.26.2	Means to attach heavy/storm headsail independent of luff groove		
4.26.2 a	Heavy weather jib		
4.26.2 b	Storm jib with dayglo		
4.26.2 c	Storm trysail w/ sail numbers		
<b>BOAT CONSTRUCTION AND FITTING OUT</b>			
2.03.1	All equipment readily available, adequately sized, functions, and in-date		
2.03.2	Heavy items such as batteries, floorboards, anchors, propane bottles, engine are permanently installed or securely fastened		
3.02.1	The boat is watertight and all openings capable of being immediately secured		
3.04.2	Moveable ballast has back-up manual system, can mechanically fix keel on centreline		
3.08.1	Forward hatches open outward only, except on coachroof or <110 sq.in.		
3.08.3	Hatches are attached, above water at 90° heel & capable of being shut if capsized		
3.08.4	Companionway drop panels attached and can be secured in place. Operable from interior and exterior		
3.08.5 3.08.6	Companionway sill is above local sheerline, or acceptable blocking panel alternative		
3.09	Cockpit is above waterline, strong, and all openings can be closed and secured. Drains are unobstructed openings 4 x 3/4" or equivalent		
3.14.1	Lifelines taut and, in combination with pulpits, surround entire <u>working</u> deck		
3.14.6	Lifelines are uncoated stainless steel: 4mm for under 43 ft, 5 mm for over		
3.17	Minimum 25 mm (1") toerail around foredeck		
3.23.1 b	2 permanently installed manual bilge pumps, 1 operable from below deck with hatches closed		
3.23.3	Bilge pumps not discharged into closed cockpit or cockpit drains		
3.23.4	Bilge pumps readily accessible for maintenance and cleaning		



OSR Section	Requirement	Check	Comment
3.24 a	Magnetic compass, independent of power supply, with deviation chart		
3.24 b	2nd magnetic compass, unpowered, may be hand-held		
3.25	No less than 2 halyards per mast, each capable of hoisting a sail		
3.28.1	Inboard propulsion engine		
3.28.1	Propulsion engine provides minimum speed of 3/4 hull speed		
3.28.3	Sufficient fuel to charge batteries and motor at 3/4 hull speed for 8 hours		
4.01.1	Sail letters/numbers		
4.13.1	Knotmeter or log		
4.13.2	Depth sounder		





Boats and crew members planning to enter Vic-Maui are encouraged to participate in one or more of the qualifying races as part of their preparation for the pinnacle of Pacific Northwest ocean racing, the Vic-Maui International Yacht Race. Crew member experience with overnight racing or passages is important to skippers when selecting crew, and combined crew experience with overnight racing or passages is important to the race committee when considering prospective Vic-Maui entries.

Boats planning to enter the Vic-Maui race are required to meet all Vic-Maui entry requirements as outlined in the official Notice of Race.

