



THE CLYDE YACHT CLUBS' ASSOCIATION

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To: Constituent Clubs

Safety Equipment Standards for Club Events

At the Autumn Delegates Meeting in October 2008 the Association was asked to assist in harmonising the standards applied across constituent club events. Perceived problems were:

- Different standards at different events
- Multiple inspections for some boats and none for others
- Unfairness arising from full compliance by some competitors and minimal compliance by others, without sanction by Race Committees

A meeting was held in late October, involving a number of clubs, and extensive communications have followed. This has included the involvement of Peter Howland who, with a team of RNLI volunteers, has assisted with equipment inspections at many events in recent seasons.

Summary of conclusions:

1. For keelboat events, the single set of Safety Standards is the ISAF Special Regulations. Neither the CYCA nor clubs should seek to redefine standards set by ISAF. The most current recommendations should be sought from their website. Competitors should also be encouraged to acquaint themselves with these standards.
2. The decision on applicable Safety Standards lies with the Organising Authority. OAs must be mindful of the competitors' perceptions of fairness and consistency, and should not compromise for reasons of convenience or expediency.
3. Various factors may be taken into account in determining which standards should be considered applicable - see attachment 1. OAs' choices can legitimately be influenced by anticipated turnouts and event characteristics, but the consequences of the option(s) chosen must be reflected in Sailing Instructions and race management arrangements. Decisions should be documented in Risk Assessments. Minor potential exceptions are noted in attachment 1.
4. Explanatory notes should be issued as part of an education drive to assist in improving competitors' understanding of the rationale behind specific recommendations - see attachment 2.

These notes will be maintained on the CYCA website and updated as required. Comments are welcome.

D A McLaren
Hon Secretary

February 2009

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Attachment 1 – Summary of Options

	Cruiser / Racers		Sportsboats	Dayboats	Dinghies
Defined as	Everything bigger than →		Holding Sportsboat Rating, or as defined by Organising Authority	IRC "D" certificate, or as defined by Organising Authority	Dinghies, skiffs and small catamarans
Type of event	Short Offshore along or between populated coasts	Short day race in sheltered waters	Short day race within continuous visual contact of RO		
SSSN (min)	15	10	N/A		
STIX (min)	23	14			
ISO Design Cat (min)	C				
Safety Reg Category	ISAF Cat 3	ISAF Cat 4	ISAF Cat 5 or Class Rules, whichever more demanding	Class Rules: must equal or exceed minimum as noted below	Class Rules for boat plus mandatory personal flotation devices and optionally wet/dry suits
Additional OA responsibilities	Co-ordination of any race control handover between start area and finish area		Unless close to shore in relatively warm and protected waters with adequate shelter accessible, rescue cover is required for the full race area, exceeding mark-layers, VHF-coordinated and adequately trained. Must not be combined with cruiser/racer class such that class signals ambiguous.		RYA-standard rescue cover, fully VHF-coordinated for whole racing area. Tally system for events >50 boats
Exceptions to be considered		Lifejacket lights and spotlight not required if time limit more than 2 hrs before sunset Specific events e.g. for "Classic" yachts might allow exceptions on requirements such as guardrails			
Additions to be considered	Anchors not to be carried in stem-head storage positions				
		A requirement to carry dinghies in lieu of liferafts may be appropriate for some formats of race			

Notes:

- Sportsboats and Dayboats should normally be organised in their own classes so that their seaworthiness and stability characteristics can be addressed via dedicated Race Signals. OAs must be aware of class rules and class safety equipment specifications, and Race Committees must then take due account when deciding whether it is appropriate for these classes to race. Available rescue cover will be a consideration if racing is not "close to shore in relatively warm and protected waters with shelter accessible". If no safety cover is being provided, this should be clearly stated in the SIs.
- Any decision to amalgamate Sportsboats and/or Dayboats with Cruiser/Racer classes should include a Race Signal option to limit these classes' participation in inappropriate weather.
- As per RYA Prescription to RRS 40, any conflict in specification of Personal Flotation Device shall default to the higher specification.
- Short-handed racing should normally require a higher level of Safety Equipment requirement.
- Stem-head storage of anchors while racing is dangerous. However, prior to writing this out in SIs (as it is not an ISAF consideration), OAs should consider whether the racing format could require anchoring by short-handed crews, and whether the hazard of re-rigging an anchor for laying in heavy weather offsets the risk associated with deck stowage.
- Any "middle distance" dinghy racing must ensure fully coordinated rescue cover entirely equivalent to normal rescue arrangements on a conventional dinghy course.
- In the absence of, or perceived inadequacy of, class rules specifying safety equipment, the minimum equipment for Dayboats must be specified in the SIs and must include at least: 2 red hand flares, a bilge pump and bucket, an outboard motor or paddles/oars, a suitable anchor and warp, a compass, a personal flotation device + whistle for each crew member.

The ISAF website at www.sailing.org should be checked for up-to-date recommendations, requirements, and interpretations.

Recognised Clyde Dayboat classes include: Loch Long, Piper, and Gareloch one-designs, and Sonars. Other classes such as Dragons, Etchells, etc have participated in the recent past. They and others may join the regatta fleets in the future.

This document is intended for consideration by Race Organisers and Competitors in order to seek consistency as well as safety in events run by CYCA constituent clubs. In the final analysis, OAs will have responsibility via the NOR and SIs they publish, and competitors bear responsibility for the state of their craft and equipment, and their decisions when to compete.

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Attachment 2 – Inspectors' Interpretation of ISAF Cat 4 Requirements

The following pages have been developed by Peter Howland, coordinator of the team of inspectors who have supported Clyde and West Coast Regattas in recent years.

The underlying standards are set by ISAF. These pages show the interpretation to be used by inspectors and attempt to answer owners' questions about the intention of the regulations.

Variations may exist between One Design Class Rules and ISAF Cat 4 requirements. Organising Authorities should note RRS 87 which states that “ ... ***sailing instructions may change a class rule only when the class rules permit the change, or when written permission of the class association for the change is displayed on the official notice board.***” When a One Design class, which was advertised in the NOR, is combined with a Handicap Class under a provision catering for numbers of entries, OAs and inspectors should recognise that owners may have had insufficient notice to rectify any discrepancies and/or may be unable to do so without putting their boat out-of-class.

Notes

- 1 The safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge.
- 2 The inspection of a yacht in no way limits or reduces the complete and unlimited responsibility of the person in charge.
- 3 The person in charge must ensure that all safety equipment is properly maintained and stowed and the crew know where it is kept and how it is to be used.
- 4 All safety equipment shall function properly, be regularly checked, cleaned and serviced, be readily accessible and be of a type, size and capacity suitable and adequate for the intended use and size of yacht.
- 5 The order of this list is the order in which it is usually most convenient to check items. Lifejacket checks may be taken after guardrails.
- 6 This document in no way supersedes or modifies the requirements of the ISAF Special Regulations. (www.sailing.org Special Regulations).
- 7 This document is not a substitute for a check list.

Rule No.	The Rule	The Check	The Reason
3.14	Guardrails, or lifelines, shall be TAUT and form a complete enclosure around the working deck	Feel the wire – is it taut? Check that hanging fenders and other equipment are not making the wire seem taut. Applies to top, intermediate and stern lines. An open cockpit is a working deck. A 5kg weight applied mid-way between stanchions shall not deflect the rail more than 50mm.	A <u>slack</u> top rail will restrain a person impacting on it much lower down and further outboard than a taut one, greatly increasing the probability of that person going overboard. A slack lower rail may allow a person to slide under it and overboard. A slack guardrail does not give a sense of security, cf. a loose handrail.
3.14	Guardrails shall not be coated or close sleeved	Visual	304 and 316 stainless steel requires an oxidised layer to create resistance to corrosion. Sleeving can prevent this process whilst still allowing moisture to penetrate. Corrosion can (will) take place unheeded.
3.14	Guardrail height	Yachts over 28ft (8.5m) shall have top rail 600mm or more from deck. Under 28ft 450mm	600mm is not really very high, just about knee height, so 600mm at the very least

Rule No.	The Rule	The Check	The Reason
3.14	There shall be no vertical gap of more than 380mm between any guardrail and working deck when the width of the gap is more than 360mm.	Measure. Older yachts (pre-1993) and those under 8.5m (28ft) have variants, see ISAF website.	There is a real possibility of crew falling through, particularly at pulpits and pushpits.
3.14	Guardrail closure	A synthetic line may be used to close a rail for quick release, only if the gap is less than 100mm. Synthetic line should be replaced annually, at least	Checking 'replace annually' is unrealistic but if the line is grey and has any sign of loose fibres (fluffy) it is degrading and losing strength.
4.22	Lifebuoy or lifesling	To be within instant reach of helmsman. To have self-igniting light, drogue, yachts name and reflective tape. Lifeslings do not need drogues but should have lights.	Have the <u>crew</u> test the light. Suppliers generally do not fit reflective tape, hence the pieces in your kit. They say it is because owners differ on where they want it placed, in other words – their cost. Wherever placed, one piece front and back. It may not be practical to open up a lifesling pack to check if the light works.
4.23	SOLAS approved Flares	4 red hand. 2 buoyant smoke. All in waterproof container readily available. White hand flares not now required for Cat 4.	Buoyant smoke are SOLAS approved and burn for 2 mins. Hand smoke burn for 1 min and are not SOLAS – it's all down to burn time. Buoyant smoke are activated and thrown overboard leaving crew to deal with emergency.
4.05	Fire extinguishers	At least two, in separate and suitable positions	Not only should the gauge be 'in the green' but they should be within the manufacturers' expiry date. Halon gas (the old green ones) are now banned. A 1kg dry powder extinguisher is regarded as the minimum adequate size.
3.27	Navigation lights	Including spare bulbs	Should work, at least check the stern. Spare bulbs can be covered if both masthead and pulpit lights are fitted.
4.10	Radar reflector		It is a SOLAS requirement to carry one unless deployment is not practical. Often found still in suppliers packing at the back of a locker near the chart table. Deployment should be at least 4m above waterline.

Rule No.	The Rule	The Check	The Reason
4.08	First aid kit	With manual	If still in supplier's packing it should at least be complete but may be out of date. The sticky plaster won't stick. If opened it may be incomplete, anything missing will probably be the bit you need most often. Just ask the status of the kit.
4.06	Anchor	Only one required for Cat4. Anchors may not be carried over the bow stemhead fitting for Clyde races	This is classed as a 'heavy item' so should be secured. There may be local event restrictions about carrying on deck projecting forward.
3.23	Bilge pump	At least one manual, handle fixed or on lanyard	Verify the handle is there (and fits).
4.07 4.23	Flashlight and/or torch	Not required if noted as such in Notice of Race or Sailing Instructions	Spare bulbs and batteries are best carried in a spare flashlight. Check that it works properly.
3.24	Marine magnetic compass	Permanently fitted	Does it have correction card? Only ask.
4.09	Foghorn	Gas or blow – does it work?	Do not blow yourself, get them to do it. Test on deck, not below.
3.29	Radio transceiver	A hand-held VHF is required in addition to any fixed set	Handhelds should be waterproof or in a waterproof container, in grab bag and readily available.
4.03	Softwood plugs	Attached or stowed adjacent to relevant skin fitting	The appropriate size depends on which part of the fitting or hull breaks, stimulate thought but not debate.
4.17	Yachts name on buoyant equipment	Includes cushions, lifeslings, etc.	Cushions? Underside?
3.18	Toilet	Or fitted bucket	Ask only.
3.08	Washboards	Companionway	Must be capable of being fixed and retained to prevent loss.
4.26	Heavy weather sail	Or ability to reef main by at least 40% luff length	Discuss. Storm trysail is acceptable alternative.
3.12	Mast step	Keel stepped mast heel to be secured	In the event of dismast, down force is eliminated and heel can (will) jump out of socket. The lower part of the mast can (will) then swing about and cause severe damage.
4.01	Alternative sail numbers	Means to display yacht number when it is not shown on sail set	Discuss.
4.18	Reflective tape	On all buoyant safety equipment	Even on non-essential equipment.

Rule No.	The Rule	The Check	The Reason
5.01	Lifejackets	Sufficient for all crew on board, count them all.	Remember to include visitors. Discuss spare jackets or rearming kits. Ask when serviced.
	Lifejackets	Crotch straps mandatory	Including visiting crew.
	Lifejackets	150N minimum floatation	If gas, there must be a gas system, oral blowing is not an option.
	Lifejackets	Auto heads not fired and in date	Ask crew to read the date, it emphasises the check.
	Lifejackets	Cylinders not fired and firmly screwed in. No rough brown rust.	Rust will wear holes in fabric.
	Lifejackets	Lifejacket lights. Not required if noted in Notice of Race or Sailing Instructions for daylight Clyde Races	See Notice of Races and Sailing Instructions. Nevertheless lifejacket lights are recommended
	Lifejackets	Not subject to manufacturer's recall	Check current list.
	Lifejackets	Marked with Yacht's or wearer's name	Have a look.