



Lowry Bay Yacht Club (2019-20 Season)

Keeler Safety Checklist Cat 5 (Modified) Form A

Name Of Boat Sail No.....

Owner/Skipper Ph No..... E/Mail.....

Boat Registered With (Club)

Checked By Ph No..... E/Mail.....

NB The following have been selected from the YNZ Safety Regulations of Sailing 2017-2020. It is one of 4 similar checklists that cover items that can be checked off without the specific qualifications of a boatbuilder, rigger, gas fitter etc.

NB 2.0 SKIPPER'S (MASTER'S) RESPONSIBILITY, CREW RESPONSIBILITY

2.1 The safety of a yacht and her crew is the sole and inescapable responsibility of the skipper who must do his/her best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. He/she must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He/she must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and be trained in its use. 18 YACHTING NEW ZEALAND SAFETY REGULATIONS Quality Safety Equipment, Professional Advice and Service Shop online: www.safetyatsea.co.nz - Email: sales@safetyatsea.co.nz - Ph: 09 309 9111

2.2 The Maritime Transport Act 1994 states that the master of the vessel is at all times responsible for the safety of the vessel, the safety of those on board, discipline on board and for complying with all maritime rules, regulations and bylaws.

2.3 Neither the establishment of these Safety Regulations, their use by Organising Authorities, nor the inspection of a yacht under these Regulations in any way limits or reduces the complete and unlimited responsibility of the skipper.

2.4 It is the sole and exclusive responsibility of the skipper of each yacht to decide whether or not to start or continue the race or voyage.

2.5 Skippers and crews. The Maritime Transport Act 1994 states that it is an offence to operate, maintain, or carry out any other act involving any vessel or maritime product, that creates an unnecessary risk or danger to persons or property.

No.	Rule No.	Item and Ruling	Approved/Comment
A1	10.8	<u>Decks and working areas</u> must be coated or fitted with non-skid material.	
2A	13.19	<u>Two buckets</u> <ul style="list-style-type: none"> • stout construction • each at least 9 litres (2 galls) capacity. • each bucket to have a lanyard. 	
A3	15.13	<u>Sheet winches</u> Shall be mounted in such a way that no operator is required to be substantially below deck.	
A4	16.07	<u>Ventilation.</u> Adequate cabin ventilation shall be provided as a means of combating seasickness and fatigue. "Dorade" type recommended.	
A5	16.18	<u>Identification</u> Yacht's name or personal identification on lifejackets, harnesses and lifebuoys.	
A6	17.13	<u>Lifebuoy</u> At least one suitable lifebuoy <ul style="list-style-type: none"> • marked with the yacht's name • equipped with a drogue, • pealess whistle, • a self-igniting light having a duration of 2 hours. • lifebuoys shall be predominantly brightly coloured and fitted with reflector tape each side. <p>Note: Inflatable devices meeting these requirements are acceptable. Note that these devices usually require annual servicing and must be in date.</p>	
A7	17.18 17.19(a) 17.19(b)	<u>Lifelines</u> shall be taut. When a deflecting force of 50N (5kg) is applied to a lifeline midway between supports, the lifeline must not deflect more than 50mm. <u>Lifeline terminals.</u> A taut lanyard of synthetic rope may be used to secure lifelines, provided that when in position its length does not exceed 100mm (4in) and that sufficient turns are used to maintain strength. For in harbour racing The top lanyard must always be taut. However, the bottom lanyard can be loosened to allow up to a maximum of 200mm movement as measured from the middle of the LOWER lifeline, between two adjacent stanchions. Sufficient turns must be maintained to preserve STRENGTH. (c) Tapes shall not be used in lieu of	

		lifelines	
A8	17.35	<p><u>First Aid Kit</u> Skippers and crew should have the knowledge and stores to cope with any reasonably expected medical emergencies that occur during the voyage taking into account the following conditions: trauma of all types and causes, medical problems involving pain, breathing, shock, infections, temperatures and dental accidents.</p> <p>“Day kit” for Coastal and Offshore races (SR1 Appendix)</p> <p>Contents:</p> <ul style="list-style-type: none"> • Keep in a watertight container • Iodine based cleaning solution – 100ml. (Chlorhexidine recommended if allergy to iodine) • Band-Aids x 20 Elastoplast fabric dressing • 1 metre “Emergency Bandage” 10cm X 1 • Paracetamol 500mg x 20 • Aspirin 300mg x 20 	
A9	19.03	<p><u>Publications, Charts and Plotting Equipment</u></p> <ol style="list-style-type: none"> a. Local tide tables. b. Reasonably large-scale marine charts of area to be sailed. c. Plotting equipment, dividers etc. 	
A10	19.09	<u>Foghorn</u> to be readily at hand for use in manoeuvring signals.	
A11	20.10	<u>Diesel Fuel Tanks</u> shall be of metal such other material certified by the manufacturer as suitable for the intended use.	
A12	20.15	<u>Transom Outlets.</u> When these are fitted securely, gate valves need not be fitted at the Inspector’s discretion providing that the outer hull aperture is in such a position that a suitable plug can be inserted at a maximum reach of arm’s length from the deck. All such plugs shall be permanently attached to the hull by suitable cord or chain, long enough to allow insertion without disconnecting such cord or chain.	