Lowry Bay Yacht Club

24 Hr Endurance Yacht Race 2023

Keeler Safety Checklist Cat 5 (Modified)

Form B

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 2021-2024. 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.

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
B1	11.02	<u>Cockpit Companionways / Washboiards</u> If extended below main deck level, must be capable of being blocked off to the level of the main deck at the sheer line abreast the opening. This is often achieved by locking in a lower washboard of appropriate height. When such blocking arrangements are in place this companionway (or hatch) shall continue to give access to the interior of the hull.	
	11.03	<u>Cockpits Construction</u> Cockpits shall be structurally strong, self-draining and permanently incorporated as an integral part of the hull. Cockpit floors must have adequate bracing. They must be essentially water-tight, that is, all openings to the hull below the main deck level must be capable of being strongly and rigidly secured.	
	11.06	<u>Cockpit Drains</u> a) For yachts 8.53m (28ft) length overall and over. Cockpit drains adequate to drain cockpits quickly but with a combined area (after allowance for screens if attached) of not less than the equivalent of four 20mm (¾ in) diameter drains. Yachts built before 1 January 1972 must have drains with a combined area (after allowance for screens if attached) of not less than the equivalent to two 25mm (1 in) drains. Cockpits must drain at all angles of heel. 11.7 (K) For yachts under 8.53m (28ft) length overall. Cockpit drains adequate to drain cockpits quickly but not less in combined area (after allowance for screens if attached) of the equivalent to two 25mm (1 in) diameter drains. Cockpits must drain at all angles of heel.	
	11.07	b) For yachts under 8.53m (28ft) length overall. Cockpit drains adequate to drain cockpits quickly but not less in combined area (after allowance for screens if attached) of the equivalent to two 25mm (1 in) diameter drains. Cockpits must drain at all angles of heel.	

B2	15.02 15.03 15.04 15.05 15.-06 15.07	<u>Mast, Spars, Rigging & Sails</u> Rigging screws, shackles etc to be made fast by lock nuts, split pins or seizing. All clevis pins shall have lock nuts or split pins through them. Clevis pins, shackles, rigging screws etc must be of equal strength to rigging. Mast tangs must have through-fastening as well as screws or rivets and must have adequate bearing for clevis pins or shackles. Mast sheaves shall be properly fastened and of sufficient diameter to avoid fatigue and crimping of halyards. Roller furler and all mast fittings shall be of suitable size for the vessel	
B3	16.01	<u>Accommodation Egress</u> There shall be no area of the accommodation from which a galley or engine fire would prevent exit	
B4	16.09	<u>Gas Appliances.</u> A notice of minimum size 75mm x 150mm shall be visible adjacent to the stove, where applicable. "**TURN OFF GAS AT BOTTLE"**	
B5	17.02 17.03	<u>Fire Extinguishers</u>, -at least **two**, readily accessible and visible in suitable and different parts of the boat. Total weight if dry powder, not less than 4kgs. Fire extinguishers shall be serviced / tested / replaced as required.	
B6	17.14	<u>Heaving line.</u> Must be designed for the purpose and be **16m** (52 ft) minimum length, **6mm** (¼ in) minimum diameter of **brightly coloured floating line** with a **floating weight** tied or spliced at the outer end.	
B7	17.20	<u>Stanchions</u> shall not be angled at more than 10 degrees from the vertical at any point above 50mm (2in) from the deck. Stanchions shall be straight, except that one bend is permitted in the first 50mm (2in) above deck. They may be displaced horizontally from the point at which they emerge from deck or base up to 10mm (3/8in).	

	17,21 17.22	For yachts with an Age Date of 1 January 1987 or later, stanchions, pulpits and lifelines shall not be made of carbon fibre. Stanchions may be fibreglass or alloy, but shall not be weaker than similar stanchions of stainless steel, and not contain carbon fibre. Overlapping pulpits. Lifelines need not be fixed to the bow pulpit if they terminate at, or pass through adequately braced stanchions 60cm (2ft) [45cm (18in) for yachts under 8.53m (28ft)] above the working deck, set inside and overlapping the bow pulpit, provided that the gap between the upper lifeline and the bow pulpit does not exceed 15cm (6in). Pulpit and stanchion fixing. Pulpits and stanchions **shall be through-bolted or welded**, and the bases thereof shall not be further inboard from the edge of the working deck than 5% of maximum beam (BMAX) or 15cm (6in) whichever is greater. Stanchion bases shall not be situated outboard of the working deck.	
B8	18.02(i) 18.02(ii) LBYC	Installed VHF radio (55channel) • Registered call SIGN • Licenced operator Handheld waterproof VHF radio LBYC Cat 5 Modification – VHF **2019-2020 LBYC Sailing Instructions read** **1.7 All boats must have a VHF radio that can be heard on deck, on channel 62 or alternative channel if nominated by the Race Officer at all times while racing and must be able to respond if called.**	
B9	19.04d	Echo (Depth) Sounder.	
B10	20.-04	All batteries must be installed securely in adequate battery boxes. The bottom of the box must be above the level of the cabin sole. Battery boxes must be acid proof unless all the batteries are fully sealed units.	
B11	20.13	Outboard motors.(if applicable) Where a yacht is propelled by an outboard motor and carries fuel in separate containers, such containers shall be supplied by the fuel tank manufacturer for that purpose and shall be secured on deck or in a separate ventilated compartment. The outboard motor(s) must not be located near	

		accommodation. It must be demonstrated that the outboard motor(s) can be placed in the operating position and operated without the need for any crew member to be substantially	
B12	22.-01	Yachts Signwriting/Name shall clearly display in legible characters at least 50mm but preferably 100mm in size, their registered name on the hull and YNZ sail number on the mainsail at least.	
A13	Additional Requirement	Registered VHF Call Sign .All boats competing in the 24 Hr Endurance Yacht Race must have their registered VHF radio call sign clearly displayed adjacent to a fixed VHF radio transceiver or on a waterproof label attached to a mobile VHF transceiver	