

# WORLD CRUISING CLUB

## SAFETY EQUIPMENT REGULATIONS

### 2015



The following safety equipment requirements have been drawn up to ensure the minimum level of safety for yachts participating in World Cruising Club Events. The ISAF Offshore Special Regulations have been used as a guideline to compile these regulations.

Divisions II (Racing) is run under ISAF Offshore Special Regulations for Category 1 and these Safety Equipment Requirements.

These safety equipment requirements do not override any greater safety requirement demanded by the yacht's national or flag country, maritime authorities or appropriate regulatory bodies.

Yacht owners considering taking fare paying guests or crew should consider the implication in relation to their national or flag regulations as required by the appropriate proper authorities.

The regulations are in two sections:

#### **Section One - Mandatory Safety Equipment Requirements.**

This equipment must be carried and all items will be sighted during the safety equipment inspection prior to the start. Failure to comply may lead to disqualification from the Rally.

#### **Section Two - Recommended Safety Equipment.**

Whilst equipment in this section is not mandatory the organisers strongly suggest that all the recommendations in this section are complied with. The Safety Equipment Officer will be available to discuss points made in this section during his inspection.

## GENERAL REQUIREMENTS

It is the entire sole and inescapable responsibility of each skipper to ensure that all necessary safety precautions whatsoever are taken in respect of himself the crew and the yacht.

All safety equipment that requires regular servicing must be in date, at the start of the Rally, and remain in date for the duration of the Rally. (The Test Certificate for the liferaft will be inspected during the Safety Equipment Inspection).

All safety equipment carried must:

- be of type, size and capacity commensurate with the size of yacht and crew
- function correctly
- be easily accessible

Each crew member must be fully conversant with the operation of all safety equipment carried and know its stowage positions.

## SECTION ONE

### MANDATORY SAFETY EQUIPMENT REQUIREMENTS

**Liferaft** A purpose made, self inflating, liferaft of sufficient places to carry all the crew shall be either:

- An "ISO Standard 9650" Type 1 Group A with service Pack 1 (>24 hours), or equivalent made up of service Pack 2 (<24 hours) and a grab bag, or
- An "ISAF" model in compliance with ISAF Offshore Special Regulations Appendix A Part II (2006-2007), plus food and water equivalent to (i) above, or
- A SOLAS model (LSA Code 1997 Chapter IV) containing a SOLAS A pack

If not fitted externally with a hydrostatic release each raft shall be capable of being at the lifelines ready to launch within 15 seconds. Each liferaft shall have a valid inspection certificate from the manufacturer or approved servicing agent, valid for the period of the Rally. The certificate, or a copy, shall be carried on the yacht. (See ISAF website [[www.sailing.org/documents/special-regs.php](http://www.sailing.org/documents/special-regs.php)] for the full text of the ISAF Offshore Special Regulations).

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**VHF** A VHF radio transceiver having a rated output power of 25W and capable of working on all standard international channels must be fitted. An external cockpit extension speaker should also be fitted to the set. The radio shall have a masthead antenna, and an emergency antenna shall also be carried.

### Long Range Communications Equipment

An SSB radio (with pactor modem) or satellite communications system capable of sending and receiving E-mail messages whilst at sea. *This paragraph does not apply to ARC Portugal or ARC Baltic.*

**EPIRB** Emergency Position Indicating Radio Beacon. A floating, water or manually activated SOLAS approved EPIRB transmitting on 406MHz and 121.5MHz, correctly registered with the appropriate home authority. Personal locator beacons (PLBs) carried do not replace the requirement for a yacht's EPIRB.

**Passive Radar Reflector** Permanently mounted in, or capable of being hoisted to, a position at least 5m (15 feet) above deck. All radar reflectors must have a documented RCS (radar cross-section) of not less than 10sq.m. Smaller cylindrical reflectors do not meet this RCS requirement. (Where fitted a Radar Target Enhancer does not replace the requirement for a passive radar reflector).

### AIS

- i. World ARC. A transponder (Class A or B) is a mandatory requirement for World ARC.
- ii. All other events. An AIS receiver shall be fitted as a minimum; a transponder (Class A or B) is strongly recommended for long distance offshore events.

**Flares** Shall be pyrotechnic SOLAS compliant, and not older than the stamped expiry date, or four years from date of manufacture, for the end date of the event. Pyrotechnic flares to be stowed in a watertight container, with protective gloves and goggles, with as a minimum:

6 red parachute flares                      4 red hand held flares  
2 orange smoke

**Lifebuoys** within reach of the helmsman for instant use:

- i. One lifebuoy with a drogue, or a lifesling (without a drogue), with a self igniting light and whistle attached, and
- ii. One lifebuoy, or a MOB Module, equipped with a whistle, drogue, a self igniting light and a pole and flag (a danbuoy).

At least one lifebuoy shall either be a lifesling or have permanent (e.g. foam) buoyancy. Every inflatable lifebuoy and danbuoy shall be tested at intervals in accordance

with its manufacturer's instructions.

Each lifebuoy shall have the yacht's name painted on them and must be fitted with marine grade retro-reflective material.

**Bilge Pumps** One manual bilge pump securely fitted, operable from on deck with companionways and hatches shut. (It is recommended that a second manual bilge pump, operable from below decks, is also fitted). Unless permanently fitted, bilge pump handles shall be provided with a lanyard, securely attached, and catch, or similar device, to prevent accidental loss.

**Navigation Lights** Navigation lights must be fitted so that the yacht shall, at all times, comply with the International Regulations for Preventing Collision at Sea. Two independent sets of navigation lights are required. For example, the primary set (bow and stern lights), the secondary set (masthead tricolour); battery operated handheld torches/flashlights are not acceptable. Spare bulbs of correct wattage shall also be carried for non LED navigation lights. LED navigation lights are known to fail, and consideration should be given to carrying spare units.

**High Powered Search Light** A watertight high-intensity heavy duty searchlight powered by the ships' batteries, instantly available in the cockpit for use on deck, with spare bulbs. The searchlight shall be capable of continuous use. If rechargeable the searchlight shall be capable of operating whilst being charged.

**Lifejacket/Combined Harness** Shall have a whistle, a light, yacht name (or lifejacket owner's name), retro-reflective tape, a crotch strap, spray hood and a safety line not more than 2m (6'6") long with a snap hook at each end, and an additional snap hook placed at the mid-point of the line to provide one short and one longer tether. Spare re-arming kits and gas bottles appropriate for each make of lifejacket onboard shall also be carried. There shall be a lifejacket/combined harness provided for each member of the crew.

*For USA flagged yachts where Type 1 inherently buoyant PFDs are carried, an offshore inflatable lifejacket/harness (preferably USGC Type II approved) shall also be carried.*

**Clipping Points** Attached to through bolted or welded deck plates, or similar, in positions close to the helm, and to enable crew to clip on before coming on deck, and unclip after going below.

**Heavy Equipment** All heavy equipment (i.e. anchor, batteries, gas bottles and stoves) shall be firmly secured to prevent damage from possible knockdown or capsizing.

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### The following equipment shall also be fitted/ carried

- Emergency grab bag (see Appendix 1)
- Nautical almanac
- Navigational charts (not solely electronic) and pilots for the route of the event
- A recognised secondary or alternative method of navigation
- Securely fitted taut double lifelines/guardrails around the entire deck of stainless steel or single-braided high modulus polyethylene (Spectra ® or Dyneema ® or equivalent) rope
- Jackstays/jacklines along port and starboard side decks
- Fire extinguishers (at least two)
- Fire blanket (secured near the galley)
- Companionway washboards to be capable of being secured shut and with lanyards to prevent accidental loss
- Bungs or softwood plugs – securely attached/stowed adjacent to each fitting to enable any through hull fitting (below and above waterline) to be closed off
- Throwing line (floating) 15–25m (50–75ft) length, readily accessible to cockpit
- A watertight torch/flash light with spare batteries and bulbs
- Emergency tiller or secondary steering device
- Hacksaw and spare blades, bolt croppers, or suitable method for cutting away rigging fitted
- First aid kit and manual
- Foghorn
- Buckets (at least two) of stout construction and fitted with lanyards; capacity to be at least 2 gallons (9 litres)
- Echo sounder and boat speed/distance log

## SECTION TWO

### RECOMMENDED SAFETY EQUIPMENT

It is recommended that the following equipment be carried:

- Dinghy and oars
- Handheld VHF transceiver
- Sextant and tables
- Storm jib
- Storm trisail or 3rd reef in mainsail
- A second manual bilge pump operable from below deck
- White parachute flares (to provide illumination for Search and Rescue)
- Four white hand held anti-collision flares – of which one stored ready for use
- Mast step. The heel of a keel-stepped mast should be securely fastened to the maststep or adjoining structure
- Drogue or sea anchor. A drogue (for deployment over the stern), or alternatively a sea anchor, or parachute anchor (for deployment over the bow), is strongly recommended as a means to reduce the risk of capsize in heavy breaking seas
- A safety equipment location chart in durable waterproof material displayed in the main accommodation where it can best be seen, clearly marked with the location of principal items of safety equipment.

It is highly recommended that each person on board carries a knife at all times whilst at sea

## APPENDIX 1

### RECOMMENDED GRAB BAG CONTENTS

A yacht is to have a grab bag for each liferaft with the following recommended contents, which need not be additional to the items required by the Safety Equipment Requirements. The grab bag offers a suitable place to stow items where they will be quickly found and readily carried to the liferaft. A grab bag should have inherent flotation, be marked with the name of the yacht, and have a lanyard and clip.

- second sea anchor and line
- two safety can openers (if food or water carried is in cans)
- waterproof hand-held VHF transceiver
- watertight flashlight with spare batteries and bulb
- EPIRB
- first aid kit, including sunscreen and medical supplies for pre-existing medical conditions
- graduated plastic drinking vessel for rationing water
- two "Cyalume" sticks or two watertight floating lamps
- one daylight signalling mirror and one signalling whistle
- two red parachute flares and two red hand flares, compliant with SOLAS
- additional high energy food
- additional drinking water in a dedicated and sealed container, or a hand operated desalinator, plus containers for water
- string, polythene bags, seasickness tablets

## APPENDIX 2

### RECOMMENDED CREW TRAINING

It is recommended that the skipper and at least one crew member should have undertaken training within the five years before the start of the Rally in both theoretical and practical sessions in the following sessions. ISAF recommends that all crew members do likewise.

- care and maintenance of safety equipment
- liferafts
- storm sails
- fire precautions and fire fighting
- damage control and repair
- heavy weather – crew routines, boat handling, drogues
- man overboard prevention and recovery
- giving assistance to other craft
- hypothermia
- first aid
- search and rescue systems
- using communications equipment (VHF, GMDSS, satcoms etc.)
- weather forecasting