



### INSPECTION CHECKLIST

February 23, 2015

#### 2014-2015 ISAF OFFSHORE SPECIAL REGULATIONS, CATEGORY 1, Including the RORC PRESCRIPTIONS.

This list is an **excerpt** from the Inspection Process Package has been posted to the website to aid in the preparation of your yacht for the TR 2015. The full Inspection Process Package will be posted separately on the website.

### Boat Details

Name of Boat:	Sail Number:
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This section is to be completed by the Person-in-Charge (PIC), and the Official Inspector (OI). In the appropriate column insert a ✓ where compliant or a ✗ where non-compliant with the ISAF Special Offshore Regulations or other such regulations as given in the Race Instructions.

**Note that this is not an exhaustive list e.g. specific multihull requirements have not been included. If there are any discrepancies between this list and the ISAF Offshore regulations, including the RORC prescriptions, the current ISAF Offshore Special Regulations and RORC prescriptions will take precedence. For details of each regulation refer to the current ISAF Offshore Special Regulations and RORC prescriptions. All regulations with a “shall” or “must” are mandatory; “should” and “may” are permissive.**

Current photographic evidence showing the setting of storm and heavy-weather sails may significantly reduce the inspection effort when the Official Inspector looks for these items.

Reg No.	Description	PIC	OI
2.03.1	Equipment functions <u>shall</u> be adequate for intended use.		
2.03.2	Heavy equipment <u>shall</u> be secured e.g. stoves, batteries, outboards, anchors, etc.		
3.01	Yachts <u>shall</u> be strongly built, watertight, property rigged and ballasted. Shrouds shall never be disconnected.		
3.03	Hull construction <u>shall</u> conform to EC Directive or ABS Guide Certification or a written statement of design compliance signed by the designer or if not available a naval architect as required in Regulation 3.03.		
3.06	Openings <u>shall</u> have with minimum opening diameter of 450mm for a yacht launched after Jan 2014 - 2 exits, 1 shall be forward		
3.08.1	Hatches forward of max beam station, other than the side of a coach roof, <u>shall not</u> open inwards unless having an area of less than 0.071m <sup>2</sup> (approx. 9 in x 12 in).		
3.08.2	A hatch fitted forward of the maximum beam on the side of the coach roof of area greater than 0.071m <sup>2</sup> <u>shall</u> be clearly labelled “NOT TO BE OPENED AT SEA”.		
3.08.3	Hatches <u>shall</u> be capable of being firmly shut.		
3.08.4(a)	The companionway hatch <u>shall</u> be secured and <u>shall</u> be operable from both exterior and interior.		



3.08.4(b)	Companionway hatch <u>shall</u> have a blocking device (washboards) that: i) Is retained in position with the hatch is open or shut. ii) Secured to the yacht at all times. iii) Permit exit in the event of inversion.		
3.08.5	If the cockpit is opening aft to the sea the companionway sill <u>shall not</u> extend below the local sheer line or be in full compliance with all aspects of ISO 11812.		
3.08.6	For boats with a cockpit closed aft to the sea and where the companionway hatch extends below the local sheerline, the companionway <u>shall</u> be capable of being blocked off up to the level of the local sheer line.		
3.09.1	Cockpits <u>shall</u> be structurally strong and self-draining quickly by gravity.		
3.09.8	Cockpit drains <u>shall</u> at the least be 4 x 20mm diameter unobstructed openings or equivalent after allowance for a screen (except for boats built before 1972, then 2 x 25mm or equivalent after allowance for a screen).		
3.12	The heel of a keel stepped mast <u>shall</u> be securely fastened to the mast step or adjoining structure.		
3.14.2 (a) & (b)	Lifelines <u>shall</u> not exceed the following: a) When a deflecting force of 4 kg (32.9 N) is applied to a lifeline midway between supports of an upper or single lifeline, the lifeline shall not deflect more than 50 mm. This measurement shall be taken at the widest span between supports that are aft of the mast. b) When a deflecting force of 4kg/(39.2N) is applied midway between supports of an intermediate lifeline of all spans that are aft of the mast, deflection shall not exceed 120mm from a straight line between the stanchions.		
3.14.3(a)	Bow pulpits opening <u>shall</u> never be greater than 360mm either side of the forestay.		
3.14.3(c)	Lifelines supported on stanchions <u>shall</u> form an effectively continuous barrier around a working deck and <u>shall</u> be permanently supported at intervals of not more than 2.20m (86.6") and shall not pass outboard of supporting stanchions.		
3.14.3(m)	It is strongly recommended that designs also comply to ISO 15085		
3.14.5	The upper lifeline <u>shall</u> be at >600 mm above deck and lower at >230 mm.		
3.14.6(a) NOR	Lifelines shall be of stranded stainless steel wire. Single-braided High Modulus Polyethylene rope not permitted.		
3.14.6(b)	Lifeline diameter for <13m LOA min 4mm wire and for >13m min 5mm wire.		
3.14.6(c)	Stainless steel lifelines shall be uncoated and used without close-fitting sleeving, however, temporary sleeving may be fitted provided it is regularly removed for inspection.		
3.14.6(f)	Lifelines tensioned by mechanical fittings or lanyards of synthetic rope closing gaps are not greater than 100 mm. Lanyards <u>shall</u> be replaced annually at a minimum.		
3.17.1	The foredeck toe rail <u>shall</u> be a minimum of 25mm height forward of the mast.		
3.20	Cooking stove securely installed with safe accessible fuel shut-off control capable of being operated in a seaway.		
3.21.1	A boat <u>shall</u> have a permanently installed delivery pump and water tank(s) dividing the water supply into at least two compartments.		
3.21.3	At least 9 litres (2 UK gallons, 2.4 US gallons) of drinking water for emergency use shall be provided in a dedicated and sealed container or container(s)		
3.22	Adequate strong hand holds <u>shall</u> be fitted below deck.		
3.23.1	No bilge pump may discharge into a cockpit unless the cockpit opens aft to the sea.		
3.23.2	Bilge pumps <u>shall</u> not be connected to cockpit drains.		
3.23.4	Bilge pump handle <u>shall</u> be secured to prevent accidental loss.		
3.23.5(a)	Boats <u>shall</u> have two permanent manual bilge pumps (one operable from above, the other from below deck) with permanently installed discharge pipes.		
3.23.5(f)	Boats shall have 2 buckets with lanyard of stout construction of at least 9ltrs capacity.		

3.24(a)	Boats <u>shall</u> have a marine magnetic compass, independent of any power supply, permanently installed and correctly adjusted with deviation card.		
3.24(b)	Boats <u>shall</u> have a magnetic compass independent of any power supply, capable of being used as a steering compass which may be hand-held.		
3.27.1	Navigation lights <u>shall</u> not be masked by sails or the heeling of the yacht.		
3.27.2	Navigation lights <u>shall</u> not be mounted below deck level.		
3.27.3	Navigation lights <u>shall</u> have a light intensity <12m 10W and => 12m 25W.		
3.27.4	Reserve navigation lights <u>shall</u> be carried having the same minimum specifications as the navigation lights above, with a separable power source, and wiring or supply system essentially separate from that used for the normal navigation lights.		
3.27.5	Spare bulbs for the navigation light <u>shall</u> be carried.		
3.28	Installed inboard propulsion engine <u>shall</u> be installed with permanently installed exhaust and fuel supply systems and fuel tank(s) (not flexible). <u>shall</u> have separate starting battery. Shut off valves on all tanks. <u>shall</u> have fuel sufficient for charging requirements for duration of race and motoring for at least 250 nm. If a separate diesel generating set is installed, it <u>shall</u> be permanently installed and comply with the same rules as for propulsion engines		
3.29	Boats shall have a Satellite Communications device installed and working. If permanently installed, it is recommended that a separate handheld device with spare batteries be carried in a watertight bag.		
NoR	All boats <u>shall</u> have a Yellow Brick Tracker installed and working.		
3.29.1(a)	Boats <u>shall</u> have a marine radio transceiver with an emergency antenna.		
3.29.1(b)	A VHF rated output of 25W and <u>shall</u> have a masthead antenna.		
NOR 7.5	Each yacht shall have aboard a VHF radio including <u>digital selective calling</u> and a satellite telephone. The satellite telephone shall remain on at all times while racing and the phone number(s) shall be provided to the OA prior to the start.		
3.29.1(e)	All boats <u>shall</u> have hand-held marine VHF transceiver, watertight and stowed in a grab bag when not used. From Jan 1st 2015 – all new handheld receivers should have Digital Selective Calling (DSC) and be equipped with GPS.		
3.29.1(f)	Boats <u>shall</u> have an independent radio receiver capable of receiving weather bulletins. E.g.: NAVTEX.		
3.29.1(i)	Boats <u>shall</u> have a GPS.		
7.5 NOR	VHF Radio and Satellite Telephone - Each yacht shall have aboard a VHF radio including digital selective calling and a satellite telephone. The satellite telephone shall remain on at all times while racing and the phone number(s) shall be provided to the OA prior to the start.		
3.29.1(n) & (p) NOR	Boats <u>shall</u> have an AIS Transponder (transmitter and receiver) attached to the top of the main mast. The AIS Transponder shall remain on (i.e. transmitting and receiving) while a yacht is racing. The AIS antenna shall be masthead mounted.		
NOR 4.5.5	At a minimum, personal AIS electronic beacons are required for each crew member. It is strongly recommended the each lifejacket has a PLB unit that is properly registered.		
4.01.2 RORC	Sail numbers and letters of the size carried on the mainsail <u>shall</u> be displayed by alternative means when none of the numbered sails is set. After the start when sail numbers are not displayed elsewhere (sails down) they <u>shall</u> be displayed on the port quarter to assist with Search & Rescue Operations.		
4.02	Recommended to show at least 1 m <sup>2</sup> of fluorescent pink or orange or yellow color as far as possible in a single area on the coach roof and/or deck. Each yacht is recommended to show on each underwater appendage an area of highly-visible color.		
4.03	Appropriate soft wood plugs <u>shall</u> be attached or stowed adjacent to hull openings.		
4.04.1	Jackstays <u>shall</u> be provided, secured to strong points, made of 1x19 5mm wire, Dyneema, or Spectra webbing on both sides abeam of the cockpit to near pulpit.		
4.04.2	Boats <u>shall</u> have strong anchorage points next to stations such as the helm, sheet winches, mast and near companionway to permit 2/3 <sup>rd</sup> of crewmembers to clip on.		

4.05	Boats <u>shall</u> have at least 2 fire extinguishers 2kg dry powder or equivalent, accessible in different and suitable parts of the yacht. Have a fire blanket adjacent to each cooking device with an open flame.		
4.06	Carry 2 suitable anchors (1 readily accessible) with sufficient warp and chain.		
4.07	Boats <u>shall</u> carry the following: a) Watertight, high-powered flashlight or spotlight, with spare batteries and bulbs. b) Watertight flashlight with spare batteries and bulb.		
4.08	Boats <u>shall</u> have a First Aid Kit of suitable size with contents as specified in the manual.		
4.09	Boats <u>shall</u> have a foghorn.		
4.10	Boats <u>shall</u> carry an octahedral passive radar reflector (see specification) at minimum height of 4m.		
4.11	Boats <u>shall</u> have navigational charts (not only electronic), light list and chart plotting equipment.		
4.11.2	Reserve Navigation system. Navigators are recommended to carry a sextant with suitable tables and a timepiece or an adequate reserve navigation system.		
4.12	Have a safety equipment location chart in durable waterproof material.		
4.13	Boats <u>shall</u> have an installed an echo sounder or lead line plus have a distance measuring log.		
4.15.1(a) 4.15.1(b)	Boats <u>shall</u> have an emergency tiller unless using an unbreakable tiller. Show an alternative method of steering that <u>shall</u> have been practiced. Note: Each crew must be able to demonstrate the installation of the emergency tiller.		
4.16	Tools and spare parts including adequate means to sever the standing rigging.		
4.17	Boat's name <u>shall</u> be on buoyant kit (cushions) and safety equipment.		
4.18	Marine grade retro-reflective material <u>shall</u> be fitted to lifebuoys, lifeslings, liferafts and lifejackets.		
4.19	A 406MHz EPIRB <u>shall</u> be provided with an internal GPS and also a 121.5mhz transmitter for local homing and <u>shall</u> be registered with the authorities.		
4.20	All boats <u>shall</u> carry liferaft(s) of the correct specification (see regulations) capable of carrying the whole crew stowed on deck and being capable of being deployed to the life lines in <15s. For yachts before June 2001 a liferaft may be packed in a valise ( <b>max 40kg – no lifting by crew over 40 kg.</b> ) securely stowed below deck adjacent to a companionway. The end of each liferaft painter should be permanently made fast to a strong point on board the yacht. The liferaft <u>shall</u> be serviced in accordance with manufacturer's instructions and copies of servicing certificates <u>shall</u> be kept on board. Liferaft storage on a multi hull and a monohull with movable ballast shall be such that each liferaft may be readily removed and launched whether or not the yacht is inverted.		
4.21.1	It's recommended that a Grab Bag (inherent flotation with lanyard and clip) be provided for each liferaft. See NOR/ISAF Regs 4.21.3 for recommended contents.		
4.22	The following <u>shall</u> be provided within reach of the helmsman for instant use: a) Lifebuoy with a self-igniting light and drogue (serviced according to manufacturer's instructions). b) In addition to (a) above, one lifebuoy within reach of the helmsman and ready for instant use, equipped with: i) A whistle, a drogue, a self-igniting light. ii) A pole (permanently extended or automatically extended) with a flag 1.8m above the water. It <u>shall</u> be attached to the lifebuoy with 3m of floating line.		
4.23.1	Boats <u>shall</u> have 6 red parachute, 4 red hand and 2 smoke flares not older than stamped expiry date or 4 years if no date (manufactured date required).		
4.24	a) Boats <u>shall</u> have a heaving line 15-25m long accessible to cockpit. The throwing sock type is recommended.		

4.25	Boats <u>shall</u> have a readily accessible, sheathed and securely restrained sharp knife.		
4.26.2	Storm jib <u>shall</u> either be of highly-visible colored material (if purchased after 2014) or have a highly-visible colored patch at least 50% of the area of the sail. It is strongly recommended that the storm trysail should either be made of or have a patch of highly visible color.		
4.26.4	The following storm/heavy-weather sail requirements <u>shall</u> be provided: a) Have sheeting positions on deck for storm/heavy-weather sails. b) Have means to attach the luff to the stay, independent of any luff groove device (heavy-weather jib <u>shall</u> be readily available, storm jib <u>shall</u> be attached). c) A storm trysail with sail number on both sides. e) A storm jib to the dimensions in the regulations. f) A heavy weather jib to the dimensions in the regulations. k) An inner forestay is strongly recommended to be provided permanently installed or readily set up.		
4.27.1	Strongly recommended to have a drogue for deployment over the stern, or alternatively a sea anchor or parachute anchor for deployment over the bow.		
4.28.2	A yacht <u>shall</u> have a man overboard equipped GPS alarm capable of immediately recording a MOB position within 10 seconds and monitoring that position.		
5.01.1	Each crew member <u>shall</u> have a lifejacket as follows: <b>Please see ISAF Category One Regulations for a full explanation:</b> a) Level 150N or equivalent (275N not recommended) with spray hood/splash guard, full safety harness, whistle, retro-reflective tape, and if inflatable then both auto/manual and oral inflation. b) Fitted with crotch/thigh strap. c) Fitted with SOLAS emergency light. d) If inflatable, have a compressed gas inflation system. e) If inflatable, regularly checked for gas retention. g) Clearly marked with yacht or wearer's name. Its strongly recommended that each lifejacket has: k) A PLB until (properly registered with the local authority). l) If gas inflatable, a spare cylinder/activation head.		
NOR 4.5.1	In accordance with ISAF OSR 5.01.1, each crew member shall have a lifejacket meeting the requirements of this rule. Before the race, a crew member should adjust a lifejacket to fit and retain that lifejacket for the duration of the race. Correct adjustment is fundamental to the lifejacket functioning correctly. In addition, RORC prescription to OSR 5.02.5 strongly recommends that before the race, each crew member should adjust a harness to fit them and retain that harness for the duration of the race.		
5.01.4	The person in charge <u>shall</u> personally check each lifejacket at least once annually (record inspection on lifejacket's inspection label with inspector's initials and date).		
5.02.1	Each crew member <u>shall</u> have a harness and safety line manufactured after 2001 that complies with ISO 12401 or equivalent with a line not more than 2m in length.		
5.02.2	At least 30% of the crew <u>shall</u> in addition to the above be provided with either:- a) A safety line not more than 1m long, or b) A mid-point snap hook on a 2m safety line.		
5.02.3	All safety lines <u>shall</u> have a colored flag embedded in the stitching, to indicate an overload.		
5.02.5	ISAF OSR 5.02.5(b) is amended to read: A harness shall be fitted with a crotch strap or thigh straps.		
5.07	PLB shall be registered with the appropriate authority with a hex code and it is recommended that one should be on your person while on deck.		