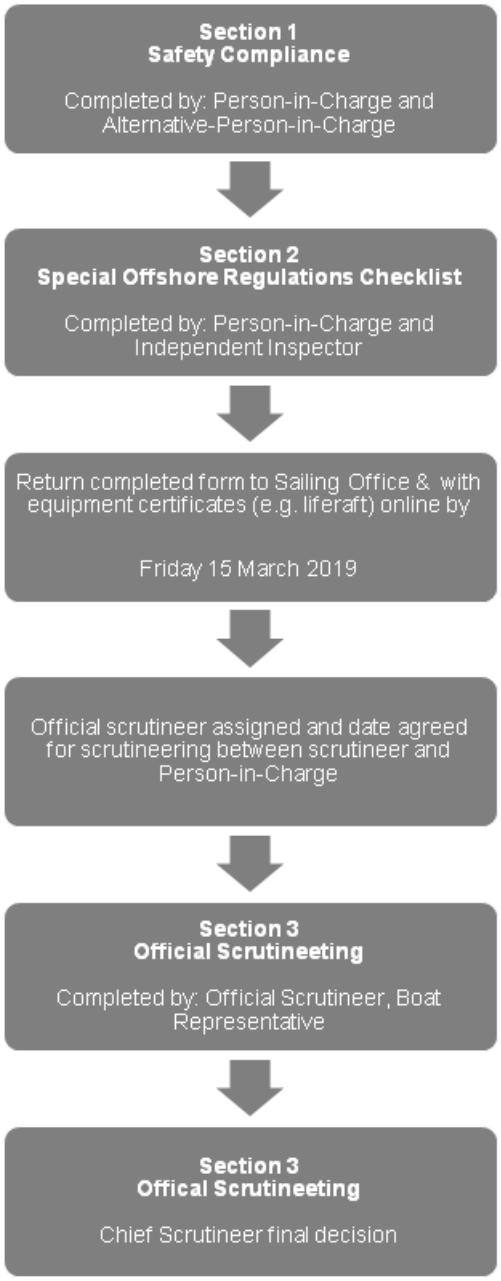
Submit by Email

HONG KONG TO PUERTO GALERA RACE 2019

RACE SAFETY FORM

Safety Compliance Process

Thank you for your entry into this offshore World Sailing Category 1 Race. The following process details how and when the various stages of this form are to be completed.



SECTION 1 – SAFETY COMPLIANCE

Boat Details

Name of Boat:	Sail Number:
Type/Designer:	Rig Type:
Manufacture Year: Place:	Builder:
Sat Com E-Mail:	Sat Phone No.:
Call Sign:	MMSI No:
Location for Scrutineering:	Inspection date:

Boat Representatives

Owner's Details:

Name:	E-Mail:
Fixed Line Tel No.:	Mobile No.:

Person-in-Charge Details:

Same as the Owner's Details above: ☐

Name:	E-Mail:
Fixed Line Tel No.:	Mobile No.:

Training/Review Dates

Provide the dates of the following training/reviews. Note that by taking current photographic evidence of the relative training this will may significantly reduce the scrutineering effort.

Man Overboard:	Life raft/Abandon Ship Drills:
Emergency Steering:	Fire Drills:
Storm/Trysail Usage:	First Aid Review:
Radio Check:	Radio Emergencies:

Safety Equipment

Communication:

Type	ID	Model Number	Cert Exp	Next Service	Cert Checked*
EPIRB					
AIS			NA	NA	NA
SART					
SATELLITE			NA	NA	NA
HF GMDSS/DSC			NA	NA	NA
VHF 1 - DSC			NA	NA	NA
VHF 2			NA	NA	NA
VHF 3			NA	NA	NA
PLB					

Please list all Personal Life Beacons carried on board on the separate form which accompanies this document.

Life raft:

Capacity	Certificate No.	Cert Exp Date	Cert Checked*

* To be completed by the Race Office Staff.

Name of person checking certificates:

Declarations

Person-in-Charge: (PRINT NAME)

"I, _____ (*full name of Person-in-Charge*) have completed a safety check of my boat in compliance with the requirements of the World Sailing OSR 2018-19, Hong Kong to Puerto Galera Race Notice of Race and Sailing Instructions. I have read and understood the World Sailing Offshore Special Regulations 2018-2019 in particular 1.02 (Person(s) in Charge's Responsibility). I acknowledge that I am responsible for any liability in respect of the seaworthiness, insurance and all other matters pertaining to my boat and I shall not hold the Organising Authority - RHKYC, Race Committee,
Sponsor(s), or the Chief Scrutineer and his inspectors, subject to any liability. I declare that, to the best of my knowledge, my boat has been designed and constructed to meet the sea and weather conditions that might be expected during the race and that her fittings and equipment are in sound and seaworthy condition. I undertake to ensure that my crew are advised of the conditions pertaining to the race, that they are familiar with the operation and position of all safety equipment and the PIC must hold a current Safety at Sea, First Aid and CPR certificates. In addition 50% of the crew must hold a current Safety at Sea certificate and 30% of the crew must hold a MNA approved offshore First Aid Certificate.

Signature: _____ Date: _____

Alternative Person-in-Charge: (PRINT NAME)

"I, _____ (*full name of Alternative Person-in-charge*) acknowledge that I have been nominated as the Alternative Person-in-Charge as required under World Sailing Offshore Special Regulations 2018-19, Para 1.02.

Signature: _____ Date: _____

SECTION 2 – WORLD SAILING SPECIAL OFFSHORE REGULATIONS CHECKLIST

Boat Details

Name of Boat:	Sail Number:

World Sailing Offshore Special Regulations

This section is to be completed by the Person-in-Charge (PIC), an Independent Inspector (II) who shall have completed at least one prior Category 1 race and the Official Scrutineer (OS). In the appropriate column insert a ✍where compliant or a ✍where on-compliant with the World Sailing Special Offshore Regulations or other such regulations as given in the Sailing 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 World Sailing regulations the current World Sailing Offshore Special Regulations will take precedence. For details of each regulation refer to the current World Sailing Offshore Special Regulations. All regulations with a "shall" or "must" are mandatory, "should" and "may" are permissive.

Note that by taking current photographic evidence of storm and heavy-weather sail setting this may significantly reduce the scrutineering effort when the Official Scrutineer inspects those items.

Reg No.	Description	PIC	II	OS
2.04.1	Equipment functions shall be adequate for intended use.			
2.04.2	Heavy equipment shall be secured e.g. stoves, batteries, outboards, anchors, etc.			
3.01	Yachts shall be strongly built, watertight, property rigged and ballasted. Shrouds shall never be disconnected.			
3.03.02	Hull construction shall conform to OSR 3.03.1 or ABS certificate or EC directive for Cat A or ISO 12215 Cat A confirming this compliance. Any significant modifications or repairs must have the approval and signature of a qualified naval architect.			
3.04	Stability: The yacht complies with ISO 12217-2 Design Cat A or higher. Refer to the World Sailing Offshore regulations for Cat 1 Monohulls for minimum righting energy requirements.			
3.06	Openings shall 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, shall not open inwards unless having an area of less than 0.071m^2 (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 0.071m2 shall be clearly labelled "NOT TO BE OPENED AT SEA".			
3.08.3	Hatches shall be capable of being firmly shut.			
3.08.4 a	The companionway hatch shall be secured and shall be operable from both exterior and interior.			
3.08.4 b	Companionway hatch shall 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 shall not 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 shall be capable of being blocked off up to the level of the local sheer line.			
3.09.1	Cockpits shall be structurally strong and self-draining quickly by gravity.			
3.09.8	Cockpit drains shall at least must 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 shall be securely fastened to the mast step or adjoining structure.			

Reg No.	Description	PIC	II	OS
3.14.1 a	Lifelines supported on stanchions shall form an effectively continuous barrier around a working deck.			
3.14.1 b	The upper lifeline shall be at >600 mm above deck and lower at >230 mm.			
3.14.1 c	Lifelines shall be permanently supported at intervals of not more than 2.20m (86.6") and shall not pass outboard of supporting stanchions.			
3.14.1.g	Bow pulpits may be open provided the opening between the pulpit and any part of the boat shall not exceed 360mm			
3.14.1 i	Lifelines shall 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.			
3.14.6 a	Lifelines shall be of stranded stainless steel wire.			
3.14.6 b	Lifelines shall be of a diameter for <13m LOA min 4mm wire and for >13m min 5mm wire.			
3.14.6 c	Lifelines shall be uncoated and not be used with close fitted sleeving.			
3.14.6 d	Lifelines tensioned by lanyards of synthetic rope closing gaps are not greater than 100 mm. Lanyards shall be replaced annually at a minimum.			
3.17.1	The foredeck toe rail shall be a minimum of 25mm height forward of the mast.			
3.20	Cooking stove shall be securely installed with safe accessible fuel shut-off control capable of being operated in a seaway.			
3.21.2 NOR 7.1	Boats shall start with no less than 10 litres of fresh water per crewmember.			
3.21.3 NoR 7.1	Emergency drinking water of at least 4 litres per crew member shall be carried in dedicated and sealed container(s).			
3.22	Adequate strong hand holds shall be fitted below deck.			
3.23.1 a	Boats shall have 2 buckets with lanyard of stout construction of at least 9ltrs capacity			
3.23.1 b	Boats shall have two permanent manual bilge pumps (one operable from above, the other from below deck) with permanently installed discharge pipes.			
3.23.3	Bilge pumps shall not be connected to cockpit drains and shall not discharge into a closed cockpit.			
3.23.5	Removable Bilge pump handle shall be retained by a lanyard.			
3.24 a	Boats shall have a marine magnetic compass, independent of any power supply, permanently installed and correctly adjusted with deviation card.			
3.24 b	Boats shall 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 shall not be masked by sails or the heeling of the yacht.			
3.27.2	Navigation lights shall have a light intensity <12m 10W and => 12m 25W.			
3.27.3	Reserve navigation lights shall be carried having the same minimum specifications as the navigation lights, that can be powered independently			
3.27.4	Spare bulbs (not required for LED)			
3.28 NoR 7.1	Installed inboard propulsion engine shall be installed with permanently installed exhaust and fuel supply systems and fuel tank(s) (not flexible). Shall have separate starting battery. Shut off valves on all tanks. Shall have fuel sufficient for charging requirements for duration of race and motoring for at least 250 nm.			
3.28.2	If a separate diesel generating set is installed, it shall be permanently installed in accordance with the manufacture's guidelines.			
3.29.01 NoR 7.1	Boats shall have a MF/HF marine radio transceiver with at least 125 W transmitter power and a frequency range from at least 1.6 to 29.9MHz, with permanently installed antenna and earth.			
3.29.03 d)	One hand-held satellite telephone, watertight or with waterproof cover and internal battery. This shall be a device capable of making and receiving calls without the use of any other external equipment.			

Reg No.	Description	PIC	II	OS
3.29.05	All boats shall have hand-held marine VHF transceiver, watertight and stowed in a grab bag when not used.			
3.29.06	Boats shall have an independent radio receiver capable of receiving weather bulletins e.g. HF, Navtex, etc.			
3.29.13	Boats shall have an AIS Transponder (transmitter and receiver) which must remain turned on for the duration of the race.			
4.01.2	Sail numbers and letters of the size carried on the mainsail shall be displayed by alternative means when none of the numbered sails are set. After the start when sail numbers are not displayed elsewhere (sails down)			
4.02	There shall be a solid area of highly-visible pink, orange or yellow that can be shown on the deck.			
4.03	Appropriate soft wood plugs shall be attached or stowed adjacent to hull openings.			
4.04.1	Jackstays shall be provided and secured to strong points made of 1x19, 5mm wire, webbing or HMPE Rope on both sides abeam of the cockpit to near pulpit.			
4.04.2	Boats shall have strong clipping points next to stations such as the helm, sheet winches, mast and near companionway to permit 2/3rd of crewmembers to clip on.			
4.05	Boats shall 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	Shall carry 2 suitable anchors (1 readily accessible) with sufficient warp and chain.			
4.07	Boats shall carry the following: A searchlight suitable for searching for a person overboard at night and for collision avoidance. In addition to above a Watertight flashlight with spare batteries and bulb.			
4.08	Boats shall have a First Aid Kit of suitable size with contents as specified in the manual. It shall reflect the conditions and duration of the passage and the number of crew.			
4.09	Boats shall have a foghorn.			
4.10	Boats shall carry a passive radar reflector with: a) octahedral circular plates of minimum diameter 30cm (12"), or b) octahedral rectangular plates of minimum diagonal dimension 40cm (16"), or c) a non-octahedral reflector with a documented Root Mean Square minimum Radar Cross Section (RCS) area of 2m² (22ft²) from 0-360º of azimuth and ±20º of heel. If using (c) must show the certificate from the manufacturer.			
4.11	Boats shall have navigational charts (not solely electronic) and chart plotting equipment. Charts shall be up to the latest Notice to Mariners correction.			
4.12	Boats shall have a safety equipment location chart in durable waterproof material			
4.13	Boats shall have an installed an echo sounder and log.			
4.15.1	Boats shall have an emergency tiller unless using an unbreakable tiller.			
4.15.2	Boat shall have a proven method of emergency steering with the rudder disabled.			
4.16	Boats shall have tools and spare parts suitable for the duration and nature of the passage including adequate means to disconnect or sever the standing rigging.			
4.17	Boat's name shall be on buoyant kit and safety equipment.			
4.18	Marine grade retro-reflective material shall be fitted to lifebuoys, life slings, life rafts and lifejackets.			
4.19.1 4.19.2	A water and manually activated 406MHz EPIRB and shall be registered with the appropriate authorities. A 406 MHz EPIRB registered after 2015 shall include an internal GPS.			
4.20	All boats shall carry life raft(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 life			

Reg No.	Description	PIC	II	OS
	raft may be packed in a valise max 40kg securely stowed below deck adjacent to a companionway. The end of each life raft painter should be securely fastened to the boat.			
4.20.2 NOR 7.1	Each liferaft shall contain a minimum Pack 2 (less than 24 hours). If a Pack 2 then each grab bag shall contain the missing items from a Pack 1 i.e.: 2 x waterproof torches. 3 x red hand flares (SOLAS approved/WheelMark) 2 x thermal protection aids (SOLAS approved/WheelMark) 1.5l water for each person (SOLAS approved/WheelMark) 10,000kl food per person (SOLAS approved/WheelMark)			
4.20.5	Liferaft shall be serviced at a manufacturer authorized service station every 3 years (ISAF, ORC and SOLAS annually). Servicing certificate (copy or original) shall be on-board.			
4.21 NOR 7.1	A Grab Bag shall have inherent flotation, 0.1m florescent orange, boat name with lanyard and clip and one must be provided for each life raft with minimum contents: - Watertight VHF and spare batteries. - Watertight flashlight and spare bulb and batteries. NOR other mandatory contents: - Crew passports, money, medication. - First aid kit plus sunscreen 2 x 100ml. See NOR for other recommended contents.			
4.22.1 b)	Shall have an AIS personal crew overboard beacon for each crew member.			
4.22.2	A yacht shall have a man overboard equipped GPS alarm capable of immediately recording a MOB position within 10 seconds and monitoring that position.			
4.22.3	Shall have a lifebuoy with a self-igniting light and drogue.			
4.22.4	In addition to the above a second lifebuoy shall be equipped with: A whistle, a drogue, a self-igniting light (serviced according to manufacturer's instructions). A pole (permanently extended or automatically extended) with a flag and it shall be attached to the lifebuoy (serviced according to manufacturer's instructions).			
4.22.5	At least one lifebuoy shall depend entirely on permanent buoyancy.			
4.22.6	Each inflatable lifebuoy and any automatic devices shall be serviced at intervals according with its manufactures instructions.			
4.22.7	a) Boats shall have 6mm heaving line 15-25m long accessible to cockpit.			
4.22.8	Shall have a recovery sling which includes: a) buoyant line of length no less than the shorter of 4 times LH or 36m (120'). b) buoyancy section (horseshoe) with no less than 90 N (20#) buoyancy. c) minimum strength capable to hoist a crewmember aboard.			
4.23.1 NOR 7.1	Pyrotechnic signals shall be provided conforming to SOLAS LSA Code Chapter III Visual Signals and not older than the stamped expiry date (if any) or if no expiry date stamped, not older than 4 years. Boats shall have: - 6 x red parachute flares (4 readily available i.e. not in liferaft). - 6 x red hand flares (4 readily available i.e. not in liferaft). - 2 x orange smoke (2 readily available i.e. not in liferaft).			
4.25	Boats shall have a readily accessible, sheathed and securely restrained sharp knife.			
4.26	The following shall be carried; - A heavy weather jib to the dimensions in the regulations - A storm jib shall be of highly-visible coloured material (if purchased after 2013) - A storm trysail with sail number on both sides The following storm/heavy-weather sail requirements shall be provided: - Have sheeting positions on deck for storm/heavy-weather sails.			

Reg No.	Description	PIC	II	OS
	- Have means to attach the luff to the stay, independent of any luff groove device (heavy-weather jib shall be readily available, storm jib shall be attached).			
4.28	When the main is stowed by furling, the trysail shall be able to be hoisted when the main is furled.			
5.01.1	Each crew member shall have a lifejacket which shall: a) i) if manufactured before 2012 comply with ISO 12402 – 3 (Level 150) or equivalent, including EN 396 or UL 1180 and if inflatable have a gas inflation system have crotch/thigh straps (ride up prevention system (RUPS)) have an integral safety harness in compliance with OSR 5.02 ii) if manufactured after 2011 comply with ISO 12402-3 (level 150) and be fitted with a whistle, lifting loop, reflective material automatic/manual gas inflation system, crotch/thigh straps (ride up prevention system (RUPS)) an integral safety harness in compliance with OSR 5.02 b) have an emergency position indicating light in accordance with either ISO 12402-8 or SOLAS LSA code 2.2.3 c) be clearly marked with the boat's or wearer's name d) have a sprayhood in accordance with ISO 12402-8			
5.01.2	A boat shall carry at least one gas inflatable lifejacket spare cylinder and, if appropriate, a spare activation head.			
5.01.3	A boat shall carry at least one spare lifejacket as required in OSR			
5.01.4	The person in charge shall personally check each lifejacket at least once annually (record inspection on lifejacket's inspection label with inspector's initials and date). **** ESSENTIAL ****			
5.02.1	Each crew member shall 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	All safety lines shall have a coloured flag embedded in the stitching, to indicate an overload. Must be manufactured after 2000.			
5.02.3 a,b	All of the crew shall have either: a tether not exceeding 1m (3'3") including length of the hooks, or an intermediate self-closing hook on a 2m (6'-6") tether i.e. the 2m, 2 hooks tether is no longer acceptable.			
5.02.3 c	A boat shall carry spare harnesses and tethers as required in OSR 5.02 for at least 10%of the crewmembers.			
5.03	It's recommended that each crew member be supplied with a buoyant watertight flashlight.			

RHKYC Guidelines & Prescriptions

PRESCRIPTIONS		PIC	II	OS
Communications HF DSC/GMDSS NOR 8.5	1) All HF DSC/GMDSS units if installed must be installed so the DSC function works as designed - including a DSC receive antenna. All the race fleet MMSI numbers shall be programmed into the radio. For HK registered yachts, copies of an OFCA issued Ships Station License for the competing boat and a GOC or LRC operator's license for the nominated radio operator must be submitted. Entrants of non-Hong Kong boats must provide evidence of compliance with their Flag State radio regulations concerning licensing of the installation and the nominated operator **AND** provide evidence of an operator with sufficient knowledge and experience to operate the radios and satellite equipment installed. **All boats must conduct an HF Radio DSC test with either HK MRCC or another acceptable MRCC/Radio station. Evidence of a successful test must be submitted along with the scrutineering paperwork for any given offshore race.**			
Satellite Communications NOR 8.1	2) A satellite communications device acceptable to the organisers shall be installed with an external antenna and proof of sufficient credit/ standing account provided. If a permanently installed Satellite communications device is in use a handheld satellite phone in a waterproof bag must be carried (as per OSR 3.29.03). All the Race Fleet Satellite communication numbers must be pre-programmed into the phone. 3) **Acceptable Satellite Communication Devices are:** – Inmarsat C – highly recommended. – Isatphone Pro with External Antenna. – Iridium 9555 or Extreme with External Antenna. – Fleet broadband 150, 250 or 500. – Fleet 33, 55 or 77. – Inmarsat B or M. – Fleetphone. Other Marine Satellite Communication Devices will be acceptable as long as they satisfy the above listed criteria.			
Yellow Brick	All boats shall have a Yellow Brick Tracker installed and working.			
Emergency Tiller OSR 4.15.1	All yachts and crews **must demonstrate** the deployment and use of their emergency tiller.			
Liferaft Service OSR 4.20.5 a)	All liferafts must be serviced by a registered dealer/agent for the brand of life raft carried e.g. An Ocean Safety Life raft must be serviced by an approved Ocean Safety agent/dealer.			
STRONGLY RECOMMENDED				
Steering Gear	It is strongly recommended that all steering gear is inspected prior to the start of the race. In particular - rudder retaining systems, cables, seals and collars.			
Location of Electronic equipment	It is strongly recommended that all electronic equipment should be located high in the yachts hull to prolong the time of usage in the event of flooding/water egress, along with an emergency independent battery to operate the communications equipment.			
Training	It is strongly recommended that all crew hold a valid SAS cert and be familiar with SAR Helicopter Highline/drills for deep sea rescue.			

Boat Details

Name of Boat:	Sail Number:

Non-compliances

The PIC or II are to detail any non-compliance with the World Sailing Regulations in the table below along with what action will be taken to correct the issue.

A copy of this list should be retained on board to assist in rectifying any discrepancies.

Reg. No.	Non-compliance	Action

Declarations

Person-in-Charge:

"I, _____ (*full name of Person-in-Charge*) declare the above named boat, other than where indicated in the table above, complies with the World Sailing Offshore Special Regulations for a Category 1 Race.

Signature: _____ Date: _____

Independent Inspector:

"I, _____ (*full name of Independent Inspector*) have completed at least one prior Category 1 race declare that the above named boat, other than where indicated in the table above, complies with the World Sailing Offshore Special Regulations for a Category 1 Race.

Signature: _____ Date: _____

SECTION 3 – OFFICIAL

SCRUTINEERING

To be completed by the Official Scrutineer and returned to the RHKYC Sailing Office.

Boat Details

Name of Boat:	Sail Number:

Recommended World Sailing Offshore Special Regulation Non-compliances

Reg. No.	Non-compliance	Action

Mandatory World Sailing Offshore Special Regulation Non-compliances

Reg. No.	Non-compliance	Action

Turn page over for signatures.

Official Scrutineer

Official Scrutineer Name: _____

Official Scrutineer Signature: _____ Date: _____

Boat Representative

Boat Representative Name: _____

Boat Representative Signature: _____ Date: _____

CHIEF SCRUTINEER

Chief Scrutineer Observations

Reg No.	Observation

Chief Scrutineer: Yacht passes scrutineering YES / NO

Chief Scrutineer Name: _____

Chief Scrutineer Signature: _____ Date: _____