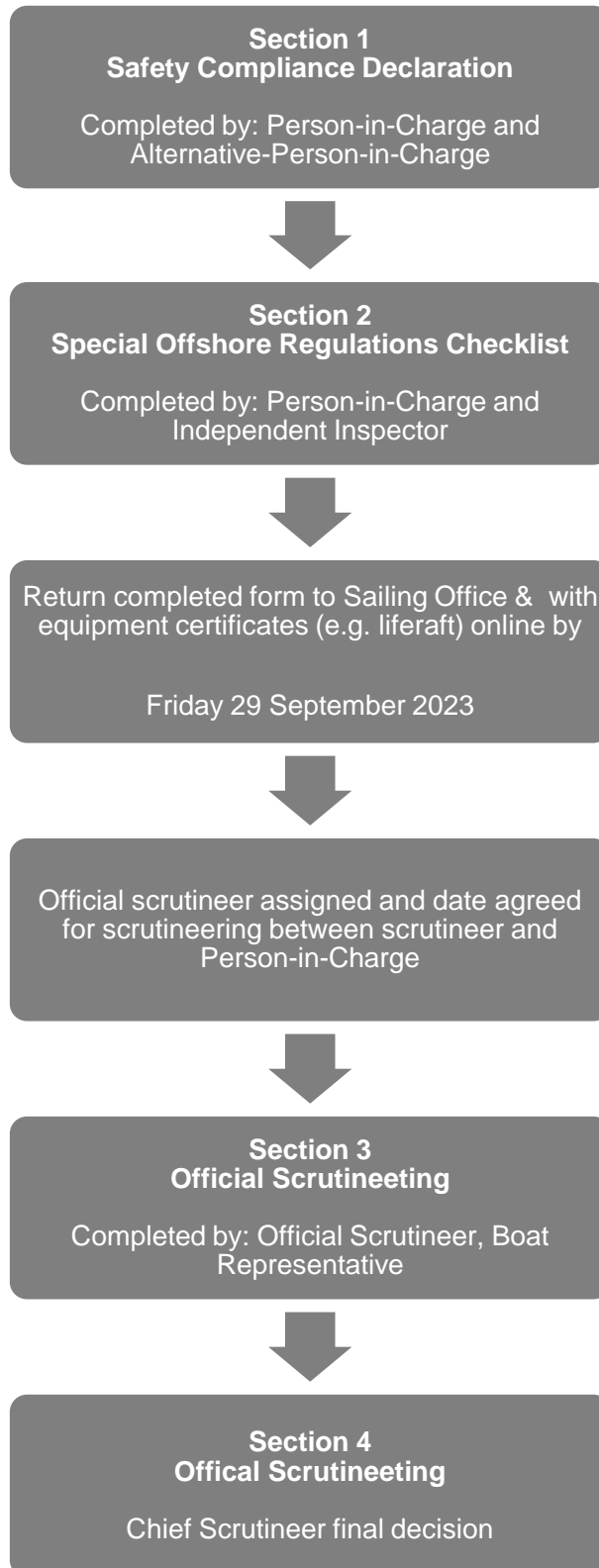


HK TO VIETNAM RACE 2023

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 DECLARATION

Boat Details

Name of Boat:	
Yacht Register No.	Sail Number:
Type/Designer:	Rig Type:
Manufacture Year: Place:	Builder:
Call Sign:	MMSI No:
Sat Phone No 1.:	Sat Email 1:
Sat Phone No 2.:	Sat Email 2:
Location for Scrutineering:	Scrutineering Inspection Date:

Boat Representatives

Owner's Details:

Name:	Email:
Fixed Line Tel No.:	Mobile No.:

Person-in-Charge Details:

Same as the Owner's Details above:

Name:	Email:
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:	Liferaft/Abandon Ship Drills:
Emergency Steering:	Fire Drills:
Storm/Trysail Usage:	First Aid Kit Review:
VHF DSC Radio Check:	VHF DSC Routine & Emergency Calling:

Safety Equipment

Communication:

TYPE	CARRIED	DSC	C/S (If not yacht's)	MMSI (If not yacht's)
DSC VHF 25W FIXED	YES / NO	YES / NO		
VHF PORTABLE	YES / NO	YES / NO		
VHF PORTABLE	YES / NO	YES / NO		
MF/HF	YES / NO	YES / NO		
	YES / NO	YES / NO		

Emergency Communication:

Type	ID	Expires	Model	Reg Cert Checked*
YACHT EPIRB				
RADAR SART				

Liferaft:

Important: OSR 4.20.5a. Liferaft shall be serviced by a manufacturer authorized service station.

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 (WS) Offshore Special Regulations (OSRs), RORC & RHKYC Prescriptions, the race Notice of Race and Sailing Instructions. I have read and understood the current version of WS OSRs Para 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 WS Offshore Personal Safety, First Aid and CPR certificates. In addition, 50% of the crew must hold a current WS Offshore Personal Safety 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 WS OSRs, Para 1.02.

Signature: _____

Date: _____

SECTION 2 – RHKYC WORLD SAILING OFFSHORE SPECIAL REGULATIONS CHECKLIST

Boat Details

Name of Boat:	Sail Number:
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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 WS OSRs 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 and the text in places is a summary of the full text. If there are any discrepancies between this list and the WS OSRs/RORC/RHKYC Prescriptions the current WS OSRs/RORC/RHKYC Prescriptions will take precedence. For details of each regulation refer to the current WS OSRs/RORC/RHKYC Prescriptions. All regulations with a “shall” or “must” are mandatory; “should” and “may” are permissive.

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

Reg No.	Description	PIC	II	OS
2.04.1	All equipment shall function properly, regularly checked, cleaned, serviced, be adequate for the intended use and not expire before the end of the race.			
2.04.2	Heavy equipment shall be secured e.g. stoves, batteries, outboards, anchors, floorboards, etc.			
3.01	Yachts shall be properly rigged, fully seaworthy and meet OSRs.			
3.02	Watertight and all openings shall be capable of being immediately secured.			
3.02.3	Evidence of a structural inspection in accordance with 3.02.2 within 24 months before the start of the race or after a grounding whichever is the later			
3.03.1 a) i	Launched after 2009 and <24m LH shall conform to ISO 12215 Cat A.			
3.03.1 a) ii	Shall have a World Sailing / ISAF building plan review certificate issued from a notified body recognized by World Sailing, unless higher classification has been obtained from a Classification Society recognised by World Sailing.			
3.03.1 b)	If ≥ 24m LH shall be designed, built and maintained in accordance with the requirements of a Classification Society recognized by World Sailing			
3.03.1 c)	Shall have a Builder’s Declaration to confirm the boat is built in accordance with the plans.			
3.03.1 d)	Any significant modifications or repairs shall have the approval and signature of a qualified naval architect.			
3.03.2	For launch between 1987-2009 ABS cert or EC or ISO 12215 Cat A.			
3.04	The yacht’s stability shall comply with ISO 12217-2 Design Cat A or STIX not less than 32 and AVS not less than 130 – 0.002*m but always ≥ 100° and min righting energy m*AGZ>172000.			
3.06	Shall have 2 openings with one exit shall be forward of the mast. Yacht launched after Jan 2013 the minimum opening diameter is 450mm for circular or 380mm if shape other than circular (min area 0.18m²).			
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 0.071m² (110 in²).			
3.08.2	All hatches (including lockers) shall be capable of being immediately firmly shut and above the water at 90° heel (except for max 2 hatches fitted forward of the max beam on the side of the coach roof of area less than 0.071m²)			
3.08.3	Hatches not conforming to 3.08.1 & 3.08.2 shall be clearly labelled “NOT TO BE OPENED AT SEA”.			

Reg No.	Description	PIC	II	OS
3.08.4 a)	Companionway hatches fitted with a strong securing arrangement which shall be operable from the exterior and interior even when the boat is inverted.			
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 Cat A.			
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.			
3.09.5	Cockpit drains shall at least be 4 x 20mm diameter or equivalent after allowance for a screen.			
3.10	Shall have permanently installed sea cocks or valves on all through-hull openings below the waterline (except instrument through-hulls).			
3.12	The heel of a keel stepped mast shall be securely fastened to the mast step or adjoining structure.			
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 2.2m 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 Ø360mm			
3.14.1g i) i, ii	Lifelines shall not exceed the following when a deflecting force of 4 kg is applied to a lifeline midway between supports: a) Upper is 50 mm. b) Lower is 120mm.			
3.14.6 a)	Lifelines shall be of stranded stainless-steel wire i.e. HMPE not permitted.			
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. HMPE rope size is 5mm.			
3.17.1	The foredeck toe rail shall be a minimum of 25mm height from abreast the mast forward.			
3.18	Shall have a permanently installed toilet.			
3.19	Shall have permanently installed bunks.			
3.20	Shall have a permanently installed cooking stove, capable of being operated safely at sea, with fuel shutoff control.			
RHKYC Pres 3.21.2	Shall start with no less than 3 litres of drinking water per person per day for the likely duration of the voyage.			
RHKYC Pres 3.21.3	Emergency drinking water shall be carried in dedicated, labelled and sealed container(s) of quantity. - All races ≤ 450 nautical miles: 3 litres/person - All races > 450 nautical miles: 4 litres/person			
3.22.1	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.			

Reg No.	Description	PIC	II	OS
3.23.5	Removable Bilge pump handles shall be retained by a lanyard.			
3.24 a)	Shall have a permanently installed marine magnetic steering compass, independent of any power supply, correctly adjusted with deviation card.			
3.24 b)	Shall have a second compass which may be hand-held and/or electronic.			
3.25 b)	No halyard shall be locked, lashed or otherwise secured to the mast in a way that requires a person to go aloft to lower the sail (except for a headsail in sure with a furling device).			
3.27.1	Nav lights shall conform to the IRPCS (Part C and Technical Annex I).			
3.27.2	Nav lights shall be mounted above sheerline and so that they will not be masked by sails or the heeling of the boat.			
3.27.3	Reserve nav lights shall have the same specifications as above, and that can be powered independently.			
3.27.4	Nav lights shall have spare bulbs (not required for LED)			
3.28.1	Shall have an inboard propulsion engine, permanently installed exhaust, power system (electric engine), fuel supply systems, fuel tank and adequate heavy weather protection. Min speed of $1.8\sqrt{LWL}$ in meters.			
3.28.2	If a separate diesel generating set is installed, it shall be permanently installed in accordance with the manufacture's guidelines.			
3.28.3 a)	All fuel tanks shall be rigid and have a shutoff valve.			
RHKYC Pres 3.28.3 b)	At the start a boat with a combustion engine shall carry sufficient fuel to meet charging requirements for the duration of the race and to motor at the above minimum speed for at least: - All races \leq 450 nautical miles: 150 nautical miles - All races $>$ 450 nautical miles: 250 nautical miles			
3.28.4	Shall have separate starting battery and if installed after 2011 shall be sealed type.			
RHKYC Pres 3.28.4 c)	At the start a boat with an electric engine shall carry sufficient capacity to meet electrical requirements for the duration of the race and to motor at the above minimum speed for at least: - All races \leq 450 nautical miles: 150 nautical miles - All races $>$ 450 nautical miles: 250 nautical miles			
3.29.1	Shall have an VHF transceiver with an emergency antenna when the regular antenna depends upon the mast. [if mast or backstay mounted]			
2.29.2 a,b)	For the VHF transceiver: - Rated o/p 25W - Masthead antenna 38cm in length.			
RHKYC Pres 3.29.2 c)	All fixed VHF transceivers shall be DSC capable.			
3.29.2 d)	DSC VHF transceivers shall be programmed with an assigned MMSI (unique to the boat), be connected to a GPS receiver and be capable of making distress alert calls as well as sending and receiving a DSC position report with another DSC equipped station. [Check the GPS position shown on VHF screen is accurate].			
RHKYC Pres 3.29.2 f)	Radio operators shall show they have the appropriate radio licence and sufficient knowledge and experience to operate the radios and satellite equipment installed.			
RHKYC Pres 3.29.3 b)	One hand-held satellite telephone, watertight or with waterproof cover and internal battery. Shall not be reliant on connecting to an external device to send/receive voice calls e.g. not reliant on a separate smart phone e.g. iSatPhone, Iridium 9555 or Extreme (IridiumGo is not acceptable). Any hand-held satellite telephone not in use shall be stowed in a grab bag.			
RHKYC Pres 3.29.3 b) i	A satellite telephone shall be connected to an external marine mast type antenna with a permanent fixed installation for the duration of the race. The "puck" type antenna supplied with most phones does not meet this requirement.			
RHKYC Pres 3.29.3 b) ii	The satellite telephone in 3.29.03 b) i shall be permanently connected to an external powered source and switched on for the duration of the race.			



Reg No.	Description	PIC	II	OS
RHKYC Pres 3.29.03 b) iii	The satellite telephone in 3.29.03 b)i shall have minimum of 75 minutes voice credit at the start of the race and shall retain a minimum 15 minutes for emergency voice calling during the race.			
RHKYC Pres 3.29.3 b) iv	All satellite telephones shall have the race emergency contacts, Hong Kong MRCC and race fleet satellite phone numbers pre-programmed into the phone.			
3.29.5	Shall have hand-held marine VHF transceiver, watertight or with waterproof cover. Shall be stowed in a grab bag when not in use.			
3.29.6	Shall have an independent radio receiver capable of receiving weather bulletins e.g. Navtex, satellite phone, HF, etc.			
3.29.8	Shall have a GPS.			
RHKYC Pres 3.29.9	Shall have a satellite device able to send/receive data and tracking, be permanently installed and permanently powered up for the duration of the race. [Will be supplied by RHKYC].			
3.29.13	Shall have an AIS transponder that shares the VHF antenna or a dedicated antenna of 38cm mounted at least 3m above the waterline.			
RHKYC Pres 3.29.13 c)	The AIS transponder shall remain turned on and remain active for the duration of the race.			
4.01.1	Identification on sails which complies with RRS 77 and RRS Appendix G			
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.			
4.02	There shall be a solid 1m ² area of highly-visible pink, orange or yellow that can be shown on the deck.			
4.03	Appropriate soft wood tapered plugs shall be stowed adjacent to every through-hull opening.			
4.04.1	Jackstays shall be provided and secured to strong points made of non-sleeved 1x19, 5mm wire, webbing or HMPE rope on both sides abeam of the cockpit to near pulpit. Breaking load of 2040kg.			
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.			
4.05.1	Shall have a fire blanket adjacent to each cooking device.			
4.05.2	Boats shall have at least 2 fire extinguishers 2kg dry powder or equivalent, accessible in different and suitable parts of the yacht.			
4.06	Shall carry 2 un-modified anchors that meet manufacturers specification for boat dimensions with suitable combination of chain and rope and deployable in 5 min.			
4.07a)	Shall have a watertight searchlight suitable for searching for a person overboard at night and for collision avoidance.			
4.07b)	In addition to 4.07 a), shall have a watertight flashlight with spare batteries and bulb [unless LED].			
RORC Pres 4.07	Shall have a floating waterproof torch for use in the event of a person overboard at night which can be thrown into the sea as a marker.			
4.08	Boats shall have a First Aid Kit and manual suitable for Cat 1. It's contents 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 2m ² (22ft ²) from 0-360° of azimuth and ±20° of heel. [Specification must be presented, tube type 2" or 4" diameter are not acceptable].			
4.11	Boats shall have navigational charts (not solely electronic) and chart plotting equipment i.e. departure, arrival, area between and alt port. Charts shall be up to the latest Notice to Mariners correction.			

Reg No.	Description	PIC	II	OS
4.12	Boats shall have a safety equipment location diagram in durable waterproof material, clearly displayed in the main accommodation, marked with the location of principal items of safety equipment.			
4.13	Boats shall have an installed log and depth sounder.			
4.15.1	Boats shall have an emergency tiller capable of being fitted to the rudder stock unless using an unbreakable tiller.			
RHKYC Pres 4.15.1 c)	Boat crew shall demonstrate the deployment and use of their emergency tiller and present evidence that it's fit for purpose to the race committee (pictures/video preferred).			
RHKYC Pres 4.15.2 a)	Boat crew shall demonstrate the rudderless steering method and present evidence that it's fit for purpose to the race committee (pictures/video preferred).			
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	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.			
4.20.1	Shall carry life raft(s) capable of carrying the whole crew and complies with SOLAS or ISO 9650 [if other type consult Chief Scrutineer].			
4.20.2 b) RHKYC Pres	Each ISO 9650 liferaft shall contain as a minimum Pack 2 (less than 24 hours). If a Pack 2, then each grab bag assigned to a liferaft shall contain the missing items from a Pack 1 in addition to any other requirements i.e. <ul style="list-style-type: none"> - 1 x waterproof torches. - 3 x red hand flares (SOLAS/WheelMark approved) - 2 x thermal protection aids (SOLAS/WheelMark approved) - 1.5l water for each person (SOLAS/WheelMark approved) - 10,000kl food per person (SOLAS/WheelMark approved) 			
4.20.3	Each liferaft shall be stowed on deck or dedicated locker (mandatory for valise) and being capable of being deployed to the life lines in <15s. For yachts before June 2001 a life 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.			
4.20.5 a)	All liferafts shall be serviced at a manufacturer authorized service station e.g. An Ocean Safety Life raft must be serviced by an approved Ocean Safety service agent and no other. Maximum service intervals are SOLAS annually, ISO 9650 3 years, ISO 9650 hired valise annually, ISAF annually, ORC annually.			
4.20.5 b) RHKYC Pres	Liferaft servicing certificates (original or a copy) shall be on board			
4.21	Either a watertight compartment or a grab bag, readily accessible whether or not the boat is inverted shall be carried for each liferaft carried , with the following minimum contents:			
4.21 a)	Watertight VHF with spare batteries			
4.21 b)	Watertight flashlight with spare batteries and bulb			
4.21 c)	3 x red hand flares			
4.21 d)	Watertight strobe with spare batteries			
4.21 e)	A knife			
4.21 f)	If a grab bag shall have inherent flotation, 0.1m florescent orange, boat name with lanyard and clip.			
RHKYC Pres 4.21 g) i	A First-Aid kit. All dressings must be capable of being effectively used in wet conditions. The first aid kit shall be clearly marked and shall be re-sealable.			
RHKYC Pres 4.21 g) ii	At least 2 tubes of sunscreen for each liferaft, minimum size of 100ml.			
RHKYC Pres 4.21 g) iii	All crew passports, money, spare prescription drugs to be carried in a separate waterproof bag within a Grab Bag.			

Reg No.	Description	PIC	II	OS
RHKYC Pres 4.21 h)	Other highly recommended Grab Bag contents: - Chemical light sticks - Waterproof handheld GPS - SART - EPIRB - Spare liferaft drogue - Satellite contact numbers pre-programmed or on a waterproof list - Treatment for jellyfish stings			
4.22.1 b)	Shall have an AIS personal crew overboard beacon for each crew member. [It's highly recommend that a list of AIS beacon numbers is placed beside the chart plotter to ease identification].			
4.22.2	A yacht shall have a man overboard equipped GPS alarm capable of immediately recording a crew overboard position within 10 seconds and monitoring that position. [Check that the crew can demonstrate operating the alarm and it works]			
4.22.3	Shall have a lifebuoy with a self-igniting light [check battery date] and drogue.			
4.22.4	In addition to the above a second lifebuoy shall be equipped with: a) A whistle, a drogue, a self-igniting light [check battery date]. b) A pole (permanently extended or automatically extended) with a flag. [It shall be attached to the lifebuoy]			
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 manufacturer's 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'). a) buoyancy section (horseshoe) with no less than 90N buoyancy. b) minimum strength capable to hoist a crewmember aboard.			
RHKYC Pres 4.23.1	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. Yachts shall have: - 6 x red parachute flares (4 readily available i.e. not in liferaft). - 6 x red hand flares (3 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 readily accessible from the deck or a cockpit.			
4.26.1	Either a storm trysail (high-visible colour) or mainsail reefing to reduce the luff by at least 50%.			
4.26.2	Shall have a heavy weather jib with readily available means to attach to the forestay without using the luff groove (see OSR for size).			
4.26.3	Shall have a storm jib (high-visible colour) with permanently attached means to attach to the forestay without using the luff groove (see OSRs for size).			
RHKYC Pres 4.26.4	The PIC shall ensure the crew has been trained to set the storm sails and evidence can be presented (pictures preferred).			
4.30	Shall have combined electrical emergency pumps (portable and/or fixed) of capacity ≥ 200 l/min (3,170 GPH). If portable, then power cables terminated with alligator clips. Have sufficient hose to discharge overboard (enclosed cockpit) or into the cockpit (open cockpit).			

Reg No.	Description	PIC	II	OS
5.01.1	Each crew member shall have a lifejacket which shall: a) i) Manufactured before 2012: Comply with ISO 12402-3 (Level 150) or equivalent. If inflatable have a gas inflation system, have crotch/thigh straps, have an integral safety harness. ii) Manufactured after 2011: Comply with ISO 12402-3 (level 150) and be fitted with a whistle, lifting loop, reflective material, gas inflation system, crotch/thigh straps an integral safety harness. b) have an emergency position indicating light in accordance with either ISO 12402-8. 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 for <u>each type</u> of lifejacket.			
5.01.3	A boat shall carry at least one spare lifejacket as required in 5.01.1.			
RHKYC Pres 5.1.4	The person in charge shall personally check each lifejacket at least once annually and record the inspection on lifejacket's inspection label or in a separate document with inspector's name and date. [ESSENTIAL]			
RORC Pres 5.1.5	Confirm the PIC understands that a combined harness and lifejacket shall be worn while on deck between the hours of sunset and sunrises, when alone on deck, when reefed, when TWS >=20knots, when visibility < 1NM			
5.02.1	Shall have a harness that complies with ISO 12401 or equivalent.			
5.02.2-3	Each crew member shall have tether: - Complies with ISO 12401 or equivalent. - Manufactured after 2000. - Self-closing hooks. - Overload indicator (if overloaded shall be replaced). - Line not exceeding 1m in length (including hooks). - Line not exceeding 2m in length (including hooks). For clarity, all crew shall have a 1m tether, but if you have a 2m tether it <u>must</u> have a 1m intermediate hook or you <u>must</u> also wear a 1m tether.			
RORC Pres 5.6.2	At night each crew member shall carry a waterproof torch.			
RHKYC Pres 6.01.2	50% of crew (min 2 crew) shall have an in date WS Personal Survival Course certificate			
6.04	Crews have practical training in crew overboard recovery and abandonment			
RHKYC Pres 6.05.2	30% of crew (min 2 crew) shall have an in date First Aid certificate			

NOTE: Items in [] are notes for scrutineers.

Boat Details

Name of Boat:	Sail Number:
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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

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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:
---------------	--------------

Mandatory World Sailing Offshore Special Regulation - Non-compliances

Reg. No.	Non-compliance	Action

Recommended World Sailing Offshore Special Regulation - Non-compliances

Reg. No.	Non-compliance	Action

Turn page over for signatures.

Boat Representative

Boat Representative Name: _____

Boat Representative Signature: _____

Date: _____

Official Scrutineer

Official Scrutineer Name: _____

Official Scrutineer Signature: _____

Date: _____

SECTION 4 – CHIEF SCRUTINEER

****** CHIEF SCRUTINEER USE ONLY ******

Chief Scrutineer Observations

Reg No.	Observation

Chief Scrutineer: Yacht passes scrutineering YES / NO

Chief Scrutineer Name: _____

Chief Scrutineer Signature: _____

Date: _____