



South Lake Macquarie Amateur Sailing Club Inc.

Category 7 Equipment Requirements

As stipulated by Yachting NSW

This document has been assembled by the South Lake Macquarie Amateur Sailing Club as a guide to skippers who race with the Club. It only references requirements for the Category 7 races that the South Lake Macquarie Amateur Sailing Club intends to hold. This document was created with reference to the 2013-2016 Racing Rules of Sailing as produced by Yachting Australia and may be amended from time to time by Yachting Australia. In addition to the requirements listed by Yachting Australia and Yachting NSW, skippers need to consider equipment mandated by other regulatory Regulations.

The following items of Yachting Australia Special Regulations Section 1 are drawn to skippers' attention:

1.02 Owners Responsibility

- 1.02.1 The safety of a boat and her crew is the sole and inescapable responsibility of the person in charge who shall do their best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He/she must be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. He/she shall ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used. Attention is drawn to Regulation 2.04 that specifies the crew experience required for some races. He/she shall also nominate a person to take over the responsibilities of the person in charge in the event of his/her incapacitation.
- 1.02.2 The establishment of these Special Regulations, their use by race organisers, and the inspection of a boat under these regulations does not in any way limit or reduce the complete and unlimited responsibility of the person in charge.
- 1.02.3 The responsibility for a boat's decision to participate in a race or to continue racing is hers alone – RRS Fundamental Rule 4.

2.01 Categories of Events for SLMASC Club Racing

- 2.01.8 **Category 7:** Short races in sheltered waters, in daylight hours only and with effective rescue availability.

2.02 Inspection

- 2.02.1 For the purposes of inspection under these rules a Member Yachting Association of Yachting Australia (Yachting NSW) may accredit Equipment Auditors.
- 2.02.2 **A boat may be inspected at any time** and shall demonstrate compliance with these regulations. The boat's club or the race committee of an event may appoint and accredited Equipment Auditor or other person to conduct inspections of the equipment required by Regulation 2.03, Section 3 Part 2, Sections 4 and 5 of these Regulations.
- 2.02.3 **If a boat does not comply** with these Special Regulations, it may have its entry rejected by the organising authority, or it may be liable to disqualification or such other penalty determined by the protest committee.



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2.03 General Requirements

2.03.1 All equipment required by these special Regulations Shall

- (a) Function properly,
- (b) Be regularly checked, cleaned and serviced,
- (c) When not in use be stowed in conditions in which deterioration is minimised,
- (d) Be readily accessible,
- (e) Be of a type, size and capacity suitable and adequate for the intended use and size of the boat.

2.03.2 Heavy Items;-

- (a) Ballast, tanks, ballast tanks and associated equipment shall be permanently installed,
- (b) Heavy movable items including batteries, stoves, gas bottles, toolboxes, and anchors and chain shall be securely fastened,
- (c) Heavy items for which fixing is not specified in these Special Regulations shall be permanently installed or securely fastened as appropriate.

3.01 Strength of Build, Ballast and Rig

3.01.4

- (a) A boat shall be soundly constructed, well maintained and suitable for the event that it will be entering. It must be properly rigged, and must meet the standards set forth herein.

3.01.5 **Ballast Tanks, Valves and Sea Cocks**

Tanks for variable ballast shall be permanently installed to a boat's structure and shall be provided with a system of isolating valves and pump(s) capable of manual operation at any angle of heel. A plan of the plumbing system shall be displayed aboard the boat.

3.01.6 **Control Systems, Actuators, Restraint**

Moveable ballast systems shall be fitted with a manual control and actuation secondary system which shall be capable of controlling the keel in the event of failure of the primary system. Such failures could include electrical and hydraulic failure and the mechanical failure of the components and the structure to which the primary system is mounted. The system must be capable of being operational quickly and shall be operable at any angle of heel. It would be desirable if this system was capable of securing the keel on the centreline.

A set of instructions, including any necessary diagrams, for the activation and operation of the secondary system shall be displayed aboard the boat.

3.02.2

- (b) Canting keels and the like, together with any control mechanism, shall be constructed in such a way that the watertight integrity of the hull is not compromised.

3.04 Stability

3.04.2 A yacht shall be resistant to capsize and shall have a ballasted keel, internal ballast or ballasted centreboard.



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3.06.1 Exits - Monohulls

(b) Boats 5.5m (18.5') LOA and longer of any Age Date which carry any liquid fuel or gas below decks while racing shall have 2 exits.

3.12.6 Lifeline minimum diameters, required materials, specifications

(a) Where lifelines are fitted they shall be stranded stainless steel wire of minimum diameter specified in the table below. Lifelines shall be uncoated and used without close-fitting sleeving.

(b) Notwithstanding 3.12.6 (a) above, the term "uncoated" means that the wire must not be coated by any product that is moulded to the wire. The application of a loose sleeve to uncoated wire is permitted providing that air can circulate along the length of wire between stanchions, it is regularly removed for inspection and the wire remains in good condition.

(c) Grade 316 stainless wire is recommended

(d) A taut lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100mm. this lanyard shall be replaced at least annually.

(e) All wire, fittings, anchorage points, fixtures and lanyards shall comprise a lifeline enclosure system which has at all points at least the breaking strain of the required lifeline wire.

LOA	Minimum Wire Diameter
Under 8.5m	3mm (1/8 in)
8.5 – 13m	4mm (5/32 in)
over 13m	5mm (3/16 in)

3.17 Galley

3.17.2 Cooking stove or heating appliance, where installed shall be securely fastened, with a safe, accessible fuel shutoff control.

3.17.3 Gas is only permitted for cooking.

(a) The use of petrol (or similar hydrocarbon with a flash-point below 60° C) for lighting, cooking or heating is prohibited.

(b) Methylated spirits is acceptable for cooking.

3.17.4

(a) A sign reading "REMEMBER Turn Off Gas At Bottle" shall be displayed near any gas appliance.

(b) Boats equipped with gas systems using permanent gases, e.g. a pilot light, shall be fitted with a combustible gas detection system.

3.17.5 Disposable gas cooking canisters used inside the boat must be no more than 225 grams capacity.

(Note: Some shops only sell canisters of 230 grams. This would be deemed acceptable to the South Lake Macquarie Amateur Sailing Club Auditors).

3.17.6 Gas bottles, cylinders and reserve canisters shall be contained in separate ventilated and self draining compartments where vapour can only escape overboard.



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3.20 Bilge Pumps and Buckets

3.20.6 No bilge pump may discharge into a cockpit unless the cockpit opens aft to the sea. Bilge pumps shall not be connected to cockpit drains.

3.20.7

(a) Bilge pumps shall have a 25 mm minimum bore suction

(b) Bilge pumps and strum boxes shall be readily accessible for maintenance and for cleaning out debris.

3.20.9 Two buckets of **stout construction** each with at least 8 litres capacity shall be provided. Each bucket is to have a lanyard attached.

3.23 Navigation Lights

Skippers are reminded of the need to carry navigation lights should the boat be away from its mooring after dark. Skippers are reminded that even whilst most races may finish prior to twilight, the time taken to return to the mooring may **require** them to display navigation lights. Removable/Temporary lights are acceptable, but they must be of an approved type.

3.24 Engines, Generators, Fuel

3.24.6 When an electric starter is the only provision for starting the engine, a separate battery shall be carried, the primary purpose of which is to start the engine.

3.24.7 A separate generator for electricity is optional, however when a separate generator is permanently installed it shall be securely covered, and shall have permanently installed exhausts and fuel supply systems and fuel tank(s).

3.24.8 Fixed fuel tanks shall have a shut off valve or cock fitted directly to the tank outlet except when it is not possible for fuel to escape or siphon from the tank if the fuel line fractures.

3.24.9

(a) Petrol fuel tanks for inboard engines or inboard tanks for outboard engines shall be permanently installed, metal, vented to the open air, electrically grounded and have the filler positioned so that spillage and fumes cannot enter the boat.

(b) Diesel fuel tanks shall be metal or other material certified as suitable by the manufacturer.

(c) Fuel lines shall be metal, clipped rigidly in place with a flexible connection between the fixed line and the engine or a flexible line may be used throughout provided that the material and terminals are designed for that purpose. In the case of petrol engines the flexible fuel line shall be fire resistant and coded by the manufacturer as such (eg. with a red stripe).

(d) Outboard motor removable fuel tanks and lines shall be as supplied by the manufacturer or build to a recognised national standard and branded with their mark of approval. Fuel tanks shall be secure to the deck or in a separately ventilated compartment.

(e) Petrol fuel shall not be carried below decks in portable containers.

(f) Except for permanently installed linings or liners, a flexible tank is not permitted as a fuel tank.

3.24.10 Paddles. If not fitted with an engine, each boat 5.5 metres or less shall carry a pair of oars or paddles with a minimum blade area of 0.04m² each. (eg. 10cm x 40cm)



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3.28 Hull Identification

- 3.28.1 Boats shall have on both sides or on the transom in legible characters a minimum of 50mm high:
- (a) The Boat's name
 - (b) Its state marine authority number or sail number
 - (c) If the boat has no State Marine Authority number, the Sail Number and the name of the club.
 - (d) The name of the club may be abbreviated (e.g. SLMASC).

4.01 Sail Numbers

- 4.01.1 Sail numbers shall be carried in accordance with YA and ISAF rules. (See Appendix G, pp 121 – 125, Racing Rules of Sailing 2013-2016)

4.04 Fire Extinguishers

- 4.04.1 Fire extinguishers, marked as complying with AS1841.5 for dry chemical type and AS1841.6 for CO2 shall be readily accessible in suitable and different parts of the boat as follows:
- (b) Where there is any form of auxiliary engine or naked flame 1 x 10BE fire extinguisher.
 - (c) Where LPG or petrol is carried below deck 1 additional 10BE fire extinguisher.
 - (d) Fire-blanket where there is any form of cooking facility.
 - (e) Fire extinguishers shall be serviced/tested, by an authorised person, according to the manufacturers' instructions.

4.05 Anchors

- 4.05.1
- (a) Anchors and ground tackle shall be carried according to Table 1 (pg 237).
 - (b) Anchors and warps shall be sized according to Table 2 or Table 3 (See pg 238, Racing Rules of Sailing 2013 – 2016) using the lesser as a minimum. Anchors of equivalent holding power shall be acceptable.
 - (d) Provision for securing the bitter end of the warp to a strong point on the boat prior to deploying the anchor shall be fitted.

Table 1

Primary Anchor Minimum Chain 5.0m Plus 45.0m rope or chain.

See Tables 2 and 3 on page 238 of Blue Book for Ground Tackle Sizes required based on LOA/Displacement.

4.06 Flashlights

- 4.06.3 Flashlight, at least one water resistant and floating type in working order shall be provided.

4.07 Medical Kit and Manual

NOTE: The medical kit requirements have changed from previous years. Please consult the Racing Rules of Sailing 2013-2016 (pages 239-245) for full details of Category 7 requirements.

- 4.07.9 The first aid kit shall be stored in a waterproof container(s) which shall have the contents listed so as to be visible without opening and shall contain the prescribed items. All Items MUST BE IN DATE.

Note: Whitworths and BIAS Boating supply category 7 compliant Medical Kits in waterproof containers.



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4.10 Charts, Plotting Equipment and Books

4.10.3 The current (2013-2016) "YA Racing Rules of Sailing" except in open boats shall be provided.

4.15 Tools and Spare Parts

4.15.3 Sharp Knife capable of cutting high modulus fibre rope, sheathed and restrained located in or near each cockpit shall be provided.

4.16 Boat Name

4.16.1 A Boat's name shall be provided on miscellaneous buoyant equipment, such as PFDs, cushions, lifebuoys, lifeslings, floorboards, etc.

4.16.2 Where a PFD is the personal equipment of a crew member it shall be marked instead to identify the owner. Preferably this should be the name of the owner and a contact telephone number.

4.17 Retroreflective Tape

4.17.1 Marine grade retroreflective material shall be fitted to lifebuoys, lifeslings, and is recommended on any PFDs not required by a Standard to have such a material.

Remember that ALL skippers should have a lifebuoy and retrieval line to hand for immediate deployment at all times while racing.

5.01 Personal Floatation Devices

5.01.1

(a) Each crew member shall have one personal floatation device (PFD) as follows:

(f) PFD Type 1, PFD Type 2, or AS4758 PFD (Minimum Level 50) for each member of the crew.

5.01.2 Each PFD Type 1 shall comply with:

(i) Australian Standard AS4758-2008 (minimum Level as specified) or

(ii) Australian Standard AS1512-1996 Type 1, or

(iii) Australian Standard AS1499-1996 Type 2 and

(iv) Shall be branded with the respective standard authority's mark of approval.

An overseas standard equivalent to or more stringent than the Australian Standard also complies.

5.01.3 A combined PFD and Safety Harness may be used so long as it meets the respective standard for each.

5.01.5 If inflatable, PFD's must have a compressed gas inflation system.

5.01.6 Each inflatable PFD shall be checked and serviced at the intervals as prescribed by the manufacturer.

5.01.7 Each PFD which is not an inflatable PFD shall be checked annually for serviceability.



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6.01.2 Routine Training on Board

It is recommended that crews should practice safety routines at reasonable intervals including the drill for man overboard recovery.

Equipment Safety Auditors – Contact Details

The following members are Yachting Australia accredited and registered Safety Equipment Auditors, and have been appointed by SLMASC to conduct audits on behalf of the club. They are all volunteers who offer their time to help ensure that all boats comply with the appropriate safety standards. We request and expect you to respect their time and cooperate fully with them to ensure a smooth audit process, and therefore improved safety standards for all.

Doug Wilson	0411 372 105	Safety Audit Bookings
Phil Martin	0409 030 489	
Phil Evans	0438 724 599	

If you have any questions or concerns, please contact an auditor to discuss. While compliance with the special regulations is entirely the boat owners' responsibility, the Safety Auditors will assist where possible in helping you to understand your obligations.

NOTE: It is strongly recommended that Boat Owners do not leave the preparation of their boat for the audit until the last minute as there may be a need to repair or replace some items of equipment prior to the audit in order to ensure compliance.

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