



Safety Regulations

1.0 SKIPPER'S ("MASTER'S") RESPONSIBILITY

1.1 The safety of a launch and her crew is the sole and inescapable responsibility of the skipper who shall ensure that the launch is fully found, thoroughly seaworthy and manned by an experienced crew.

The skipper must be satisfied as to the soundness of hull and equipment and the experience of the crew.

The skipper shall ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how to use it.

1.2 Neither the establishment of these Safety Regulations, their use by the Organising Authority, nor the inspection of a launch under these Regulations in any way limits or reduces the complete and unlimited responsibility of the skipper.

1.3 It is the sole and exclusive responsibility of the skipper of each launch to decide whether or not to start or continue the race. Any skipper withdrawing from the race after starting shall advise the Coastguard on either VHF Channel 80 or 82 (depending on the area).

Skippers are reminded of their legal obligations to report incidents or accidents to Maritime NZ. Forms may be obtained from the Maritime New Zealand website: www.maritimenz.govt.nz

2.0 Crew:

2.1 A minimum of four crew is recommended for longer events/races, however a lesser number is acceptable for inshore events but bearing in mind the conditions of Clause 1.1 above.

2.2 Regular crew changes are recommended with a maximum of two hours on watch at a time.

2.3 The vessel's radio is to be monitored at all times with a listening watch kept as follows:

VHF Channel 16 and, either:

VHF Channel 80: Waitemata Harbour up to Kawau Island and the inner Gulf islands or

VHF Channel 82: Passing Kawau Island/Cape Rodney

Note: Channel 06 is to be used for ship to ship communication.

3.0 BASIC STANDARDS

All equipment must function properly, be readily accessible and be of a type, size and capacity suitable and adequate for the intended use and the size of the launch.

All crew aboard must be aware of and able to operate all equipment on board including the engine.

4.0 ANCHORS

Two anchors to be carried and ground tackle shall include:

- (i) A cable the boat's length on deck of chain plus 40m (130 ft) of rope or chain, the bitter end of this cable to be secured to the hull.
- (ii) A cable of 6m (19ft 6 in) minimum of chain plus 40m (130 ft) of rope or chain.

Floating anchor warp is not acceptable

Note: At least one anchor must be complete with tackle and ready for immediate use at all times.

5. NAVIGATION EQUIPMENT

5.1 **Compass:** Marine type, properly installed and adjusted.

5.2 **Spare compass** suitable for steering (may be hand bearing).

5.3 **Charts and plotting equipment:** Current or updated paper charts covering the race area shall be carried and these should be of sufficient scale to allow competent navigation throughout the race.

5.4 **Navigation system:** A GPS and a back-up means of measuring position or distance (a second GPS is an acceptable substitute).

5.5 **Lead line or echo sounder**

5.6 **Navigation lights:** To be shown as required by the Collision Prevention Rules.

6.0 MARINE RADIO TRANSMITTER & RECEIVER with installed 25W minimum VHF

6.1 Call sign and operator license required.

6.2 A secondary means of communication, hand held VHF or cell phone in plastic waterproof bag is essential.

7.0 SAFETY EQUIPMENT

7.1 **Life jackets:** one for each crew to a minimum of NZS 5823:2005 Type 402 or international equivalent regulation.

The name of the competing vessel shall be labelled on each life jacket.

“Attention of all skippers is drawn to Maritime Rule 91, ‘Navigation Safety’ which requires all vessels (including tenders) to carry a correctly sized, serviceable lifejacket for each person on board.

The Rule also requires the life jackets to be worn at all times of heightened risk. Inflatable life jackets do not restrict the wearer's ability to perform sailing functions and many are combined with a safety harness. The failure to wear a life jacket, or when appropriate a safety harness, has resulted in loss of life from vessels from time to time.”

7.2 **Safety harnesses and safety lines (tethers)** are recommended to be worn and securely attached to the vessel for any crew member working on deck at night.

7.3 **Whistles** (without peas) attached to life jackets and lifebuoys.

7.4 Liferaft or approved dinghy:

- (a) **A liferaft** capable of carrying all crewmembers.
- (b) **OR** an approved automatically inflatable dinghy with sufficient buoyancy to support all the crew.
- (c) **OR** an inflatable dinghy, fully inflated, ready for use & with sufficient buoyancy to support all the crew.
- (d) **OR** a rigid dinghy with sufficient buoyancy to support all the crew.

Length of Boat (guide only)	Weight carrying capacity
2.4 – 4m	270 kgs
2.6 – 5m	360 kgs
2.74 – 6m	450 kgs
3.1 – 7m	540 kgs
3.4 – 8m	630 kgs

In all cases dinghies must be carried on deck, or towed with oars, rowlocks and bailer lashed in, but be ready for use. Dinghies must be marked with the vessel's name.

7.5 **Lifebuoy(s)**: At least one suitable lifebuoy marked with the vessel's name and equipped with a light and drogue shall be carried.

7.6 **First Aid kit**: A comprehensive first aid kit shall be carried.

8.0 FIRE EXTINGUISHERS

At least two which should be visible, readily accessible and in different parts of the boat.

CO2 or dry powder fire extinguishers are recommended as the most suitable for dealing with galley fires and one should be kept near the stove.

9. FLARES

Distress signals should conform to the current International Convention for the Safety of Life and Sea (SOLAS) Regulations (Chapter III, Visual Signals) and be stowed in waterproof container(s) and following is the minimum requirement:

- 2 x red hand flares
- 1 x white hand flare or spotlight with 500,000 min. candle power
- 1 x orange smoke day signal

Note: Distress signals that are more than 3 years old (as indicated by date of manufacture) or of which the date of expiry has passed are not acceptable.

10. TOW ROPE

All vessels must carry a suitable tow rope.