



**VASCO DA GAMA  
OCEAN RACE 2021**



# **VASCO DA GAMA OCEAN RACE**

**DURBAN TO EAST LONDON** **16 MAY 2021**

## **Schedule 1 – Safety Equipment & Scrutineering Check List**

**BOAT NAME:** \_\_\_\_\_

**SKIPPER NAME:** \_\_\_\_\_

**CREW MEMBER NAME:** \_\_\_\_\_

We, the undersigned, hereby confirm that we have each physically checked that the safety equipment required by this checklist is on-board the boat and that it will be there for the duration of the race.

1	Approved life jacket. One life jacket of appropriate size to be provided for each person on board, to be fitted with a light and all life jackets to be tested to the compulsory performance standard and comply with quality standard specification SABS 146/1979, or the equivalent CE or ISO standard.	
2	Two x Life-buoys with whistle and drogue attached. A Self-Igniting light of 45 minute duration to be attached to at least one life buoy.	
3	Dan buoy with a red or orange flag 400mm square, to be attached to the life buoy with the self-igniting light attached.	
4	Four x Un-expired approved hand-held red distress flares.	
5	Four x Un-expired approved red rocket parachute flares.	
6	One x Un-expired approved floating orange smoke marker.	

7	Two x Waterproof torches including full sets of spare batteries and bulbs. Spare batteries and bulbs to be kept in a watertight container.	
8	International Code Flags N & C.	
9	Two Black balls or shapes of at least 400 millimetres in diameter. (Not required on vessels of less than 12 metres in overall length.)	
10	Radar reflector of at least 400 millimetres in diameter or patent type of equivalent echoing capability and mounted.	
11	Marine VHF radio with a MINIMUM of Channels 6, 9, 12, 16 and 71.	
12	Approved Emergency position-indicating radio beacon (EPIRB) capable of transmitting distress alerts through the COSPAS-SARSAT satellite service operating in the 406 MHz band. EPIRB to:	
	(a) be installed in an easily accessible position	
	(b) be ready to be manually released and capable of being carried by one person into a survival craft;	
	(c) be capable of being activated manually	
	(d) have a copy of the MRCC EPIRB registration certificate.	
13	Suitable steering magnetic compass.	
14	Spare compass, which may be a handheld compass.	
15	Suitable navigation charts for the voyage or area of operation. Up-to-date charts, corrected in accordance with the South African Notices to Mariners, or renewed every six years.	

16	Suitable fire extinguisher with a minimum capacity of 1kg. One per engine and, in decked vessels of 9 metres or more in overall length, one in each of the following compartments where formed by complete transverse bulkheads: sleeping accommodation, galley and wheelhouse.	
17	Full set of sails, including a storm jib. Where a luff groove is fitted, there shall be an alternate system to attach the storm jib to the stay.	
18	Suitable means of cutting standing rigging.	
19	One suitable anchor - Proper patent anchor and chain with suitable length of rope of suitable strength for the area of operation. Length of chain: A minimum of 5 metres. It is recommended that the combined length of chain and rope be a minimum of 100 metres.	
20	Watertight capsized bottle (Grab Bag) readily accessible in event of vessel capsizing. To contain flares and other survival and emergency equipment.	
21	Two x Space blankets.	
22	At least one litre of drinking water per person per 100 nautical miles passage length or range.	
23	First-aid kit. Suitable for the vessel's size, complement and intended operation, to the satisfaction of the surveyor or safety officer. First-aid kit to include elementary first-aid manual, such as the publication entitled "First on the Scene", published by St John's Ambulance.	
24	Approved self-inflating life raft capable of carrying all persons on board and stowed on deck or in a readily accessible position. A valid life raft service certificate must be available for inspection.	
25	Spares - Adequate for the purpose of carrying out emergency repairs to machinery and essential equipment on board.	
26	Tools - Adequate for the purpose of carrying out emergency repairs to machinery and essential equipment on board.	
27	2m x 2m orange canvas sheet with attachment points to tether it to the vessel.	
28	No hatches forward of the maximum beam may open inwards.	

29	Companionways must be secure in the event of a capsize. Washboards must be tied to the vessel. Access to the interior must still be usable with the companionway closed to the level of the gunwale.	
30	Safety harness jackstays on each side of the vessel, installed so as to allow the maximum fore and aft movement of the crew without unclipping.	
31	Safety harness attachment points in the cockpit and/or helming position, properly secured with backing plates.	
32	A suitable towing warp and strong attachment points to be provided at both bow and stern.	
33	Engine, suitable for marine use and properly installed. Inboard engines shall be installed in a compartment and ventilated.	
34	The vessel shall carry sufficient fuel to charge batteries and run instruments for the duration of their passage.	
35	Fuel tanks must be securely installed and have a shut-off valve to shut off the fuel supply in case of a fire.	
36	Two batteries of at least 40 amp hour capacity each – BATTERIES TO BE SECURELY INSTALLED.	
37	Stove, if installed, shall be securely installed against capsize and capable of being used in a seaway.	
38	Permanently installed water tanks preferably dividing the water so that no tank contains more than half of the total water.	
39	Bunks, securely installed with LEE CLOTHS where necessary.	
40	All through hull apertures shall be fitted with sea cocks with the exception of echo sounders, logs and propeller shafts.	
41	Softwood plug or bungs of suitable size to be attached to each skin fitting, except for the log, echo sounder, and propeller shaft where these have suitable closing arrangements.	

42	Two stout buckets with lanyards.	
43	At least two manual bilge pumps, one operated from below deck and one from above deck.	
44	Bilge pump handles to be stored as close to the pump as possible.	
45	Bilge pumps that discharge below the waterline to have sufficient non-return valves to prevent back flooding.	
46	No bilge pump may discharge into any cockpit unless that cockpit opens aft to the sea. Bilge pumps may not discharge into any cockpit drains.	
47	Copy of the Mayday procedure and the ships call sign to be displayed near the radio.	
48	Barometer.	
49	Emergency knife.	
50	Automatic position fixing device such as a GPS.	
51	Echo Sounder	
52	Speed or distance measuring instrument.	
53	Navigation lights to comply with the International Collision Regulations. Sailing Craft must show a steaming light when under power. Port, starboard and stern lights a minimum of 1 meter above the waterline. The steaming light to be positioned a minimum of 1 meter above the port, starboard and stern lights. All lights to be visible at a minimum of 2 nautical miles. A tri-colour masthead light may be fitted in addition to the above.	
54	Bosun's chair or suitable climbing harness.	

55	Boat hook.	
56	Foghorn.	
57	One Safety harness, with crotch strap, per crew member.	
58	All equipment (life raft, flares, medicines, fire extinguishers) must be within the manufacturers date All equipment (life raft, flares, medicines, fire extinguishers) must be within the manufacturers date.	
59	The vessels name must be indelibly marked on all safety equipment, danbuoys, life buoys, life jackets, life raft etc.	
60	Emergency tiller - A manually operated method of steering, connecting directly onto the rudder shaft.	
61	A heaving line, preferably of a floating type of line, with a monkey's fist spliced to one end or a tennaquoit ring.	
62	A diagram of the location of safety equipment prominently displayed.	
63	Diagram of the location of all through hull fittings prominently displayed.	
64	A Satellite Telephone is highly recommended.	

ADDITIONAL EQUIPMENT FOR MULTIHULL BOATS ONLY:

65	Boats to be fitted with an escape hatch / escape hatches, of suitable dimensions, to be used to evacuate boat / provide access to the interior of the boat, in the event of a capsize.	
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ADDITIONAL RECOMMENDATIONS:

66	It is highly recommended that storm sails should either be a dayglow colour or at least have a large identifiable dayglow spot on them	
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**SIGNED BY:** \_\_\_\_\_

**SKIPPER:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

**CREW MEMBER:** \_\_\_\_\_

**DATE:** \_\_\_\_\_