



# 2019 Van Diemen's Land Circumnavigation Cruise

## *Cruise Safety Requirements*

### **1. TAKING RESPONSIBILITY:**

All those taking part in the *Choices Flooring 2019 Van Diemens Land Circumnavigation Cruise* (VDL-C) do so at their own risk and responsibility. Neither the Royal Yacht Club of Tasmania nor the Royal Geelong Yacht Club is responsible for the seaworthiness of a yacht whose entry is accepted, nor for the sufficiency or adequacy of its equipment or the competence of its crew.

No member or members of the Royal Yacht Club of Tasmania nor the Royal Geelong Yacht Club nor any other party involved with the organisation of this event shall accept responsibility for, or be liable for, any accident, injury, damage or personal loss (material or otherwise) to any yacht, participant, or third party, before, during or after the *Choices Flooring 2019 VDL-C* cruise.

<p><b>THE SAFETY OF ANY PARTICIPATING BOAT AND HER ENTIRE MANAGEMENT, INCLUDING INSURANCE, SHALL BE THE SOLE RESPONSIBILITY OF THE OWNER OR SKIPPER.</b></p>
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Owners and/or skippers are urged to assess their capabilities and those of their crew and vessel before entering, starting or continuing the *Choices Flooring 2019 VDL-C* cruise.

### **2. SAFETY REQUIREMENTS:**

The *Choices Flooring 2019 VDL-C* is governed by the safety regulations of Marine and Safety Tasmania (Extended Coastal), the International Regulations for Preventing Collisions at Sea, any safety provisions included in the *2019 Cruise Manual*, and the Safety Requirements as set down by the Organising Committee.

Before embarking on a VDL-C, each skipper is required to sign a declaration that the specified safety and other equipment requirements have been met. Each time the skipper completes a change of crew notification, he or she is required to endorse a statement that the vessel continues to conform with the safety requirements.

The following are the minimum safety requirements for vessels participating in the 2019 Van Diemen's Land Circumnavigation Cruise of Tasmania. These include the *Marine and Safety Tasmania (MAST)* requirements for non-commercial vessels operating in Tasmanian waters, and additional items determined by the Organising Committee to be appropriate for this event.

#### **2.1 SEAWORTHINESS**

Boats are unlikely to be accepted on the cruise with an overall hull length of less than 30 feet (9.15 metres). They shall be seaworthy and be designed and built to resist capsizing. They shall be strongly built, watertight and particularly with regard to hulls, decks and cabin trunks, capable of withstanding solid water on deck and knockdowns. They shall be appropriately rigged and ballasted.

Wash-boards and storm-boards (where necessary) shall be secured to the vessel when in use, to prevent them being lost overboard.

#### **2.2 EQUIPMENT GENERALLY**

All required equipment shall function properly, be regularly checked, cleaned and serviced, when not in use be stowed so as to minimise deterioration, be readily accessible, and be of a type, size and capacity suitable and adequate for the intended use and size of the vessel.

Ballast tanks and associated equipment shall be permanently installed. Heavy moveable items such as batteries, stoves, gas bottles, tool boxes, anchors, chain and auxiliary motors shall be securely fastened.

### **2.3 FIXED EQUIPMENT:**

#### **Navigation lights:**

Navigation lights shall be shown as required by the International Regulations for Preventing Collisions at Sea (Part C and Technical Annex 1). All boats shall exhibit a steaming light, sidelights and a stern light at the required times.

#### **Through-hull openings:**

Sea-cocks shall be installed on all through-hull openings below the waterline, except for integral deck scuppers, logs and depth sounders. A means of closing all below-waterline through-hull openings, such as tapered soft wooden plugs, shall be provided adjacent to each opening.

#### **Bilge pump:**

A vessel shall have at least two bilge pumps, including one manual pump operable with all cockpit seats, hatches and companionways closed.

#### **Marine radios:**

Vessels shall carry both a VHF radio transceiver and an HF radio transceiver. The following HF frequencies are required for the circumnavigation: 2182, 2524, 4125, 4483 & 6215 kHz.

Before a vessel is finally accepted for participation on the *Choices Flooring 2019 VDL-C* cruise, her HF transceiver shall be certified as performing satisfactorily on the primary operating frequency 4483kHz. This certification procedure happens no earlier than **1<sup>st</sup> September 2018 and no later than 8<sup>th</sup> February 2019**. It can be achieved by contacting one of the specified shore-based marine radio stations on the Tasmanian coast. Further details will be announced on the RYCT website closer to the event.

Each vessel shall have at least one crew member with a Marine Radio Operators Certificate of Proficiency or equivalent.

**PLEASE NOTE - A Satellite phone will not be accepted as a substitute for a HF Radio.** After careful consideration over the last several cruises, the organising committee has determined that the safest way to communicate efficiently with a fleet of 45 boats spread over sometimes more than 100NM and in extremely remote locations, is by HF radio. Particularly in the event of an emergency.

#### **Compass:**

Each vessel shall carry a marine magnetic compass, independent of any power supply, permanently installed and correctly adjusted.

#### **Barometer:**

A barometer is required.

### **2.4 PORTABLE EQUIPMENT:**

#### **Personal flotation devices:**

A personal flotation device type 1 (PFD1) complying with Australian Standard 1512 or an equivalent or better overseas standard such as EN396 shall be provided for each person on board. (See note below)

It is compulsory to wear a PFD in any recreational motor boat or motor-propelled tender that is less than six (6) metres in length and is under power. The Tasmanian Marine and Safety Authority (MAST) has indicated they will accept any PFD that complies with the international SOLAS requirements. If the PFD is acceptable to MAST, then it is acceptable on the Circumnavigation Cruise.

It is compulsory everyone to wear a PFD in a recreational motor boat or motor-propelled tender under 6 metres long; for children under the age of 12 years, it is compulsory in a boat of any length while under power.

Boaters are not required to wear a PFD while they are within a deckhouse, cabin or secure enclosed space.

**Note:** A new Australian Standard (AS), AS4758.1, for life jackets was introduced in 2010 and is being implemented. The old jackets are being phased out over a ten year period from 2010 until 2020. By 1 January 2021, all life jackets used in Tasmania will need to adhere to the new Standard AS4758.1.

**Heaving line:**

A heaving line shall be readily accessible in the cockpit. It shall consist of at least 15 metres of floating line with a buoyant object at one end.

**Lifebuoy:**

A lifebuoy with a drogue and a self-igniting light shall be carried within easy reach of the helm and be ready for instant use.

**Jackstays and safety harnesses, personal lights:**

It is highly recommended that jackstays be fitted to appropriate strong points and safety harnesses worn and used while on deck during overnight passages, and during rough sea conditions. It is highly recommended that personal strobe lights and personal EPIRBs be attached to clothing worn on deck at night.

**Lifelines:**

Boats shall be equipped with a system of taut lifelines and/or guardrails designed to form an effective continuous barrier with a minimum height of 600mm around the working deck - with the aim of minimizing the risk of falling overboard.

When at sea and it is necessary to move outside the working deck, a safety harness shall be worn, attached to a jackstay or strong point.

**Torch:**

Vessels shall carry at least one water-resistant, buoyant torch with spare batteries and globes.

**Anchor, rope and chain:**

An anchor with a high holding power such as a spade or plough shall be carried, with a minimum of 10 metres of chain and 50 metres of line. Ideally, the primary anchor warps should be all-chain. A second anchor and rode of similar size and capacity is highly recommended.

**Bailer:**

At least one solidly constructed metal or plastic bucket of at least 9 litres capacity and with 2 metres of rope attached must be carried. It may be used to bail out water, to fight fires, or as a sea anchor.

**Radar/reflector:**

A radar reflector shall be carried.

**First aid kit:**

Vessels shall be equipped with a first aid kit whose contents and storage shall reflect the likely conditions and duration of the passage and the number of people aboard.

**Fire extinguishers:**

All vessels with an engine shall carry fire extinguishers as follows:

<i>Vessel length</i>	<i>Minimum number and capacity</i>	<i>Minimum equivalent rating</i>
8-12 metres	Two 0.9kg	5BE
Over 12 metres	(a) Three 0.9kg or (b) One 0.9kg and one 1.5kg	5BE/10BE

**Flares:**

The following flares shall be carried as a minimum:

- 2 x red hand flares
- 2 x orange smoke flares
- 2 x red parachute rocket flares

Flares must be approved to Australian Standard AS2092.

**Distress signalling:**

As well as the flares already listed, each vessel shall carry a standard orange sheet 1.8m x 1.2m with a black 'V' or black square above a black circle, with lanyards attached.

**Life raft:**

A life raft capable of carrying the entire crew shall be carried, and stowed so that it can be moved to the lifelines within 15 seconds. The life raft shall have a valid survey certificate, carried aboard the vessel, certifying that the life raft has been inspected and serviced in accordance with manufacturers' recommendations. Rafts must not be stowed below deck.

**EPIRB**

All boats shall carry in an accessible position a 406 MHz Emergency Position Indicating Radio Beacon (EPIRB).

**Potable Water:**

When commencing a passage, vessels shall carry at least 2.5 litres of potable water per crew member for each 100 miles of a passage.

**Fog horn:**

Each vessel shall carry a foghorn.

**Charts and piloting equipment:**

Each vessel shall carry a GPS, a log, a depth sounder and a lead line together with paper charts and tide tables appropriate for the passage. It is recommended that each vessel carry a copy of the *Australian Pilot Vol 2*.

**Sea-going clothing:**

Cold fronts often cross Tasmania in summer, bringing gale-force conditions offshore, and snow on highland peaks. Sea-water temperatures at or even below 16 degrees Celsius are the norm. All crew members must be equipped with appropriate wet weather gear and thermal clothing.

**Emergency steering:**

For vessels not normally equipped with a sturdy tiller fitted directly to the rudder stock, an emergency tiller capable of being fitted quickly to the rudder stock shall be carried.

In the event of the loss of the rudder, vessels shall have an alternative method of steering.

**Tools, spares:**

Engine spares including appropriate fuel filters, 'O' rings, copper washers, engine belts, hoses, water pump impellers and lubricants shall be carried, as well as the tools necessary to effect routine maintenance and emergency repairs at sea.

**Mooring gear:**

Vessels should carry at least one fender board complete with tethering lines. Dimensions should be approximately 2m long x 100mm wide x 40mm thick. (Wood with some spring in it such as treated or oregon pine is best for this purpose).

Vessels shall carry mooring lines and at least 4 fenders adequate for use in tidal ranges of up to 3m.

### **3. CREW EXPERIENCE:**

The *Choices Flooring 2019 VDL-C* cruise represents an opportunity for people with limited off-shore experience to gain such experience while travelling in company during relatively short coastal passages. However there will be at least one overnight passage.

Because it is a coastal cruise conducted in company with other vessels, the requirements for off-shore experience amongst participating crew are less than what would be needed for more extended coastal passages, a blue-water passage, or a passage completed without accompanying vessels. The cruise has been scheduled to take advantage of Tasmania's relatively mild summer and early autumn weather; however, all Tasmanian waters can and do experience gales at any time of the year.

Ports and bays on at least the north-east, west and south coasts of Tasmania provide quite limited shelter in some prevailing conditions. For example, a vessel that encounters strong north to north-westerly weather while travelling south from the Hunter Group may be unable to enter Macquarie Harbour, and will not reach sheltered waters until Port Davey, some 220 miles south of the Hunter Group. Locations such as Banks Strait, the Hunter Passage, and Hells Gate at the entrance to Macquarie Harbour can be quite hazardous, as well as being navigationally challenging.

### **3.1 GENERAL CREW REQUIREMENTS:**

At all times during the *Choices Flooring 2019 VDL-C* cruise, each vessel shall have aboard at least two adult crew members who are capable of completing an overnight passage, and of independently navigating and helming their vessel safely through coastal waters dotted with islands, reefs and shoals and subject to strong tidal currents, in gales and in rough water.

A declaration of crew experience shall be lodged with, and accepted by, the Organising Committee before an entry is finally accepted for participation on the *Choices Flooring 2019 VDL-C* cruise.

The *Choices Flooring 2019 VDL-C* Organising Committee recognises that there will be crew changes – both planned and unexpected. A mandatory condition for continuing participation in the *Choices Flooring 2019 VDL-C* cruise is that the specific requirements given below continue to be met at all times that the vessel is at sea, and that additional crew experience declarations reflecting the true state of the ship's complement have been lodged with a VDL-C organising committee representative.

### **3.2 SPECIFIC CREW REQUIREMENTS:**

Within a crew, at least two adults shall:

- have completed an overnight passage with a total length of at least 100 nautical miles and be capable of helming and operating their vessel in all conditions (although not mandatory, an offshore skipper's certificate is prima facie evidence of this);
- be proficient in coastal navigation (although not mandatory, a certificate of proficiency in coastal navigation is prima facie evidence of this);
- be proficient in the use of both the vessel's VHF radio and HF radio (at least one crew member shall have a *Restricted Operator's Certificate of Proficiency* or equivalent); and,
- know where to locate and be able to use all safety equipment specified above in section 2.