

**SPECIAL REGULATIONS GOVERNING EQUIPMENT AND
ACCOMMODATION STANDARDS, FOR ALL YACHTS DEEMED
CRUISERS, BY CHRISTCURCH SAILING CLUB.**

1) **APPLICATION.**

These regulations shall apply to CRUISER YACHTS participating in events (Racing and rallies) that are organised by Christchurch Sailing Club.

2) **PURPOSE.**

The purpose of these Special Regulations is to establish uniform minimum equipment and accommodation standards for yachts (racing and rallies) that are organised by Christchurch Sailing Club.

These regulations do not replace or override any further regulations required by class rules, the requirements of rating authorities or other national and international (SOLAS) authorities controlling yacht handling and equipment.

3) **OWNER'S RESPONSIBILITY.**

The safety of a yacht and her crew is the sole responsibility of the owner or owners' representative who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. He must be satisfied as to the soundness of the hull, rigging, spars, sails and all gear. He must ensure all safety equipment is properly maintained and stowed, and that the crew are aware of where it is stowed and how to use it.

Neither the establishment of these Special Regulations, their use by the race organisers, nor the inspection of a yacht under these regulations in any way, limits or reduces the complete and unlimited responsibility of the owner or his representative.

It is the sole, and exclusive responsibility of the owner or his representative to decide to participate in any Club organised event.

4) **INSPECTION.**

A yacht may be inspected at any time. If the yacht does not comply with these Special Regulations her entry may be rejected, or she will be liable to disqualification or other such penalties as may be described by the organising authority.

5) **GENERAL REQUIREMENTS.**

All required equipment, shall function correctly, be readily accessible, be of a type, size and capacity suitable and adequate for the intended use and size of the yacht.

Yacht equipment shall be securely fastened.

Navigation lights shall be shown as required by the International Regulations for Preventing Collision at Sea. All yachts shall exhibit sidelights and stern light at the required times. An all round white light may be acceptable for yachts under 7 metres overall length.

6) **STRUCTURAL FEATURES and FIXED EQUIPMENT.**

Yachts shall be self-righting.

They shall be strongly built, watertight and, particularly with regard to hulls, and cabin trunks, capable of withstanding solid water and knockdown. They must be properly rigged and ballasted, be fully seaworthy, and must meet the standards set forth herein.

Watertight integrity of the hull, including deck, coach-roof, windows, hatches and all other parts shall form an integral, essentially watertight, unit. Any openings shall be capable of being immediately secured to maintain the watertight integrity of the yacht.

7) **HATCHES and COMPANIONWAYS.**

Companionways if extended below the sheer-line shall be capable of being blocked off up to the level of the local sheer-line when the companionway shall continue to give access to the interior of the hull. All blocking arrangements (e.g. washboards) shall be capable of being secured in position with the hatch open or shut.

8) **COCKPITS.**

Cockpits shall be self-draining, quickly, by gravity, at all angles of heel, and permanently incorporated as an integral part of the hull. They must be essentially watertight. That is all openings to the hull must be capable of being strongly and rigidly secured. Every bow lateral, central or stern-well shall be considered as a cockpit for the purpose of this requirement (see next paragraph).

COCKPITS OPENING AFT to the SEA. The lower edge of the companionway shall not be below main deck level at the local sheer-line.

9) **SEACOCKS and VALVES.**

On all through hull openings below LWL, except integral deck scuppers, shaft log, speed indicators and the like, shall have a means of being closed off.

- 10) **LIFELINES, STANCHIONS and PULLPITS.**
Fixed bow pulpit and stern pulpit (unless lifelines are arranged, as to adequately substitute a stern pulpit). Upper rails of pulpits shall be at no less height above the working deck, than upper lifeline abreast the forward part of the cockpit. Upper rails in bow pulpits shall be securely closed whilst racing.

Lifelines shall be effectively continuous around the working deck, but may be substituted by appropriate horizontal rails.

Lifelines shall be permanently supported at intervals of not more than 2.1m (7ft) and shall not pass outboard of the supporting stanchions.

A toe-rail shall be permanently fitted around the foredeck from abreast the mast.

- 11) **ACCOMMODATION.**
A toilet must be securely installed or a bucket fitted.

Bunks shall be securely installed.

Galley facilities shall be installed.

A water tank or container shall be carried.

- 12) **EQUIPMENT**
A manual bilge pump shall be fitted.

Two buckets of stout construction, complete with lanyards, shall be carried.

At least one fire extinguisher, of adequate size, readily accessible, shall be fitted.

One anchor and cable, appropriate to the size of the yacht, shall be carried.

A water resistant flashlight, with spare bulb and batteries, shall be carried.

A First Aid kit and manual shall be carried.

A radar reflector must be carried and deployed if necessary in accordance with SOLAS requirements.

A foghorn shall be carried.

- 13) **NAVIGATION EQUIPMENT.**
A marine type compass, properly installed and adjusted, shall be fitted.

A lead line shall be carried, or echo sounder installed.

- 14) **EMERGENCY EQUIPMENT.**
A heavy weather jib, or jib reefing system and reefing equipment for the mainsail, shall be carried.
- No mast shall have less than two halyards, each capable of hoisting a sail.
- Tools and spare parts, including adequate means to disconnect or sever, standard rigging from the hull, in case of need, shall be carried.
- Soft wood plugs, tapered and of appropriate size to be attached, or adjacent to the appropriate fitting for every through hull opening, shall be carried.
- 15) **SAFETY EQUIPMENT.**
Lifebuoy with drogue or light or a Lifesling (without drogue) within reach of the helmsman and ready for instant use, shall be carried.
- Four x red hand flares to Solas reg 36, in date and stowed in a waterproof container, shall be carried.
- A heaving line, 15m-25m in length, readily accessible to the cockpit, shall be carried.
- A VHF radio shall be carried.
- 16) **PERSONAL EQUIPMENT.**
A lifejacket, of not less than 150 newtons, for each crewmember shall be carried. Inflatable lifejackets should be checked for air retention annually.
- 17) **ENGINE and FUEL.**
Inboard engine installations shall be such, that the engine, when running, can be securely covered, and that the exhaust and fuel supply systems are securely installed, and adequately protected from the effects of heavy weather.
- Shut off valves shall be fitted to all fuel tanks.
- 18) **WAIVER.**
In certain circumstances, the HANDICAP COMMITTEE may waive specific rules for certain classes of yacht.
- 19) **SOLAS REQUIREMENT.**
A voyage plan must be made before departure.
Adequate means of navigation (charts, etc.) must be carried.