



**ROYAL CAPE YACHT CLUB**

PO Box 772 Cape Town 8000  
Tel 021 421 1354 Fax 021 421 6028  
Email info@rcyc.co.za  
Web www.rcyc.co.za

## **RCYC / SAS SAFETY CHECKLIST 2010**

<b>CATEGORY A</b>	<b>VESSELS OPERATING MORE THAN 40 NAUTICAL MILES FROM SHORE</b>
<b>CATEGORY B</b>	<b>MORE THAN 15 BUT NOT MORE THAN 40 NM FROM SHORE</b>
<b>CATEGORY C</b>	<b>MORE THAN 5 BUT NOT MORE THAN 15 NM FROM SHORE</b>
<b>CATEGORY D</b>	<b>MORE THAN 1 BUT NOT MORE THAN 5 NM FROM SHORE</b>
<b>CATEGORY E</b>	<b>NOT MORE THAN 1 NM FROM SHORE</b>

## **SAS/RCYC SAFETY INSPECTORS MEMBERS OF THE SAFETY AT SEA COMMITTEE**

<b>CLIVE DICK</b>	<b>082 8640703</b>
<b>HARRY BREHM</b>	<b>082 3799040</b>
<b>DAVID ELCOCK</b>	<b>082 6838600</b>
<b>POUL HANSEN</b>	<b>083 4430706</b>
<b>MEL STEPHENS</b>	<b>073 1577570</b>
<b>DUNCAN JOHNSON</b>	<b>083 2520449</b>

## **COF PROCEDURE**

The Outside House Committee remain determined in ensuring that all vessels moored upon RCYC moorings have a valid COF (as required within the Club Mooring Rights Agreement). To this end the staff go through great lengths to communicate and remind owners of the status of their COF and the requirements required in achieving such certification. Thankfully most owners are very conscientious and are quick to ensure compliance.

However, the Club is bound to ensure that all moored vessels are actively used (as this is our business) and are not left on the moorings in a derelict manner. Therefore, the Club regrettably continues to take required action against those vessels who simply do not comply, which will soon lead to some vessels being removed from our moorings. Owners are respectfully urged to ensure that all vessels meet the required safety standards as set by the national regulatory body, SAMSA.

Further to this, vessels confined to harbor may not leave the basin unless fully certified. As indicated, the Water-Police have every right to request certification from any vessel sailing out of the RCYC.

## **SIGN IN / OUT PROCEDURE**

The Safety at Sea Committee remains inundated by having to deal with skippers who either fail to sign their vessels out or who neglect to sign in. This is a serious matter, not only is this a requirement of the Club but it is also our legal requirement. The few who are not complying are putting the entire system at risk for the rest. This could even result in outside interference. The Safety at Sea Committee are committed to ensure that RCYC maintains control of this and therefore will treat this matter more seriously in the future. Signing out and in are also considered a safety matter. Are you aware that your boat is checked daily by the club staff, further that each boat that is not back on time can lead to a rescue being initiated. Therefore as part of your responsibility as a qualified skipper we ask for your total compliance in this important matter.

As this is a serious matter the Safety at Sea and Gencom have agreed that transgressors have to be dealt with. This could involve an official letter of warning from the Safety at Sea Committee, names being posted on the notice board, fines, referred to the Disciplinary Committee for more serious action. All of these are routes that the club does not wish to follow but will be forced to if skippers do not comply. All yachts sailing without qualified skippers for the appropriate voyage or no qualified skipper aboard will automatically be referred to the disciplinary committee, this is not only a major transgression within the club but illegal.

Please comply, it is really simple, sign out and in, if you are running late just phone and ask that the time in the book gets amended. There is no excuse for a skipper not taking this responsibility seriously. The last thing the Safety at Sea Committee and the Gencom want to do is deal with any transgression.

ITEM	REMARKS	A	B	C	D	E
Approved lifejacket	one per person on board	x	x	x	x	
Approved boyancy aid	one per person on board					x
Life-Bouy/Ring		xx	xx	x	x	
Dan Bouy	only > 9m	x	x	x	x	
Unexpired projectile set	6 pencil flares not rquired Cat R					x
Red hand held flares		4	4	2	2	
Red parachute flares		4	4	2	2	
Orange smoke marker		x	x	x	x	
Waterproof torch spare bulb & batt		x	x	x	x	x
Sound signalling device		x	x	x	x	x
Code flags N & C		x	x	x	x	
Code flags W & V		x	x			
Black ball 400mm dia		x	x	x	x	
Radar Reflector		x	x	x	x	x
Marine VHF radio		x	x	x	x	x
Magnetic compass	deviation card > 9m and Light	x	x	x	x	x
Charts for area of operation	updated or replaced 6 years	x	x	x	x	x
Fire extinguisher	1 per engine and one per comp for vessels > 9m, serviced annually	x	x	x	x	x
Standard storm sails		x	x	x	x	x
Anchor		x	x	x	x	x
Chain	vessels < 6m - at least 3 m    vessels > 6m - at least 5 m	x	x	x	x	x
Rope	cat E - at least 50 metres    all others - 100 metres	x	x	x	x	x
2nd anchor chain and 50m rope		x	x	x	x	x
Means of cutting rigging		x	x	x	x	
Space blankets		2	2	2	2	
One litre of drinking water per person per day of voyage		x	x	x	x	
First aid kit		x	x	x	x	x
Life raft	for night sailing only, serviced	x	x	x	x	x
Spares for	emergency repairs to equipment	x	x	x	x	x
Tools for	emergency repairs to equipment	x	x	x	x	x
Inlet and outlet valves	Inspected every 2 years for foreign voyages only	x	x	x	x	x
Prop shaft drawn and inspected	every 4 years	x	x	x	x	x
Visibility sheet >2m x 2m	for vessels not highly visible	x	x	x	x	x
Guard rails 560 mm high	sailing vessels > 9 m	x	x	x	x	x
Guard rails 410 mm high	sailing vessels < 9 m	x	x	x	x	x
Towing bollard	Means of securing tow rope or anchor cable	x	x	x	x	x
Valves on all thru hull fittings		x	x	x	x	x
Hatchs watertight when shut		x	x	x	x	x

ITEM	REMARKS	A	B	C	D	E
Companionway hatch and washboard lockable when in place		x	x	x	x	x
Ventilators to be able to be closed or have water traps		x	x	x	x	x
Engine room vents to have air shut off in case of fire		x	x	x	x	x
Inboard powered vessels- silencers and exhaust lagged or water cooled		x	x	x	x	x
Fuel tanks secured & adequate		x	x	x	x	x
Fuel tanks to have shut off valve		x	x	x	x	x
Fuel tanks to be able to determine quantity in tank		x	x	x	x	x
Electrical- batteries to have suitable charging device		x	x	x	x	x
Electrical- to be safely installed and constructed		x	x	x	x	x
Electrical- single bank of batteries to supply nav lights, bilge pumps and fixed radio		x	x	x	x	x
Emergency steering except for tiller steered vessels		x	x	x	x	x
Bilge pumps- hand operated min 2000 l per hour	Above 9m 1x in cockpit 1x below	2	2	2	2	2
Bilge pump handles to be near pump		x	x	x	x	x
Machinery to be maintained and serviced regularly		x	x	x	x	x
Black cone		x	x	x	x	
Self inflating life raft	Cat A & B and night sailing	x	x	x	x	
Boat hook		x	x	x	x	x
Bosuns chair		x	x	x	x	
Barometer		x	x			
Logbook	recommended	x	x	x	x	x
First aid manual		x	x	x		
Users manuals for all equipment		x	x	x		
Vessels going > 20nm- Almanac; tide tables; list of lights; colregs		x	x	x		
Soft wood plugs	sizes for all seacocks thru hulls	x	x	x	x	x
Mob light danbouy drogue whistle	yachts > 9m	x	x	x		
Navigation stationery	as required	x	x	x	x	x
Harnesses	one per crew member	x	x	x	x	
Heaving line		x	x	x		
Emergency knife		x	x	x	x	x
Lifelines for harnesses	Jackstays	x	x	x	x	x
Copy of mayday procedure	displayed near radio	x	x	x	x	x
Navigation lights		x	x	x	x	x
Diagram of safety equip location		x	x	x	x	x
Diagram of thru hull locations		x	x	x	x	x

ITEM	REMARKS	A	B	C	D	E
Vessel registration disk	displayed in window visible from jetty (CTY disc)	x	x	x	x	x
VHF	Cat R could be mobile telephone	x	x	x	x	x
VHF Licence	displayed near radio station	x	x	x	x	x
Radio Operators licence		x	x	x	x	x
SAS SAMSA Skippers licence		x	x	x	x	x
Binoculars		x	x			
Search light		x	x			
EPIRB		x	x			
Buckets with lanyards	1x to be metal	2	2	2	2	
Emergency Navigation lights		x	x	x	x	
Depth Sounder	Yachts greater than 9m	x	x	x	x	
Suitable capsize bottle with lanyard	Containing emergency equipment	x	x	x	x	x

**[www.samsa.org.za](http://www.samsa.org.za)**

**[www.sailing.org.za](http://www.sailing.org.za)**