



Policy – CBBC Racing Safety Inspections

Version 1.0	4 March 2021	Policy Commencement	Prepared by Racing Committee	Approved by VC

Background:

The conduct of sail racing in Australian Sailing affiliated clubs is done in accordance with Racing Rules of Sailing with Australian Sailing prescriptions. Audits and safety checks are covered by the Special Regulations and any item mentioned hereafter if in conflict with the Special Regulations, the Special Regulations will take precedence.

To participate in Trailerable Yacht, Off the Beach Vessels (e.g Dinghies and catamarans) racing events at the Clayton Bay Boat Club, you are required to comply with CBBC Sailing Instructions, Special Regulations and carry safety equipment onboard your boat, in accordance with the Cat 5 equipment safety equipment requirements – **“Races with limited rescue availability in protected waters in day light and sheltered waters at night”** and **“Short races in sheltered waters, in daylight hours only and with effective rescue availability. Boats not complying with Rule 3.01.3 (Special Regulations 2017-2021 Part 1) are not required to carry buoyancy.”** respectively.

The Australian Sailing Resources website have a wealth of information regarding sailing rules, training and safety.

Click on the links below to download a copy of the latest Racing Rules of Sailing Blue Book and the Cat 5 Safety equipment requirements list.

- [2021-2024 'Blue Book' Racing of Sailing](#)
- [Cat 5 safety equipment audit form](#)
- [Special Regulations Part Off the Beach Boats](#)
- [Explore Racing Rules and Regulations](#)
- [Safety Information](#)

Purpose:

The purpose of this document is to outline, for CBBC members, the Clubs obligations regarding safety inspections for boats and the portable safety equipment that is required to be carried for racing.

Applicability:

- Boats that wish to participate in racing at the CBBC
- CBBC Half Cab & CBBC Safety Boat (RIB)

Sponsor: Vice Commodore

Review: This Policy will be reviewed bi-annually or in the event of relevant changes/notifications by Sailing Australia or as deemed necessary by the CBBC Racing Committee.

Racing Safety Regulations

[AUSTRALIAN SAILING SPECIAL REGULATIONS PART 1 KEEL BOATS](#)

[AUSTRALIAN SAILING SPECIAL REGULATIONS PART 2 OFF THE BEACH BOATS](#)

Implementation Plan

The Racing Committee has developed a schedule for implementation of safety checks on racing boats as follows:

Phase	Activity	Timeframe
Phase 1	Self Audit	Members complete audit forms for their vessels prior to Phase 2
Phase 2	Audit of portable safety equipment	Person in Charge in company with an audit team. At least once per year.
Phase 3	Complete Cat 5 Audit	TBA

Racing Safety Categories

There are 7 racing Safety Categories and each one is based on where the racing is being done, the conditions that can be experienced and the difficulty for providing assistance.

Category 1	Offshore races of long distance and well offshore, where boats must be self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.
Category 2	Offshore races of extended duration along or not far removed from shorelines or in large unprotected bays or lakes, where a high degree of self-sufficiency is required of the yachts.
Category 3	Offshore races across open water, most of which is relatively protected or close to shorelines.
Category 4	Short offshore races, close to shore in relatively warm or protected waters, normally held in daylight.
Category 5	Races with limited rescue availability, in protected waters, in daylight hours or in sheltered waters at night.
Category 6	Short races close to the shoreline in protected waters, in daylight hours only and with effective rescue availability
Category 7	Short races in sheltered waters, in daylight hours only and with effective rescue availability. Boats not complying with Rule 3.01.3 (Special Regulations 2017-2021 Part 1) are not required to carry buoyancy.

Each category has a minimum level of structural requirements for boats to be able to be sailed safely in the relevant conditions. Also, each category is required to carry a level of portable safety equipment to enable safe and survivable operation of the boat. The structural aspects and safety equipment are required to be audited and inspected on a regular basis (at least annually) as follows:

- Category 1 thru 3 - Mandatory

- Category 4 thru 7 – Highly recommended

Public Liability Insurance:

Australian Sailing - Accredited auditors (NEA & CEA) are covered by Australian Sailing’s public liability and indemnity insurance policy for negligent action or advice..

- CBBC public liability insurance considers volunteers are on an equal footing as employees.
- CBBC Public Liability Insurance Policy Wording extract:

“Professional Services Liability” means amounts that You become legally liable to pay by way of Compensation for Personal Injury and/or Property Damage caused by or arising from Your error or omission in the performing of pre-event safety inspections of Watercraft in the ordinary course of a Your Business as a Regatta Organiser.

Professional Services Liability Extension

The ‘Professional Services’ exclusion clause contained in Section 5 ‘What is Not Covered’ of this Policy, shall not apply to the extent of the provisions of this ‘Professional Services Liability Extension’ clause.

Subject to the terms and conditions of this Policy, You are covered for Professional Services Liability

- caused by or arising from an Occurrence;
- in the ordinary course of Your Business;
- where the Property Damage and/or Personal Injury happens after the relevant Retrospective Inception Date, and
- the Claim is first made against You during the Period of Insurance

Notwithstanding the above, You are not covered for Professional Services Liability unless pre-event safety inspections of Watercraft are undertaken by suitably qualified and experienced Employees of the Yacht Club. Unless stated to the contrary on the Certificate.

Auditing

Australian Sailing recommends that audits / inspections are carried out by trained and accredited National Equipment Auditors (NEA), Club Equipment Auditors (CEA) or suitably experienced members who are appointed by the CBBC Racing Sub-committee / General Committee.

Audit Forms

- [Cat 5 Audit Form](#)
- [Special Regulation Part 2 Off the Beach Boats Audit Form](#)

Audit Teams

An Audit Team will be comprised of two suitably experienced people. The Audit team will inspect only the items listed in the Portable Equipment section of the Cat 5 Special Regulations Audit Form until Phase 3 is implemented.

CBBC Equipment Auditors

Position	Name		

Team Lead	G. Hays		
Team Member	A. Marsh		
Team Member	D. Hogg		
Team Member	B.Partridge		
Team Member	Other persons Nominated by Racing Committee		

Non Compliant Items

Items found to be non-compliant will be noted on a vessels audit form.

Safety Equipment deemed to be of a critical nature will need to be compliant by the next race meet, generally 30 days.

Audit Schedule

Each Racing Weekend and until the racing fleet is checked:

- Up to five vessels names will be drawn from an opaque container to undertake the Safety Equipment checks and additionally any volunteers (If the size of fleet is limited, the Auditors may nominate up to three additional vessels in the interest of expediency.
- Additional checks may also be conducted following an allegation of failure to carry equipment if two Race Officials on the day deem it necessary.
- Additional checks may be conducted throughout the year under the direction of the Racing Committee.

Audit Procedure

- The Person in Charge of the vessel will provide a copy of their Cat 5 Audit form (the self-assessment section of the form should be completed prior to selection for portable equipment inspection).
- The amount of Portable Equipment checked is at the discretion of the Audit Team. However, the same items shall be checked on all vessels during that cycle of audits.
- At no time shall the Audit Team enter a vessel unless requested or invited to do so by the Person in Charge.
- Only items listed in the portable equipment section will be inspected until Phase three is implemented.
- Radios will be checked by conducting a pre-race communications check/sign-on.
- If permitted to enter a vessel, Audit Teams may only inspect items listed in the Portable Equipment section of the Cat 5 Special Regulations Audit Form.
- Discussion or opinion on the physical attributes of a vessel are not to be undertaken.
- Audits / Inspections will be undertaken by the nominated CBBC Club Equipment Auditor (Accredited and trained CEA Member or invited CEA member from another Club or another person agreed by the Committee or Racing Sub-committee.).
- Audit Teams will act, at all times, in accordance with the Auditors Code of Conduct.

Where to start

- Self Audit – Racing members complete a Cat 5 audit form for your boat/s, there will be areas that you may not be able to complete, assistance is available from the Racing Committee if required.

And what next?

- Volunteer to have your boat's Portable Safety Equipment checked at a CBBC racing weekend.
- Have fun.

Safety Inspections FAQ's

When does an Audit need to be done – Regularly, **at least** annually is recommended

Who can conduct an audit – A trained and accredited National Equipment Auditor (NEA), Club Equipment Auditor (CEA) **or** other suitably experienced person appointed by the CBBC Racing Committee.

When could a Member expect an inspection – Generally after conclusion of any race as vessels return to the marina. The Race Officer of the day will draw five boat names.

Audit Forms - All Members have been issued [Appropriate Audit Forms](#) and have been asked to complete it to the best of their ability.

What equipment will be inspected - Members are requested to ensure that they have all the items listed in the Portable Equipment section of the audit form.

CBBC Equipment Inspectors – **Garry Hays**, Alan Marsh, Brian Partridge, David Hogg and other persons as identified by the Racing Committee.

Is the CBBC Public Liability Insurance coverage affected if my boat is not inspected – Yes, all racing boats are required to have regular safety inspections

Refusal to undergo a safety check will result in refusal of nomination to race.

Failure to pass a safety check may result in issue of a dispensation in the first instance or other penalties as described in the Special Regulations for repeated failure.

If a boat fails the inspection following the race the above actions may be enforced.

Information / References

[AUSTRALIAN SAILING SPECIAL REGULATIONS PART 1 KEEL BOATS](#)

[AUSTRALIAN SAILING SPECIAL REGULATIONS PART 2 OFF THE BEACH BOATS](#)

[Australian Sailing – Equipment Auditing](#)

[Cat 5 Audit Form](#)

[Special Regulation Part 2 Off the Beach Boats Audit Form](#)