



**Cruising Yacht Club  
of South Australia**

# **Short-Handed Safety Protocol**

## 1 INTRODUCTION

- 1.1 This safety protocol applies to boats competing in short-handed races conducted by the Cruising Yacht Club of South Australia (CYCSA). Boats shall meet all safety requirements detailed in the Sailing Instructions (SIs) applicable to the race. Requirements in this document are in addition to those stated in the SIs.
- 1.2 Boats shall meet the safety category specified in the SIs applicable to the race.
- 1.3 Class rules that change safety requirements do not apply to short-handed racing.

## 2 SAFETY REQUIREMENTS

- 2.1 Boats shall rig jackstays in accordance with section 4.03.1 of the Special Regulations of Yachting Australia (YA) for all short-handed races.
- 2.2 Marine Radio
  - 2.2.1 Boats racing in short-handed category 3 races shall *in addition to rule 3.25* be capable of operating a VHF marine transceiver from the helm position. This transceiver is not required to be permanently installed and shall be capable of a rated output power of 5 W.
  - 2.2.2 Boats racing in short-handed category 6 races shall carry a VHF marine transceiver. This transceiver is not required to be permanently installed and shall be capable of a rated output power of 5 W. This changes rules 3.25.2 and 3.25.3. It is strongly recommended that boats racing category 6 races are capable of operating a VHF marine transceiver from the helm position.
  - 2.2.3 Boats shall monitor VHF channel 77 for category 6 races or VHF channel 80 for category 3 races during the race. Boats are reminded that VHF channel 16 is the international distress and calling frequency and should also be monitored.
- 2.3 The engine carried for the race category as per the Special Regulations of YA shall be ready for immediate use.
- 2.4 Sections 3.24.6 and 3.24.7 of the Special Regulations of YA for category 6 races are mandatory.
- 2.5 Competitors shall wear PFD at all times.
- 2.6 An orange smoke and/or red hand flare shall be carried on deck ready for immediate use. Igniting this flare may be used to indicate a Man Over Board (MOB).
- 2.7 A lifebuoy or dan-buoy shall be capable of being deployed from the helm position.

- 2.8 A heaving line in accordance with section 4.23.1 of the Special Regulations of YA shall be carried on deck and be ready for use.
- 2.9 Section 3.12.5 of the Special Regulations of YA for category 6 races is mandatory. Intermediate lifelines may be spectra rope (category 6 only). This changes rule 3.12.6.
- 2.10 For category 3 races, crew shall be able to set a GPS waypoint from the helm position in the event of a MOB. This may be set manually or automatically by a short-range radio system.
- 2.11 The Racing Executive reserves the right to audit a boat at any time for safety compliance. Non-compliance will be subject to protest.

### 3 SKIPPER'S CHECKLIST

The following checklist is an aid for Skipper's in briefing short-handed crew.

Skipper's shall sign the short-handed crew declaration form stating that they are satisfied that their crew is capable of undertaking the procedures and has the knowledge of the locations of items listed in the checklist.

<b>Procedures</b>	<b>9</b>
Starting and stopping the engine	
Use of VHF radio - emergency radio procedures	
Operation of MOB equipment - MOB recovery	
Lifebuoy/dan buoy deployment	
Use of heaving line	
Operation of GPS MOB function	
Shorten sail single handed	
Operation of autopilot if fitted	
Operation and location of emergency flares	
Operation and location of bilge pumps	
Operation and location of fire extinguishers	
<b>Equipment location</b>	
First aid kit	
Emergency tools – bolt croppers, hacksaw, cockpit knife, etc.	
Emergency tiller	
Emergency steering	
Gas valve	
Fuel valve	
Anchor	
EPIRB	
Torches	