



NEWPORT BERMUDA RACE 2016

INSPECTION PROCEDURES

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Inspection Procedures

1. Download and familiarize yourself with the Newport Bermuda Race Safety Requirements (NBRSR).
2. Choose an inspector: A Newport Bermuda Race inspector can be a tremendous help to your race preparation. Not only is every inspector a veteran of past Newport Bermuda races, but every inspector is a volunteer who has offered his time to assist entrants in complying with the race requirements. A complete list of inspectors can be found on the Official Notice Board at <http://bermudarace.com/entry/official-notice-board/>. If you would like assistance in choosing an inspector or have a specialized yacht requiring specific attention, please email Chief Inspector James Phyfe at inspections@bermudarace.com.

Inspector: _____ Tel. No./Email: _____

3. Arrange a date for the inspection: Once you are comfortable that your yacht is ready to be inspected, contact your inspector to arrange for a mutually agreeable time and place for the inspection. Allow plenty of time to address any deficiencies noted in the inspection. All yachts must be inspected by 1700, June 3, 2016. NOR 5.4 establishes that the penalty for failing to meet any race deadline will be voluntary withdrawal without refund, except that an entry may be restored upon payment of a late fee equal in dollars and cents equal to five times the yacht's LOA for each 24 hour period.

Inspection Date: _____ Time: _____

4. Who should be aboard for the inspection? The Captain, Navigator or a Watch Captain must be aboard for the inspection to serve as the Vessel Representative. If the Captain, Navigator or a Watch Captain absolutely cannot be available for the inspection, the Captain may designate an agent bearing his express authorization to represent the vessel at the inspection. The Vessel Representative must be a member of the racing crew who is familiar with the yacht and the use and stowage of all gear subject to inspection.
5. Prepare your yacht: To prepare your yacht for the inspection, download a copy of the Inspection Checklist from www.bermudarace.com. Prior to the inspection, lay out all gear subject to inspection and expose all areas of the boat to be inspected. More guidance on preparing your vessel for the inspection can be found on the Inspection Preparation Card. Prior to the inspector's arrival, the Vessel Representative should conduct a mock inspection, checking off each item on the Inspection Checklist for compliance. If possible, it is a good idea to have another member of the crew or a friend act as the inspector for this mock inspection. If all gear is prepared as per the 2016 Inspection Preparation Card and the mock inspection is completed satisfactorily, the inspection should proceed easily and fairly quickly.

Note that the completed Vessel Inspection Checklist must remain aboard the Yacht from 0800 on the day of her start until 48 hours after finishing and may be requested during re-inspection after arrival in Bermuda.

6. What if all the required documentation and safety equipment is not available at the time of inspection? Yachts are expected to be in racing condition when inspected, with all required safety gear aboard. If, however, certain specific pieces are not available (completed On Board Training Certificate, for instance, or a crewmember's personal lifejacket and harness), such deficiencies will be noted on the Deferred Inspection Checklist, which is part of the Inspection Checklist. The Captain will be given the opportunity to confirm compliance with these requirements at Newport Check-In.
7. What happened to the Required On Board Documentation that was carried aboard in 2014? The majority of the documentation which was required to be carried aboard during previous races will now be submitted electronically through the Newport Bermuda Race Entry Management System (<https://nbr.sailgate.com/>) as part of the entry process. These documents will remain with the Yacht's electronic file for application in future races when still valid. Failure to submit all documentation required by the Entry Management

System will be considered non-completion of the Inspection as outlined in NOR §6.2 (b).

8. What to expect on inspection day: The inspector will come aboard prepared to review the Inspection Checklist with you. He or she will walk through each item on the list and check it for compliance. If you have properly prepared the yacht and laid out all gear beforehand, this should take no longer than 1-2 hours. Often, an inspection is a good time to discuss the use of safety gear and tactics for handling emergency situations. The inspector will want to understand what methods of emergency steering and man overboard recovery the crew has practiced. If the inspector is not satisfied with the methods discussed, he may require the crew to demonstrate them for him at a later date.
9. What to do if there are deficiencies: Although the absence of specific documents and personal safety gear can be accounted for in the Deferred Inspection Checklist, failure to demonstrate conformity with all other aspects of the Inspection Checklist will require the inspector to return at a later date to verify compliance. In these cases, the Chief Inspector will be notified that the yacht is not eligible to participate in the race until he is satisfied that any deficiencies have been corrected. Captains wishing to address deficiencies may be re-inspected up until the inspection deadline, subject to the inspector's availability. However, because this creates a hardship both on the part of the inspector and the Captain, it is strongly recommended that any questions or potential deficiencies be addressed with the inspector prior to the inspection.

NOTE: YACHTS MAY BE SUBJECT TO POST RACE INSPECTION AND FAILURE TO COMPLY WITH ALL REQUIREMENTS WILL BE GROUNDS FOR RACE COMMITTEE PROTEST. THE INTERNATIONAL JURY MAY IMPOSE PENALTIES FOR BREACHES OF NOR 6.2 (e) INCLUDING TIME PENALTIES OR DISQUALIFICATION.



NEWPORT BERMUDA RACE 2016

SAFETY REQUIREMENTS

Yachts competing in the 2016 Newport Bermuda Race must comply with the safety standards outlined in this document. Every yacht entered in the race is subject to inspection both before and after the race. Failure to be in compliance may result in invalidation of entry or protest. The Newport Bermuda Race Safety Requirements ("NBRSR") are a version of US Sailing's United States Safety Equipment Requirements ("USSER"), which can be found on the US Sailing website (ussailing.org). The numbering system used below conforms to the USSER, and the absence of sequential numbers in this document indicates provisions not applicable to the Newport Bermuda Race.

1.0 GENERAL REQUIREMENTS

- 1.1 Purpose: The Newport Bermuda Race Safety Requirements establish uniform minimum equipment and training standards for the Newport Bermuda Race. These Requirements do not replace, but rather supplement, the requirements of the US Coast Guard, the Racing Rules of Sailing (RRS), the rules of Class Associations and all applicable rating rules.
- 1.2 Responsibility of Person-In-Charge: The safety of a yacht and her crew is the sole and inescapable responsibility of the "person in charge," as per RRS 46, who must ensure that the yacht is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he must be satisfied as to the soundness of hull, spars, rigging, sails, and all gear. S/he must ensure that all safety equipment meets the Newport Bermuda Race Safety Requirements; is at all times properly maintained and safely

Inspection Checklist

Instructions: This checklist is intended to aid the Race Entrant and Inspector during the Newport Bermuda Race pre- and post- race inspections (NOR §6.2). Not all items listed in this NBRSR are subject to inspection but are listed as a reminder of NOR or other race requirements. Items not subject to inspection do not contain a space on this checklist.

Prior to the inspection, Captain should verify all items are ready for inspection and initial in the space provided.

- stowed; and that the crew knows where it is kept and how it is to be used.
- 1.3 Inspections: A yacht may be inspected at any time by an equipment inspector or measurer appointed for the event. If she does not comply with these regulations, her entry may be rejected or she will be subject to a protest filed by the Race Committee. A Violation of the Safety Equipment Requirements may result in a penalty other than disqualification.
- 1.4 Equipment Maintenance and Performance: All equipment required shall function properly, be regularly checked, cleaned and serviced, and be of a type, size and capacity suitable for the intended use and size of the yacht and number of crew. The crew shall have practiced with the equipment. This equipment shall be readily accessible while underway and, when not in use, stowed such that deterioration is minimized.
- 1.5 Heavy Items: A yacht's heavy items – such as batteries, stoves, toolboxes, anchors and chain, and internal ballast – shall be secured.
- 1.6 Strength of Build: A yacht shall be strongly built, watertight and, particularly with regard to hulls, decks, and cabin trunks, capable of withstanding solid water and knockdowns. Yachts must be properly rigged and ballasted, be fully seaworthy and must meet all standards set forth herein. A yacht's shrouds and at least one forestay shall remain attached at all times.
- 1.7 Watertight: A yacht's hull, including deck, coach roof, windows, hatches, and all other parts, shall form an integral watertight unit. Any openings in the hull shall be capable of being immediately secured to maintain this integrity.
- 1.8 Hull Construction Standards: A yacht shall meet the scantling requirements outlined in Appendix 1.

Captain Inspector

2.0 HULL AND STRUCTURE CONSTRUCTION AND DESIGN GUIDELINES

A yacht shall meet or exceed the following construction and design guidelines:

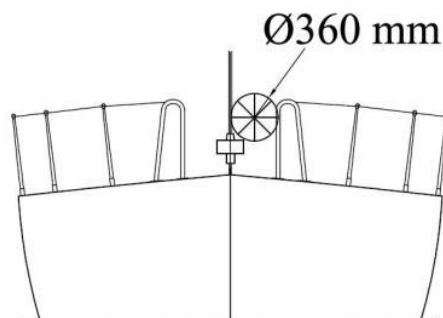
- 2.1.1 Companionways: A yacht's companionway(s) shall be capable of being blocked off to main deck level. The method of blocking must be solid, watertight and rigidly secured, if not permanent.
- 2.1.2 Hatch Boards: A yacht's hatch boards, whether or not in position in the hatchway, shall be secured to the yacht (e.g. by a lanyard) for the duration of the race to prevent their being lost overboard.
- 2.1.3 Watertight Cockpit: A yacht's entire cockpit shall be solid, watertight, strongly fastened and/or sealed. Weather-tight seat hatches are acceptable only if capable of being secured when closed.
- 2.1.4 Cockpit Drains: A yacht's cockpit drains shall be capable of draining six (6) inches (152mm) of water in five (5) minutes. One (1) square inch (645 mm²) of effective drain per eight (8) square feet (0.743m²) of cockpit sole will satisfy this requirement.
- 2.1.5.1 Cockpit Volume: A yacht's maximum cockpit volume for cockpits not open to the sea, including any compartments capable of flooding, to the lowest points of coaming over which water can adequately escape, shall not exceed (.06 x LOA x Max. Beam x Freeboard Aft). The cockpit sole shall be at least (0.02 x LWL) above LWL.
- 2.1.6 Openings below the Waterline: A yacht's through-hull openings below the waterline shall be equipped with sea cocks or valves, except for integral deck scuppers, speed transducers, depth finder transducers and the like. A means of closing all openings shall be provided.
- 2.2.1 Stability Index: (ORR SI = Limit of Positive Stability + Capsize Increment): Yachts not subject to Appendix 2 must have an ORR SI of 115 or greater.
- 2.2.3 Moveable and Variable Ballast: Yachts with movable ballast (water or canting keel) shall comply with Appendix 2.

Captain Inspector

FAQ

FAQ – indicates more information can be found about this requirement in the FAQ section of bermudarace.com.

- 2.3.1 Toilet: A yacht shall be equipped with a head or a bucket which is fitted below deck and designated for this purpose only.
- 2.3.2 Sleeping arrangements: A yacht shall have bunks sufficient to accommodate the off-watch crew.
- 2.3.3 Cooking: A yacht shall be equipped with a stove with a fuel shutoff.
- 2.3.4 Potable Water: A yacht shall have an installed water tank and delivery system.
- 2.3.5 Hand Holds: A yacht shall have adequate hand holds below deck.
- 2.4.1 Enclosed Deck: The deck, including the headstay, shall be surrounded by a suitably strong enclosure, typically consisting of lifelines and pulpits, meeting the following requirements:
- 2.4.2 A yacht's stanchion and pulpit bases must be within the working deck.
- 2.4.3 Bow pulpits may be open, but the opening between the vertical portion of the pulpit and any part of the yacht shall not exceed 14.2" (360 mm). See diagram below.



- 2.4.4 Lifelines must be uncoated stainless steel wire. A multipart lashing not to exceed 4" per end termination for the purpose of tying lifelines to pulpits and pushpits is allowed. Lifelines shall be taut (defined as a deflection of less than 2" (50mm) when a force of 11.24 lbs (50N) is applied midway between stanchions).

Captain Inspector

	<u>Captain</u>	<u>Inspector</u>
2.4.5 The maximum spacing between the bases of lifeline supports (e.g. stanchions and pulpits) shall be 87"(2.2m).		
2.4.6 Yachts shall have at least two lifelines with 24" (610 mm) minimum height above deck, and a maximum vertical gap of 15" (381 mm). The minimum diameter will be 5/32" (4 mm) for yachts to 43' (13.1 m) and 3/16" (5 mm) for yachts over 43' (13.1 m).		
2.4.8 A toe rail shall be fitted around the foredeck from the base of the mast on each side with a minimum height of 1" (25 mm). An additional installed lifeline that is 1-2" (25 - 51 mm) above the deck will satisfy this requirement for yachts without toe rails.		
2.5.1 <u>Bilge Pumps</u> : A yacht shall have a permanently installed manual bilge pump of at least 10 gallons per minute (GPM) (37.8 liters per minute) capacity and which is operable from on deck with the cabin closed with the discharge not dependent on an open hatch. Unless permanently attached to the pump, the bilge pump handle shall be securely attached to the yacht in its vicinity via a lanyard or catch. A bilge pump discharge shall not be connected to a cockpit drain. The bilge pump shall not discharge into a cockpit unless that cockpit opens aft to the sea.		
2.5.2 <u>Second Bilge Pump</u> : A yacht shall have a second permanently installed manual bilge pump of at least 10 GPM capacity, operable from below deck, meeting the same criteria as above.		
2.6 <u>Mast Step</u> : A yacht shall have the heel of a keel-stepped mast securely fastened to the mast step or adjoining structure.		
2.7.1 <u>Mechanical Propulsion</u> : A yacht shall have an engine that is quickly available and capable of propelling the yacht at a minimum speed in knots equivalent to the square root of LWL in feet (1.81 times the square root of the waterline length in meters).		
2.7.1(a) <u>Fuel On Board</u> : A yacht shall carry sufficient fuel to provide a cruising range under power of at least 100 nautical miles after finishing.		

2.7.3 Engine Installation: A yacht's engine and generator installation (if so equipped), shall conform to ABYC, ISO or U.S. Coast Guard standards or manufacturer's recommendations.

3.0 SAFETY EQUIPMENT:

Portable and affixed safety gear shall include:

3.1.1 Lifejackets: Each crew member shall have a life jacket that provides at least 33.7 lbs (150 N) of buoyancy, intended to be worn over the shoulders (no belt packs), meeting either U.S. Coast Guard or ISO specifications. Life jackets shall be equipped with crotch or leg straps, a whistle, a waterproof light, be fitted with marine-grade retro-reflective material, and be clearly marked with the yacht or wearer's name, and be compatible with the wearer's safety harness. After 1/1/2018, each life jacket shall be equipped with an AIS personal crew overboard beacon. If the life jacket is inflatable, it shall be checked for air retention regularly. Alternatively, each crewmember shall have a U.S. Coast Guard approved inherently buoyant offshore life jacket equipped with crotch or leg straps, a whistle, a waterproof light, and retro-reflective material, marked with the yacht or wearer's name, which is compatible with a safety harness.

3.1.4 Safety Harness: Each crew member shall have a safety harness and compatible safety tether not more than seven (7) feet (2.13m) long with a breaking strength of 4,500 lbs (20kN). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end.

3.2.1 Jack Lines: A yacht shall have jack lines with a breaking strength of at least 4,500 lbs (20 kN), that allow the crew to reach all points on deck and are connected to similarly strong attachment points.

3.2.2 Companionway Clipping Points: A yacht shall have adequate clipping points or jack lines which allow the crew to clip on before coming on deck and unclip after going below.

3.3.1 Navigation Lights: A yacht shall have navigation lights that meet U. S. Coast Guard requirements and are mounted

Captain

Inspector

88 lbs. securely below deck and adjacent to the companionway.

- 3.40 Grab Bag(s): A yacht shall have a grab bag with a lanyard and clip for each life raft. The grab bag(s) shall have inherent flotation and be of a bright fluorescent color, and each grab bag shall contain at least a properly registered 406 MHz EPIRB and a handheld VHF radio, either watertight or fitted with a waterproof cover. At least one VHF radio stored in a grab bag shall be DSC/GPS equipped. The VHF radio and EPIRB need not be in addition to the other requirements contained herein.

4.0 TRAINING AND SKILLS

- 4.1 Steering in an Emergency: A yacht's crew shall be aware of multiple methods of steering the yacht with the rudder disabled, and shall have chosen and practiced one method and be prepared to demonstrate it while sailing both upwind and downwind.

- 4.2 Annual Man Overboard Training: Annually, two-thirds of the yacht's racing crew shall practice man-overboard procedures appropriate for the yacht's size and speed. The practice shall consist of marking and returning to a position on the water, and demonstrating a method of hoisting a crewmember back on deck, or other consistent means of re-boarding the crewmember.

- 5.2 Safety At Sea Seminar Attendance: At least 30% but not fewer than two members of the crew, including the Captain and Navigator or a Watch Captain shall have attended a one-day or two-day US Sailing Offshore Safety at Sea Seminar within the last five (5) years, or other courses as approved by US Sailing. After 1/1/18, at least two members of the crew must hold an ISAF Approved Offshore Personal Survival Course Certificate.

- 5.3 Routine Training On Board: The Captain and not less than 80% of a yacht's crew shall, prior to the start of the race, participate in on-board training, including man overboard practice, sailing with the storm trysail, use of the life raft, lifejackets, safety harnesses, main boom preventer, communications equipment, pyrotechnics, EPIRB(s), fire

Captain

Inspector

prevention, firefighting and the procedures for abandoning ship, dismasting and rudder/steering loss or failure. All participating crew shall sign and date the On Board Training Certificate.

5.4 Safety Demonstration: A yacht's crew shall be able to demonstrate, to the satisfaction of the BROCC, an ability to return to a man-overboard in reasonable amount of time.

5.5 Digital Selective Calling (DSC): All crew shall review the emergency features of DSC, including the response to a DSC Distress Call.

5.6 CPR and First Aid: Two crew members must have current CPR and First Aid certifications.

<u>Captain</u>	<u>Inspector</u>
_____	_____
_____	_____
_____	_____
_____	_____

Vessel Name: _____

Captain or Designated Representative's Name: _____

Its: Owner / Captain Watch Captain Navigator
(circle one)

Date: _____

**THIS COMPLETED INSPECTION CHECKLIST MUST
REMAIN ON THE YACHT PER NOTICE OF RACE §6.2(d)
AND MAY BE RE-EXAMINED IN BERMUDA.**

APPENDIX 1

HULL CONSTRUCTION STANDARDS (SCANTLINGS)

1.8.1

- a) A yacht of less than 24m (78.74 feet) in hull length with the earliest of Age or Series Date on or after 1 January 2010 shall have:
- been designed, built and maintained in accordance with the requirements of ISO 12215 Category A.
 - on board a certificate of building plan review from a Notified Body recognized by ISAF.
 - on board a declaration signed and dated by the builder to confirm the yacht is built in accordance with the plans reviewed by the Notified Body.

A list of Notified Bodies recognized by ISAF can be found at http://www.sailing.org/classesandequipment/offshore/plan_review.php.

- b) A yacht of 24m (78.74 feet) or greater in hull length with the earliest of Age or Series Date on or after 1 January 2010 shall have:
- been designed, built and maintained in accordance with the requirements of a Classification Society recognized by ISAF.
 - on board a certificate of building plan review from a Classification Society recognized by ISAF.
 - on board a declaration signed and dated by the builder to confirm the yacht is built in accordance with the plans reviewed by the Classification Society.

A list of Classification Societies recognized by ISAF can be found at http://www.sailing.org/classesandequipment/offshore/plan_review.php.

1.8.2

- a) A yacht of less than 24m (78.74 feet) in hull length, with the earliest of Age or Series Date on or after 1 January 2010, if subject to any significant repair or modification to the hull, deck, coach roof, keel or appendages on or after the 1 January 2010, shall have:
- the repair or modification designed and built in accordance with ISO 12215 Category A.
 - on board a certificate of building plan review for the repair or modification from a Notified Body recognized by ISAF.
 - on board a declaration signed and dated by the builder to confirm that the repair or modification is in accordance with the requirements of ISO 12215 Category A.

b) A yacht of 24m (78.74 feet) in hull length and over, with the earliest of Age or Series Date on or after 1 January 2010, if subject to any significant repair or modification to the hull, deck, coach roof, keel or appendages on or after the 1 January 2010, shall have

- the repair or modification designed and built in accordance with the requirements of a Classification Society recognized by ISAF.
- on board a certificate of building plan review for the repair or modification from a Classification Society recognized by ISAF.
- on board a declaration signed and dated by the builder to confirm that the repair or modification is in accordance with the plans reviewed by the Classification Society.

1.8.3

A yacht with the earliest of Age or Series Date before 1 January 2010 shall comply with NBR SR 1.8.1 or 1.8.2 above or with 1.8.4.

1.8.4

a) A yacht with the earliest of Age or Series Date before the 1 January 2010 not complying with 1.8.1 or 1.8.2 shall have been designed built, maintained, modified and repaired in accordance with the requirements of one of the following:

- the ABS Guide for Building and Classing Offshore Yachts in which case the yacht shall have on board either a certificate of plan approval issued by ABS, or written statements signed by the designer and builder which confirm that they have respectively designed and built the yacht in accordance with the ABS Guide.
- ISO 12215 Category A, with written statements signed by the designer and builder which confirm that they have respectively designed and built the yacht in accordance with the ISO standard, except that a race organizer or class rules may accept, when those standards described above is not available, the signed statement by a naval architect or other person familiar with the standards listed above that the yacht fulfills the above requirements.
- the EC Recreational Craft Directive for Category A (having obtained the CE mark).
- except that a race organizer, when that described above is not available, may permit a yacht to compete if there is successful past race or passage making history for the yacht.

At the sole discretion of the race organizer, a yacht otherwise required to comply with 1.8.1 or 1.8.2 may be permitted to compete based on compliance with 1.8.4, except that

successful past race or passage making history for the yacht shall not be sufficient for consideration in such cases.

APPENDIX 2

ISAF OFFSHORE SPECIAL REGULATIONS APPENDIX K

MOVEABLE AND VARIABLE BALLAST

Notwithstanding the maximum length limit of 24m in the standard, this Appendix invokes International Standard ISO 12217-2, Small craft – Stability and buoyancy assessment and categorization – Part 2: Sailing boats of hull length greater than or equal to 6m. The functions KFR (Knockdown Recovery Factor) and FIR (Inversion Recovery Factor) are defined in ISO 12217-2, except as modified by this Appendix.

This Appendix applies to Monohull Yachts only. Unless specifically stated, a requirement applies to Special Regulations Categories 0, 1, 2, 3 and 4. This Appendix does not apply to boats racing under Category 5.

1 Stability

1.1 Boat Condition

In the calculation of stability data:

- (a) Deck and other enclosed volume above the sheerline and cockpit volume shall be taken into account.
- (b) Mass shall be taken as Minimum Operating Mass as defined by ISO 12217-2, paragraph 3.5.3.

1.2 General Standards

In the assessment of ISO category for yachts fitted with moveable and/or variable ballast, ISO 12217-2, paragraph 6.1.4 b) shall not apply. Boats shall comply with paragraphs 6.2.3, 6.3.1 and 6.4. Calculations shall be for the ballast condition that results in the most adverse result when considering each individual stability requirement. ISO 12217-2 Annex C, paragraph C.3.3, first sentence, the word 'may' is replaced with 'shall'. ISO 12217-2 Annex C, paragraph C.3.4 shall not be used in the calculation of righting lever.

1.3 Knockdown Recovery

Boats with moveable/variable ballast shall comply with the following minimum values of Knockdown Recovery Factor (FKR) calculated in accordance with ISO 12217-2 paragraph 6.4.4 with the modification that the reference to ISO 8666 paragraph 5.5.2 changed to incorporate actual mainsail area and centre of effort. The lesser of FKR90 and FKR-90 shall be used:

SR Category	0	1,2	3	4
FKR	1	0.9	0.8	0.7

Boats with age date prior to 11/04 may seek dispensation from this section 1.3 by application to ISAF.

1.4 Capsize Recovery

For boats racing under Special Regulations Category 0, Regulation 3.04.1 is modified to read:

3.04.1 Either with, or without, reasonable intervention from the crew, a yacht shall be capable of self-righting from an inverted position. Self righting shall be achievable whether or not the rig is intact. Boats with moveable/variable ballast shall comply with this requirement in flat water using manual power only and shall demonstrate that any equipment to be used in re-righting the boat is ready for use at all times and will function and is useable by the crew with the boat inverted. Re-righting the boat shall not require flooding any part of the boat. Boats with moveable/variable ballast shall comply with the following minimum values of Inversion Recovery Factor (FIR) calculated in accordance with ISO 12217-2:

SR Category	0
FKR	0.9

Boats with age date prior to 11/04 may seek dispensation from this section 1.4 by application to the Organizing Authority.



2016 NEWPORT BERMUDA RACE®

DEFERRED INSPECTION CHECKLIST

Yacht: _____

Captain: _____

The following items may not be compliant at the time of the pre-race inspection. For each item indicated below, the Captain agrees that he will ensure compliance prior to the June 17, 2016 start. Should any of the following items be found not in compliance with these Newport Bermuda Race Safety Requirements and/or the Notice of Race during a post-race inspection, the Captain understands that the yacht will be subject to protest and penalties up to and including disqualification.

(Circle One)

NOR 6.2(d) / NBR SR 5.3 On Board Training CertificateCompliant / Not Available

NBR SR 3.1.1 Lifejackets: Compliant / Not Compliant

NBR SR 3.1.4 Safety Harnesses: Compliant / Not Compliant

NBR SR 3.11 Satellite Phone: Compliant / Not Compliant

NBR SR 3.16.1 EPIRB (properly registered): Compliant / Not Compliant

NBR SR 3.39 Inflatable Life Raft: (if rented)..... Compliant / Not Compliant

NBR SR 4.1 Steering in an Emergency: Compliant / Not Compliant

(to be completed at Newport Check-In)

By my signature below, I attest that the above-noted inspection deficiencies have been corrected and my yacht is in full compliance with the race requirements.

Name: _____ Signature: _____ Date: _____

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2016 NEWPORT BERMUDA RACE®

INSPECTION PREPARATION CARD

Yacht: _____ Captain: _____ No. in Crew: _____

Prior to the Inspection, the Captain should lay out the following items (NBR SR ref. No.):

Below Deck:

- Head or bucket fitted below deck and fitted for this purpose only (2.3.1)
- Stove with fuel shut off (2.3.3)
- Installed water tank with delivery system (2.3.4); Number of Gallons: _____
- Heel of keel-stepped mast securely fastened (2.6)
- Life Jackets – one per crewmember (3.1.1); Number: _____
- Harnesses and Tethers – one per crewmember (3.1.4); Number: _____
- Fire Extinguishers (3.4)
- Horn (3.5)
- Flares (3.6)
- Handheld VHF Radio – watertight or with a waterproof cover (3.8.2)
- Emergency VHF Antenna (3.8.3)
- Tapered Soft Plugs adjacent to each thru-hull opening (3.22)
- Searchlight (3.24.1)
- Flashlights – one per crewmember (3.24.2); Number: _____
- First Aid kit and manual (3.25)
- Tools and Spare Parts – incl. means to disconnect standing rigging (3.30)
- Emergency Drinking Water (3.37)

On Deck:

- Companionway Blocking Device(s) and Hatch Boards (2.1.1 and 2.1.2)
- Jack Lines – rigged (3.2.1)
- Spare Navigation Lights (3.3.2)

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2016 NEWPORT BERMUDA RACE®

INSPECTION PREPARATION CARD

Yacht: _____ Captain: _____ No. in Crew: _____

- Lifesling or Equivalent Device (3.7.1)
- MOB Pole (3.7.2)

- Heaving Line (3.7.3)
- Electronic Means to Record Position of Man Overboard (3.15)
- Second Compass (3.19.2)
- Sail Numbers – to be displayed when no numbered sail is set (3.21)
- Ground Tackle – anchor meeting manufacturer's recommended size with suitable combination of chain and rode (3.23)
- Two Stout Buckets (3.27)
- Rigged Emergency Tiller (3.29.1)
- Knife – readily accessible from deck or cockpit (3.32)
- Mainsail Reefing Equipment (3.33.1)
- Storm Trysail – rigged with sheets (3.33.2)
- Heavy Weather Jib – rigged (3.33.3)
- Storm Jib – rigged with sheets (3.33.4)
- Preventer or Boom Restraining Device – rigged (3.36.1)
- Boom Support – rigged (3.36.2)
- Inflatable Life Raft (3.39)
- Grab Bag(s) (3.40)
- EPIRB (3.16.1)
- Equipment required for the method(s) chosen in practice of steering the yacht with the rudder disabled (4.1)

On Navigation Station:

- Inspection Checklist – initialed by Captain or Designated Representative
- Calculation of Cockpit Volume (2.1.5.1)

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INSPECTION PREPARATION CARD

Yacht: _____ Captain: _____ No. in Crew: _____

- Evidence of compliance with NBRSR Appendix 2 – Moveable and Variable Ballast (2.2.3)
- Calculation of Minimum Speed Required for Mechanical Propulsion (2.7.1)
= [sq. root _____ LWL (ft)=] or [1.81 x sq. root _____ LWL (m) =] _____ kts
- AIS with Masthead Mounted Antenna or 15”Antenna at least 3m above water line (3.9)

- Satellite Phone (3.11)
- Global Positioning System (3.14)
- Distance Measuring Instrument (if not permanently installed) (3.17)
- Non-Electronic Charts (3.20)
- Radar Reflector showing “Equivalent Echoing Area” (3.26)
- Safety Gear and Through Hull Diagram (3.28)
- On Board Training Certificate (NOR 5.3)



2016 NEWPORT BERMUDA RACE®

Deadline:
Bermuda Check-In

ON BOARD TRAINING CERTIFICATE

2016 Newport Bermuda Race Safety Requirements 5.3 prescribes that the Captain and not less than 80% of the crew of each yacht shall, prior to the start of the race, participate in on-board training, including man overboard practice, sailing with the storm trysail, use of the liferaft, lifejackets, safety harnesses, main boom preventer, communications equipment, pyrotechnics, EPIRB(s), fire prevention, fire fighting and the procedures for abandoning ship, dismasting and rudder/steering loss or failure. Participating crew shall sign the On Board Training Certificate printed below.

Per Notice of Race § 6.2(d), this document is to be kept on board for the duration of the race.

Yacht Name: _____ Sail No: _____ Captain: _____

The following members of the yacht's Newport Bermuda Race® crew have completed onboard drills for the topics listed:

- | | | |
|--|--|---|
| <input type="checkbox"/> Man Overboard | <input type="checkbox"/> Sailing with the Storm Trysail | <input type="checkbox"/> Abandoning Ship |
| <input type="checkbox"/> Dismasting | <input type="checkbox"/> Rudder/Steering Loss or Failure | <input type="checkbox"/> Reefing |
| <input type="checkbox"/> Liferafts & Lifejackets | <input type="checkbox"/> Communications | <input type="checkbox"/> Fire Prevention/Fighting |
| <input type="checkbox"/> Pyrotechnics | <input type="checkbox"/> EPIRB | <input type="checkbox"/> Preventer Rigging |
| <input type="checkbox"/> Digital Selective
Calling Procedures | <input type="checkbox"/> Safety Harness Use | <input type="checkbox"/> Satellite Phone Use |

Crew Name

Signature

Date

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

ORGANIZED BY THE CRUISING CLUB OF AMERICA AND THE ROYAL BERMUDA YACHT CLUB

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