

## Victory Class Racing Declaration and Safety checklist

Each yacht shall sign and submit to the class a completed copy of the current years 'Racing Declaration and Safety checklist' prior to its first race in the current calendar year. If a yacht competes in a Class race when the above conditions have not been met its entry is deemed not to have been accepted and it shall be recorded as 'not eligible to Enter'. Any finishing position will not be retrospectively reinstated. (Rule 5.2 refers)

**I declare that:**

- 1) I will comply with Victory Class Rules and Sailing Instructions as published and updated from time to time
- 2) I hold current full racing insurance cover

Insuring Company	
Insurance Policy Number	

- 3) Specifically, I will ensure the following safety equipment is available and maintained on my boat as per class rule 6.1

A sharp knife able to cut all cordage in use on your boat and able to be accessed by all crew in case of emergency	
Approved anchor as listed in the appendix to this form	
A minimum of 4.5 metres of 1/4" chain and a minimum of 20 metres of 10mm designated anchor warp	
Rescue quito or throw line with at least 15m of line	
Two Oars (and rowlocks) or Paddles, at least 5ft long each	
Stout bucket of min 9L - not to be stowed behind watertight bulkheads if fitted	
At least two red hand flares and two orange smoke flares in-date and in a waterproof pack or a suitable Electronic Visual Distress Signal. If EVDS is used to comply with this, it must be capable of flashing SOS in orange or red light and suitably packaged spare batteries shall also be carried.	
Manually operated fixed bilge pump (permanently fitted to the yacht)	
Powder fire extinguisher (min 600g) – in date or an in date Potassium Nitrate type extinguisher, 'Fire Safety Stick' or similar	
Waterproof First Aid pack with instructions	

- 4) I will ensure that at all times whilst racing I carry (as per class rule 6.1)

An Approved Lifejacket or Buoyancy aid (to standard ISO 12402) for each crew member	
A Working Marine VHF Radio	

- 5) When required by Class Sailing Instructions I will carry an engine and fuel as required by those instructions. I note the requirements of class rule B6.3 "Compliance with local regulations"

BOAT NUMBER:	
SIGNED:	
PRINT:	
DATE:	

**My emergency contact details are**

Contact name	
Phone number(s)	

**Sail Serials (required – if not visible indicate as such)**

Serial number for most recent jib (on foot)	
Serial number for most recent main (on foot)	
Serial number for most recent spinnaker (on head)	
Serial number for preceding jib	
Serial number for preceding main	
Serial number for preceding spinnaker	

**Return this form to the Class Sailing Secretary (sid.dollery@gmail.com) prior to your first race.**

**Appendix: Approved Anchor list:**

Plough Type – Minimum weight 6.8 kg
Danforth Type – Minimum weight 9.1 kg
Bruce Type – Minimum weight 5 kg
Fisherman Type – Minimum weight 11.3 kg

## Calling for help



Emergency distress alerting guidelines for Pleasure Vessels under 13.7m in length, outlining the combinations of equipment you could consider carrying and using to indicate that you require assistance, depending upon the type of your vessel and where you use it.

	Craft sailing not more than 3 nm from the coast	Craft sailing in GMDSS Sea Area A1 that are more than 3 nm from the coast	Craft sailing outside of Sea Area A1	Comments
<b>Mobile phone</b>	Last Resort	Last Resort	Last Resort	Keep it dry and charged at all times. Do not rely on a mobile phone as your only means of communication. If you have an Apple or Android smart phone, consider downloading and using the RYA SafeTRX app.
<b>Marine Radio</b>	Essential Where practical a fixed VHF DSC marine radio is recommended. If this is impractical a (waterproof) portable marine radio (VHF or VHF DSC) should be carried.	Essential A fixed DSC VHF marine radio is recommended.	Essential A marine radio with DSC capable of operating in your area of operation should be carried (e.g. MF / HF). Satellite telephone (Inmarsat) could also be considered.	Highly recommended that DSC is interfaced with GPS for position information. Carry an emergency aerial in case of dismasting etc.  Sea area A1 is the boundary for nominal VHF range although in practice sets might work well beyond that.  See <a href="#">Licensing Onboard Electronics</a> for information on licensing portable VHF DSC for use outside UK territorial seas.
<b>EPIRB / PLB</b>	Recommended particularly if only a portable VHF is carried. PLBs (attached to at least one individual) are highly recommended for small open boats, dinghies, wind surfers etc.	Recommended particularly if your VHF is not DSC capable.	An EPIRB is essential if longer range communications equipment is not carried. DSC VHF may be insufficient outside Sea Area A1. Individual crew members may additionally wish to carry a PLB.	The EPIRB / PLB should be fitted with a GPS and in addition to the 406MHz distress alert, ensure it also transmits a 121.5MHz homing signal.  It is a legal requirement that all 406MHz beacons carried on UK registered ships are registered.  An EPIRB alert indicates that a vessel is in difficulty, a PLB alert indicates that a person is in difficulty.
<b>Personal AIS</b>	At your discretion	At your discretion	At your discretion	Where a vessel is fitted with AIS personal AIS devices carried by crew members can assist the vessel locating them if they go overboard.
<b>Electronic Visual Distress Signals (EVDS)</b>	At your discretion. They can be a useful alternative to handheld red flares for 'final mile' locating.	At your discretion. They can be a useful alternative to handheld red flares for 'final mile' locating.	At your discretion. They can be a useful alternative to handheld red flares for 'final mile' locating.	Internationally recognised distress signals are listed in Annex IV of <a href="#">COLREG</a> . EVDS are not currently included within this list and should not be relied upon to signal you need assistance unless they emit a signal (e.g. SOS) which is in that list.  Laser light sources should be avoided due the problems they cause aviation pilots.
<b>Parachute Flares</b>	Recommended only if no other means of distress alerting is carried	Recommended only if no other means of distress alerting is carried	Recommended only if no other means of distress alerting is carried	The recommended modern method for alerting distress is a DSC distress call or an EPIRB / PLB.
<b>Red Handheld Flares</b>	3 unless a reliable alternative day/night locating method is carried	3 unless a reliable alternative day/night locating method is carried	3 unless a reliable alternative day/night locating method is carried	These are valuable for 'final mile' locating by day and by night and in poor visibility, but see EVDS above.
<b>Smoke signals - buoyant or handheld</b>	Recommended for boating in daylight where no other locating device is carried	Recommended for boating in daylight where no other locating device is carried	Optional for daylight locating. A range of locating devices should be carried.	Valuable for 'final mile' locating in daylight and in reasonable visibility. Contain no explosives. Must burn for a minimum of 3 minutes, but see EVDS above.