SAFETY REQUIREMENTS (Version 8.04)

1. Taking Responsibility

- All Vessels and persons on board taking part in the *Tidetech* 2026 Van Diemen's Land Circumnavigation (VDL-C) Cruise do so at their own risk and responsibility. The Royal Yacht Club of Tasmania takes no responsibility for the seaworthiness of a vessel whose entry is accepted, nor the sufficiency or adequacy of its equipment or the competence of its crew.
- No member or members of the Royal Yacht Club of Tasmania, nor any other party involved in the organisation of this event, shall accept responsibility for, or be liable for, any accident, injury, damage, or personal loss (material or otherwise) to any vessel, participant, or third party, before, during or after the 2026 VDL-C Cruise.
- **THE SAFETY OF ANY PARTICIPATING VESSEL AND HER ENTIRE MANAGEMENT, INCLUDING THIRD PARTY INSURANCE, IS THE SOLE RESPONSIBILITY OF THE OWNER OR SKIPPER**.
- Owners and skippers are required to assess their capabilities and those of their crew and their vessel before entering, starting, or continuing to participate in the 2026 VDL-C Cruise.

2. Safety Requirements

- The *Tidetech* 2026 VDL-C Cruise is governed by the safety regulations of Marine and Safety Tasmania (MAST), the International Regulations for Preventing Collisions at Sea, any safety provisions included in the *Tidetech VDL-C 2026 Cruise Manual*, and the *Tidetech VDL-C 2026 Cruise Safety Requirements* as set down by the VDL-C Committee.
- Before embarking on a VDL-C Cruise, each skipper is required to sign a declaration that these specified safety and other equipment requirements have been met.
- Each time there is a crew change the skipper shall sign a *Tidetech VDL-C 2026 Crew List and Safety Compliance Acknowledgement Form*, confirming continued compliance with these cruise safety requirements and forward the declarations to both the Cruise Communication Officer and the VDL-C Cruise office.
- The following are minimum safety requirements for vessels participating in the *Tidetech* 2026 VDL-C Cruise. They include the MAST requirements for non-commercial vessels operating in Tasmanian waters, and additional items determined by the VDL-C Committee to be appropriate for this event.

3. Seaworthiness

- Vessels are unlikely to be accepted on the cruise with an overall hull length of less than 9 metres.
- Vessels must be seaworthy and be designed and built to resist capsize.
- Vessels must be strongly built, watertight and, particularly regarding hulls, decks, and cabin trunks, capable of withstanding solid water on deck and knockdowns.
- Vessels shall be appropriately rigged and ballasted.

4. Equipment Generally

- In order that required equipment functions properly, it should be:
    - regularly inspected or checked
    - regularly cleaned and serviced
    - within any applicable expiration date
    - always stowed so as to minimise deterioration
    - readily accessible
    - of a type, size, and capacity suitable and adequate for the intended use and size of the vessel.
- Ballast, tanks, and associated equipment shall be permanently installed.
- Heavy moveable items such as batteries, stoves, gas bottles, toolboxes, anchors, chain, and auxiliary motors shall be securely fastened or enclosed.
- All vessels agree to be subject to "spot check" safety inspections which may be carried out by the VDL-C Safety Committee at any time.
- If in doubt about any aspect of safety requirements or equipment, seek advice and guidance from the VDL-C Safety Committee.
- The document: **VDL-C 2026: SAFETY REQUIREMENTS CHECK-LIST***,* useful in cruise preparation, shall be completed, signed, and sent to the RYCT office before starting the VDL-C Cruise.

5. Fixed Equipment

5.01 Hatches and Companionways

- Each hatch or port shall be capable of being firmly shut by a permanently attached lid or cover with a suitable lock or latch.
- Washboards and storm-boards (where required) shall be secured to the vessel when in use in such a way as to prevent them being lost overboard.
- At least one hatch forward of the helm shall be capable of being opened from above and below.

5.02 Through-Hull Openings

- Seacocks shall be installed on all through-hull openings below the waterline, except for integral deck scuppers, logs, and depth sounders.
- A means of closing all below-waterline through-hull openings, such as tapered soft wooden or rubber plugs, shall be available for immediate use adjacent to each opening.

5.03 Lifelines

- Vessels shall be equipped with a system of taut lifelines and/or guardrails or bulwarks designed to form an effective continuous barrier with a minimum height of 600 mm around the working deck with the aim of minimising the risk of falling overboard.

5.04 Bilge Pumps and Buckets

- Two securely fitted bilge pumps, with at least one manual pump operable above deck and the other (which may be manual or electric, although a manual pump is recommended) below deck shall be provided. Each bilge pump shall be operable with all cockpit seats, hatches and companionways closed.
- Bilge pump handles shall be secured to prevent accidental loss.
- Two buckets of stout construction, each with at least 8 litres capacity and with a lanyard shall be carried.

5.05 Compass

- A marine magnetic compass, independent of any power supply, shall be permanently installed and correctly adjusted.
- In addition, a hand-bearing compass is recommended.

5.06 Navigation Lights

- Navigation lights shall be shown as required by the International Regulations for Preventing Collisions at Sea (Part C and Technical Annex 1).
- Reserve navigation lights with an independent power supply shall also be carried.

5.07 Marine Radios and Communication

- The requirement for an HF Radio is no longer mandatory but is recommended.
- All vessels shall have at least one crew member with a *Marine Radio Operator's Certificate of Proficiency* or equivalent. This is a legal requirement to operate VHF and HF marine radios.
- A Satellite Communication Device shall be carried.

5.07.1 VHF Radios

- All vessels shall carry VHF Radios.
- VHF fixed radios must be DSC-capable, have the vessel's unique Maritime Mobile Service Identity (MMSI) number programmed in, and be linked to a GPS.
- The vessel's MMSI number must be provided to the VDL-C Cruise Office at the RYCT before commencement of the cruise.
- The VHF antenna shall be positioned either on the top of any mast (sailing vessels) or at the highest possible point on the superstructure (power vessels).

- An emergency antenna shall be carried for use in the event of the loss or malfunction of the main antenna.
- A waterproof handheld VHF Radio shall also be carried by all vessels but shall not be used for communications scheds.

5.07.2 HF Radios

- Radios shall be able to operate on the frequencies: 2182, 2524, 4125, 4483 and 6215 kHz.
- The HF radio should be capable of performing satisfactorily on the primary operating frequency of 4483 kHz over a distance of at least 100 nm. To check call Tas Maritime Radio on HF 4125, 6215 or 8291 during daylight hours.
- It is illegal to operate an HF radio on marine frequencies in Australia without an ACMA-issued call-sign.
- An emergency antenna shall be carried for use in the event of the loss or malfunction of the main antenna.

5.07.3 Satellite Communications

- Shall be capable of operation everywhere around the Tasmanian Coast and throughout Bass Strait
- Shall be capable of supporting full internet service (email, text, internet connection and making phone calls - e.g. Starlink or similar)
- Shall be capable of supporting group communications via an on-line program such as 'Zoom' or similar as determined by the VDL-C Committee
- The vessel shall carry instructions for use including log-in and account details allowing the crew to operate the device in the event of illness or injury of the skipper or owner.

5.08 Barometer

- A fitted barometer is required.

5.09 Automatic Identification System (AIS)

- A class B AIS transponder (that transmits and receives) is required and must be switched on to transmit and receive when under way.
- The vessel's MMSI number shall be lodged with the RYCT Office before the commencement of the cruise.

5.10 Satellite Phones

- A satellite phone is not a requirement. However, in the event of on-board power failure or needing to abandon ship, a handheld satellite phone may prove very useful.
- A satellite phone is not a substitute for the requirement of Satellite Communications under 5.07.3 above.

- If one or more satellite phones are on board, the owner or skipper shall notify the RYCT Office of the phone number(s) before the commencement of the cruise.

6. Portable Equipment

6.01 Jackstays

- Jackstays shall be fitted to appropriate strong points so that crew can be tethered when on deck in rough conditions, poor visibility, during overnight passage-making, or requiring to go forward.
- Jackstays shall be fitted in such a way that when a crew member is clipped on, they shall prevent, as far as practicable, any crew member from falling overboard outside or under guard rails.
- Central jackstays are preferred.
- At least 2 jackstays shall be fitted on the underside of a multihull in case of inversion.

6.02 Fire Extinguishers

The minimum requirements by the VDL-C Committee and Australian Sailing are:

Vessel length	**Minimum number and capacity**
8-12 metres	Two 0.9 kg
Over 12 metres	(α) Three 0.9 kg or (b) One 0.9 kg and one 1.5 kg

- All extinguishers carried must be 10B(E) or equivalent. **Please note that these requirements exceed those of Marine and Safety Tasmania (MAST).**
- A fire blanket shall be carried and available close to any open flame cooking device.

6.03 Anchors

- A primary anchor with a high holding power (Sarca, Rocna or similar) suitable for the size of the vessel shall be carried with a minimum of 50 metres of chain. An additional 50 metres of chain or rope is recommended.
- A secondary anchor with a minimum of 10 metres of chain and 40 metres of rope shall also be carried.
- A warp of 50 metres minimum length and 16 mm minimum diameter is recommended to be carried for stern mooring where appropriate and suitable for towing.

6.04 Spotlights and Flashlights

- A powerful watertight spotlight suitable for searching for a person overboard or for collision avoidance is required together with at least 2 buoyant flashlights with spare batteries and globes.

6.05 Medical Kit

- A medical kit shall be carried that reflects the extended duration of the cruise, remote locations visited, number of crew, specific needs of individuals, first aid expertise of those aboard, and the possibility that external assistance may not be immediately available. A guide as to what is appropriate in such a medical kit is in the document: **VDL-C 2026 MEDICAL KIT – SUGGESTED CONTENTS.**
- In addition to the recommended items, cough and sore throat medications are advisable, as well as an adequate supply of face masks and Rapid Antigen Tests in case of COVID exposure.

6.06 Foghorn

- A foghorn is required.
- A manual foghorn is recommended as cannister type foghorns don't work with an empty cannister!

6.07 Charts and Piloting Equipment

- Navigational charts (to be specified later) and plotting equipment shall be carried.
- Back-up charts, either paper or electronic, are required. If both chart sources are electronic, they should have independent power supplies. The Tasmanian Anchorage Guide shall be carried. The latest version will be supplied to all participants.
- The Australian Pilot Vol 2 is recommended as this has much information including passage making, tidal levels, tidal streams, local magnetic anomalies, prohibited areas, and Tasman Bridge regulations.

6.08 GPS

- Vessels shall be equipped with at least one GPS device capable of recording a man overboard position (MOB).
- A secondary GPS which may be handheld is recommended.

6.09 Depth Sounder

- A depth sounder shall be carried.
- A lead line is highly recommended; it can be very useful if and when a vessel takes the ground.

6.10 Log

- A distance measuring instrument (other than a GPS) shall be provided.

6.11 Emergency Steering

- An emergency tiller capable of being quickly fitted to the rudder stock where the usual method of steering is other than by a strong tiller fitted directly to the rudder stock shall be provided.

- In the event of the failure or loss of the rudder there shall be an alternative method of steering which has been proven to work on the participating vessel.

6.12 Tools and Spares

- Tools suitable to effect routine maintenance and running or emergency repairs at sea shall be carried.
- On sailing vessels tools shall include tools capable of disconnecting or severing standing rigging.
- On vessels with a mast a bosun's chair shall be carried.
- A sharp knife capable of cutting high modulus fibre rope or webbing shall be stored in or near the cockpit for immediate use.
- Engine spares for all vessels shall be carried and include fuel filters, O-rings, copper washers, engine belts, hoses, water pump impellers, coolant and lubricants, and all spares as are required for the type and specification of the motor.

6.13 EPIRB

- A GPS capable 406MHz Emergency Position Indicating Radio Beacon (EPIRB) registered in the vessel's name shall be carried in a readily accessible position near the companionway.

6.14 Liferaft

- A liferaft capable of carrying the entire crew shall be carried and stowed so that it can be moved to the lifelines within 15 seconds. It shall not be stowed below deck.
- The liferaft shall have a current service certificate.
- The liferaft shall be tethered to the vessel with the painter fixed to a strong point.

6.15 Grab Bag

- The contents of a grab bag will depend on what is included in the liferaft and the ease of taking items stored elsewhere in readily accessible containers. Items in any grab bag should include a daylight signalling mirror, waterproof torch, strobe light, handheld VHF radio, GPS.

6.16 Lifebuoys

- At least one lifebuoy with a drogue, marine grade retroreflective tape, whistle and a self-igniting light shall be carried within easy reach of the helm and be ready for immediate use.

6.17 Pyrotechnics (Flares)

The following flares approved to AS2092 and within their expiry date and stored in a waterproof container shall be carried. As a minimum, flares carried shall be:

- 2 x parachute rocket flares
- 2 x red hand flares

- 2 x orange smoke flares

Note 1: The red hand and orange smoke flares can be replaced by an approved Electronic Visual Distress Signal (EVDS) device.

Note 2: The above is the requirement of MAST. *Australian Sailing* requires 6 parachute flares, 4 red handheld flares, 2 white flares and 4 orange smoke flares for vessels racing in Category 1 and this number and type are recommended for all vessels.

6.18 Heaving Line

- Vessels shall carry a heaving line consisting of at least 15 metres of floating line and a buoyant object at one end which shall be readily accessible in the cockpit for immediate use.

6.19 Distress Sheet

- Vessels shall carry a standard orange sheet that is not less than 1.8 m x 1.2 m with a black 'V' or black square above a black circle, with lanyards.

6.20 Radar Reflector

- A radar reflector is required by MAST. However, it does not need to be displayed permanently, only when there is reduced visibility.

6.21 Mooring Gear

- Vessels shall carry at least one fender board complete with tethering lines.
- The dimensions of any fender board should be approximately 2 m long x 120 mm wide x 40 mm thick but must be suitable for the size and weight of the vessel.
- Wood with some spring in it such as Oregon pine is best for this purpose.
- Vessels shall carry sufficient mooring lines and at least 4 fenders adequate for use in tidal ranges of up to 4 m.

6.22 Preventers and Boom Brakes

- Each participating yacht shall carry a sufficient means of preventing or slowing the boom from crossing from one side of the boat to the other in an uncontrolled gybe and be fitted and available for use. This may be what is known as a 'preventer', running forward from the boom to a turning block or strong point, then aft to a cleat, or a boom brake such as the 'Waldon' or 'Wichard Gybe Easy'.
- Each participating yacht shall use its preventer or boom brake when running or broad reaching in heavy weather, particularly in unpredictable sea conditions.

7. Crew equipment

7.01 Lifejackets

- Lifejackets complying with Australian Standard AS4758.1 shall be provided for each person on board.

- In Tasmania it is illegal to wear a lifejacket on board only complying with the old Australian Standards numbers 1512, 1499 and 2260. Certain lifejackets have been accepted by MAST as approved to AS4758.1 even though not stamped as such. This list can be found on the MAST webpage: https://mast.tas.gov.au/wp-content/uploads/2021/03/Updated-FAQ-life-jackets-March-2021.pdf.
- It is compulsory for everyone to wear a lifejacket in any recreational motorboat or motor-propelled tender under 6 metres long.
- For children under 12 years, it is compulsory to wear a lifejacket in a vessel of any length while under power.
- A lifejacket does not need to be worn within a deckhouse, cabin, or secure enclosed space.
- At least one spare lifejacket, cylinders, and activation head (if appropriate) shall be carried.
- A lifejacket shall be worn by each crew member when on deck between the hours of sunset and sunrise.
- It is strongly recommended that a lifejacket be worn by each crew member at times such as, but not limited to: when alone on deck, in strong wind conditions, in rough sea conditions or limited visibility.
- All inflatable lifejackets shall be serviced in accordance with their manufacturer's recommendation and be within date.

7.02 Safety Harnesses and Safety Lines (Tethers)

- Safety harnesses and tethers complying with Australian Standard AS2227 shall be worn and used when on deck at night, in rough sea conditions or limited visibility.

7.03 Personal Lights

- A personal strobe light shall be attached to any life jacket or clothing worn whilst on deck at night.

7.04 Personal Clothing

- Cold fronts often cross Tasmania in summer, bringing gale-force conditions offshore, and snow on highland peaks. Sea-water temperatures at or below 16°C are the norm.
- All crew members must be equipped with appropriate wet weather gear and thermal clothing.
- It is recommended that the layer system for clothing be used with 3 layers - an external outer waterproof layer, a thermal mid layer with long legs and sleeves, and a wicking or moisture removal base layer.

7.05 Personal Locator Beacons (PLB)

- It is highly recommended that a registered GPS capable 406 MHz PLB is carried by or attached to each crew member when on deck at night, in rough sea conditions or limited visibility.

- It is mandatory that a personal crew overboard beacon (AIS MOB) capable of communicating their position to the vessel is carried by or attached to each crew member when on deck at night, in rough sea conditions or limited visibility.

8. Crew Experience

8.01 Opportunity

- The Tidetech 2026 VDL-C Cruise represents an opportunity for cruising yachts-people with limited offshore experience to gain experience while travelling in company during relatively short coastal passages. However, there will be at least one overnight passage.
- Because the VDL-C Cruise is a coastal cruise conducted in company with other vessels, the requirements for offshore experience among participating crew are less than would be needed for more extended coastal passages, a blue-water passage, or a passage completed without accompanying vessels.
- The cruise has been scheduled to take advantage of Tasmania's relatively mild summer and early autumn weather; however, all Tasmanian waters can and do experience gales at any time of the year.
- Ports and bays on at least the north-east, west, and far south coasts of Tasmania provide quite limited shelter in some prevailing conditions. For example, a vessel that encounters strong north to north-westerly weather while travelling south from the Hunter Group may be unable to enter Macquarie Harbour, and will not reach sheltered waters until Port Davey, some 220M south of the Hunter Group.
- Locations such as Banks Strait, the Hunter Passage, and Hell's Gate at the entrance to Macquarie Harbour, and the Tamar River in wind against tide conditions, can be quite hazardous, as well as being navigationally challenging.

8.02 General Requirements

- At all times during the Tidetech 2026 VDL-C Cruise, each vessel shall have aboard at least two adult crew members who are capable of completing an overnight passage, and of independently navigating and helming their vessel through coastal waters dotted with islands, reefs and shoals and subject to strong tidal currents, in gales and in rough water.
- An up-to-date declaration of crew experience shall be lodged with, and accepted by, the VDL-C Committee before an entry is finally accepted for participation on the 2026 VDL-C Cruise.
- The VDL-C Committee recognises that there will be crew changes – both planned and unexpected. A mandatory condition for continuing participation in the cruise is that the specific requirements given below continue to be met at all times the vessel is at sea, and that additional crew experience declarations reflecting the true state of the vessel's complement have been lodged with the VDL-C Committee representative before the vessel departs the port at which the crew change takes place.

8.03 Specific Requirements

The skipper is strongly recommended to have completed an Australian Sailing Safety and Sea Survival Course (SSSC).

Within the crew on each vessel, at least two adults shall:

- Have completed an overnight passage of at least 100M and be capable of helming and operating their vessel in all conditions. Although not mandatory, an offshore skipper's certificate is *prima facie* evidence of this.
- Be proficient in coastal navigation. Although not mandatory, a certificate of proficiency in coastal navigation is *prima facie* evidence of this.
- Be proficient in the use of both the vessel's VHF radio and HF radio. At least one crew member shall have a *Restricted Operator's Certificate of Proficiency* or equivalent.
- Be proficient in first aid. Although not mandatory, a current first aid certificate is *prima facie* evidence of this.
- Know where to locate and be able to use all safety equipment.

9. Miscellaneous

9.01 Water

- At least 2.5 litres of potable water per crew member per 100M of passage shall be carried.
- Emergency drinking water of at least 1 litre per crew member in addition to the above shall be carried in a dedicated container or containers.

9.02 Fuel

- All fixed fuel tank(s) shall have a shut off valve fitted to the tank outlet if it is possible for fuel to escape or syphon from the tank if the fuel line fractures.
- Refuelling options can be scarce so vessels must carry fuel on board at least sufficient to reach the next port with re-fueling facilities.

10. Crew Training

- Skippers shall ensure all crew are aware of the responsibilities and actions required in handling emergencies. Such emergencies include crew overboard, abandoning ship, fire, capsize, dismasting, grounding, collision, steering failure, gear failure, injury or illness.
- Skippers should advise all crew of appropriate ways to minimise risk to themselves and the vessel. Examples include going forward, handling winches or the windlass, descending the companionway, being aware of potential injury from the boom or mainsheet.