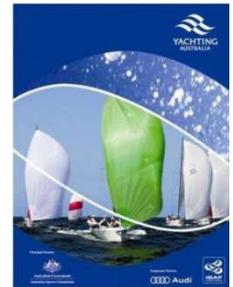


What to expect

A safety audit is an inspection conducted by an accredited National Equipment Auditor (NEA) who represents the ORCV, which must be done prior to competing in an ORCV ocean race. It does not remove or replace the owner's ultimate responsibility for safety, nor does it cover crew training/experience or an assessment of hull structure, stability or integrity. The audit is simply an independent assessment that the owner has complied with Yachting Australia Special Regulations and it is valid until the end of June each year. For that reason the owner must self-audit prior to each race to ensure compliance. A Safety Checklist is available on the ORCV website, see <http://www.orcv.org.au/index.php/sailing/race-documents>

The compliance requirements are set by Yachting Australia (YA) in the "Blue Book", together with any updates available on the YA website. Some races run by the ORCV are considered "plus", which means there may be some additional items needed. These are all clearly laid out in the Notice of Race. For people new to ocean racing the Special Regulations can appear overwhelming, but there is plenty of assistance and advice available to owners via the ORCV. For owners renewing, the process should be a lot easier the second time.



While some requirements are "black and white", others require a degree of interpretation. In such cases, the national body (YA) sets policy and provides guidance to the auditors.

People frustrated by the need for, or interpretation of, a requirement should not take that out on the auditor. Auditors are volunteers and they do not set the rules. In the case of a dispute, there is a well-defined resolution process involving other auditors and the ORCV and ultimately owners may refer the matter to YA for an Interpretation, in accordance with SR 1.01.5.

The audit is ideally a one off inspection (renewed annually), taking about an hour and a half. More often than not, it includes a short "revisit" to verify resolution of a "short list" of items needing further work. The revisit should take no longer than 15mins. Any audit taking longer than an hour and a half, or requiring two or more revisits is indicative of poor preparation by the owner and may incur a fee.

What is the difference between the YA Audit form and the ORCV checklist?

When undertaking a formal Safety audit for your boat, the YA Special Regulations Equipment Form must be signed by an accredited National Equipment Auditor, who will then submit it to the ORCV office on your behalf once your boat has been deemed as 'compliant' to participate in our races. This is renewed annually, the YA Sailing Calendar runs from 1/7-30/6 each year.

The Safety Check list is a supplementary document that you use prior to each ORCV race to help ensure the required safety equipment is on board. It can be found on the ORCV website, a new copy is provided for every race.

Preparing for an ORCV safety audit



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Radio Inspections:

New boats entering for the first time will require a radio inspection by a qualified technician. A check of the yacht's radio signal will be carried out as part of your boat's annual safety audit, and a radio check is often needed prior to the longer races as part of race entry criteria. Boats whose radio signals are reported as inadequate will be required to undergo an additional inspection by a qualified technician prior to acceptance for any further races. ORCV can assist with names of qualified radio technicians.

Preparations – 6 weeks before you need it

Why 6 weeks? Because preparation takes 2 to 3 times longer than you think ! Firstly download the relevant audit form from the "Race Documents" section of the ORCV web site. Work through the list yourself, with the Blue book beside you, and make your own list. Remember the Blue Book and Notice of Race takes precedence over any checklists the ORCV or other clubs might produce. You will end up with lists; things to check, things to buy, things to fix.

It will take a couple of weeks to prepare the first time around and make sure the crew all help. One thing that does take time to get together is the medical kit, especially for longer races.

Requirements come in four main categories:

1. The actual boat
2. Stuff that typically lives on the boat
3. Stuff that lives in the shed(s)
4. Personal (crew owned) gear

Preparations – 4 weeks before you need it

Find an auditor and book the audit. A list of auditors is available on the ORCV Web site and the ORCV Yearbook. Booking the audit gives you a deadline, ideally well before the race. Nothing is more stressful, for everyone involved than a late audit. Respect people's time; give them at least 1 week's notice.



Next job – Do your own audit !!

If you do your own audit first, you will soon realise any obvious shortcomings. If in doubt contact the ORCV office who may be able to help clarify requirements.

Preparing for an ORCV safety audit



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Audit day – 2 weeks before you need it

On the day of the audit, with the owner present and at least one other crew member, lay out all the equipment in the boat so as to make the audit fast and easy. The auditor will appreciate that.

Also listen, ask questions and get involved with the audit; it is a great chance to find better solutions for things as the auditors have seen lots of boats and various solutions to compliance problems. They are generally happy to help.



Please don't leave your audit till the last minute. Ideally a month before the first race is sufficient time. Unnecessary stress for boat owners and auditors, not to mention office staff who need to collate all your documentation can easily be avoided.

When an auditor checks, they are going to first want to know that you have it, secondly, know it's in service/it works and finally that you know how to use it. This is particularly the case for the more complex things like emergency steering.

A couple of tips:

- Proving something is in service is much easier if you have with you copies of the service certificates
- Personal (crew owned) gear and certificates are the hardest things to collect and keep in one place, you need all of the crew gear present for the audit
- Take photos of more complex things like the emergency steering set up on the boat. This provides the added advantage of helping with crew training
- Medical kits take weeks to collate, allowing for documentation a pharmacist may need (see ORCV web site and/or contact the ORCV office for this), time to order in items not normally kept in stock and tracking down some of the more obscure items. Laminate a summary of each kit along with expiry dates, ensure it is visible on the kit.
- Stuff needs to be on the boat for the audit, not in the locker or off getting serviced. This includes charts and liferafts if applicable (incl service certificates).
- Involve the crew, especially watch leads. It is not safe for only one person to know what and where each safety item is.
- Prepare for the audit by getting storm boards out, uncovering sea cocks, looking up fuel and water capacities, engine horsepower, ensure aerials are in place and radio is turned on, storm sails on deck ready to hoist if need be

After your audit

If your boat has satisfactorily met the safety requirements, the Auditor signs off the Equipment Audit form and submits it to the ORCV office. You should be sent a copy of this form as well. Most auditors email the ORCV to say you are compliant.

If there are outstanding items on your boat that require attention, the auditor will not sign off on this unless they are completed. This will mean a revisit from the auditor to check these items off. This could delay documents reaching the office in time.

Preparing for an ORCV safety audit



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Race day

It goes without saying that the boat and gear presented for the audit should be the same or better than the boat and gear for the race. There are disturbing anecdotes of people trying to “bend” the rules; borrowing gear for audits, tipping out what they consider “excess” water or fuel requirements, leaving items deliberately at home. The Notice of Race requires a compliant boat for the race start, so for that reason owners are encouraged to self-audit again before they leave the dock and ensure their boat complies.

Safety spot checks will be done prior to the race, so if something is missing, the boat will be deemed non-compliant and will be unable to race. A check may be also done at the finish of the race too !

Finally owners are reminded of some of the key Fundamental Rules of sailing:

- Rule 1.1: Helping those in danger
- Rule 1.2: Life-saving equipment and personal buoyancy
- Rule 3: Acceptance of the rules
- Rule 4: Decision to Race

As well as Special Regulation 1.02 : Owner’s Responsibility:

- Safety sole and inescapable responsibility of Person in Charge
- Seaworthiness of the vessel
- Experienced Crew
- Training
- Soundness of rigging and safety equipment

As well as local state boating regulations.



Have fun, we want you to race hard

But more importantly we want you to come home again !!