Purpose or Objective

To implement the recommendations to ISAF from the UK Marine Accident Investigation Branch investigation into the loss of four crew from the Beneteau 40.7 Cheeki Rafiki.

Proposal 1

Session 1 - Introduction

Amend to read:

1.3 The crew brief including safety equipment, stowage details, emergency procedures, responsibilities and how to send a Mayday call and use EPIRB and flares in case the skipper and key crew members are incapacitated. Show stowage chart required in Special Regulations: crew experience, qualifications and fitness must be adequate.

Current Position

1.3 The crew brief including safety equipment, stowage details, emergency procedures, responsibilities and how to send a Mayday call and use EPIRB and flares in case the skipper and key crew members are incapacitated. Show stowage chart required in Special Regulations: crew experience and fitness must be adequate.

Proposal 2

Session 2 Care and maintenance of safety and other equipment

Add new paragraph 2.7:

“2.7 Raise awareness of the potential consequences of running aground, and the need to carry out an inspection following any grounding incident, taking into account the danger of potential unseen damage, particularly where a GRP matrix and hull have been bonded together. “

Proposal 3

Session 4 Damage Control and Repair

Amend to read:

“4.2.6 In the event of a keel failure a yacht’s rapid capsize and inversion is possible, outline the potential cause of keel failure and how it can be avoided, and suggest actions that can be taken when there is concern over the security of a keel. “

Current Position

4.2.6 loss of keel and/or capsize
Proposal 4

Session 5 Heavy Weather- crew routines, boat handling, drogues

Amend to read:

“5.1.1 general working in exposed positions – hooking on before leaving hatchway, remaining hooked on at all times (dual hooking), telling someone when going forward, when lifejackets and harnesses shall be worn, value of personal EPIRBs (PLBs) especially with on-board D/F value of personal EPIRBs (PLBs) especially with on-board D/F and personal AIS locating devices.”

Current Position:

5.1.1 general working in exposed positions – hooking on before leaving hatchway, remaining hooked on at all times (dual hooking), telling someone when going forward, when lifejackets and harnesses shall be worn, value of personal EPIRBs (PLBs) especially with on-board D/F

Proposal 5

Session 11 Liferafts and Lifejackets (theory)

Amend to read:

“11.1.3 care and servicing of liferafts, stowage (benefits of float-free lifesaving equipment) In the event of a yacht capsizing and then inverting in circumstances in which survival is dependent on liferaft availability, it is vital that every effort is made to ensure that a liferaft remains readily accessible and capable of being deployed for use quickly and easily.”

Current Position

“11.1.3 stowage, care and servicing of liferafts”

Reason

In response to the MAIB Recommendations to advise owners and skippers of pleasure yachts, and the yachting community in general that:

(a) Raises awareness of the potential consequences of running aground, and the need to carry out an inspection following any grounding incident, taking into account the danger of potential unseen damage, particularly where a GRP matrix and hull have been bonded together.

(b) Highlights the benefits of regular inspections of a vessel’s structure, the carriage of qualified persons on board, float-free lifesaving equipment, and the carriage of PLBs.

See Special Regulations Agenda Item 8(a)(ii) – MAIB Report. 2015/123 page 65