

OBC VESSEL SAFETY INSPECTION FORM

Member to complete prior to the Inspection - please print clearly

NAME:

ADDRESS:

Postal Zone: Telephone: Mobile:

BOAT NAME: E-mail:

Please Note: Where there are multiple owners or where it is intended that multiple skippers will be using the vessel, each user must undergo a separate inspection.

Names of co-owners/alternative skippers:

1member (Y/N) 2member (Y/N)

3 member (Y/N) 4member (Y/N)

Vessel Type: Trailer boat Launch Jet Ski : Other please specify:

Length of Vessel:

(PLEASE NOTE: if your vessel is over 7.9m the boat inspection needs to be completed by OBCs Operation Manager so please contact him directly opsmgr@obc.co.nz or 5220774 option 2)

Make: Model: Colour: Trailer Reg:

Engine Type: Outboard Stern Drive Inboard shaft drive Jet

Other specify:

Engine Make: Model: Engine No:

Auxiliary Make: Model: Engine No:

VHF Call sign: Current Electrical WOF (where applicable):

Declaration:

Having passed all the requirements of the OBC vessel safety equipment checklist as the owner / co-owner / alternative skipper of the vessel named above I agree to maintain / update such safety equipment to the required standard as applicable from time to time.

Signed:.....Name:.....Date:.....

BOAT INSPECTOR: Please return this page to the OBC Administration Office following the inspection.

To be completed by the Boat Inspector

Membership Stickers Issued? Yes No Sticker No.:

Mooring Location: Marina Number:

Change of Boat: Yes No **If yes record in the Boat Inspectors Book.**

LOA of vessel: Metres. **Over length dispensation required Yes No**
Boat inspection must be completed by Ops Manager

Bilge **PASSED** inspection. Date:

Or

Bilge **FAILED** inspection. Date:

Items requiring re-inspection:

1

2

3

Or

Full re-inspection () Yes () No

Notes:

.....
.....

Inspectors Name: Signed:

Final Inspection:

Date: Inspectors Name:Signature:

Note: Final Inspection Must be carried out within two months of first inspection

OBC Vessel Safety Check List

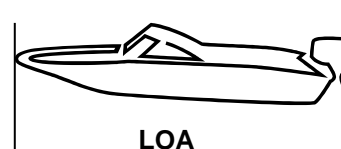
(To be retained by the Skipper of the vessel)

MEMBERS NOTE: Please refer to the attached notes and the By-laws in the Club Year book.

New Members Orientation Evening (Check New Members Night Book)

Boating Safety Questionnaire Form filled out correctly

Boat measured (Measurement to be entered on page 2).
Vessels measuring longer than 7.9 Mtrs (26ft) LOA are required to apply for Over Length Exception (OLE) in addition to having this Boat Safety inspection.



1. **Boat Trailers**

- Trailers must have a current W.O.F.
- Winch and cables must be in good working condition, the cable must not be frayed or rusty.
- Safety chains must be free of rust.
- Suspension springs / Dura torques kept in good condition.
- If fitted guide bars must be secure and of suitable size.
- If fitted jockey wheels must be at least 50 mm wide and 150 mm in diameter.
- If fitted skids must be at least 100 mm wide and 200 mm long.

2. **Boat name and Identification** All Boats must be named (**NOT trade name or type**).

- The name must be on each side of the boat and be **LEGIBLE FROM A MINIMUM OF 30 metres. The minimum font size is 90mm high.**
- The boat name must be clearly shown on the left hand side of the trailer draw bar.

You may require someone to have your trailer ready at a ramp if your boat is taking on water thus easy trailer identification is important.

NOTE: Owners are warned - NAMES WILL NOT BE ACCEPTED if not CLEARLY legible from at least 30 metres, or the font is less than 90mm high.

Make sure the name transfer supplier/signwriter knows of this requirement.

3. **Anchors and Chains**

- Anchors must be of a suitable size for boat.
 - Suitably sized** chain* (see below) at least 1.5 x vessel length (pref. longer) and in good condition.
 - The anchor warp must be a minimum of 50 metres in length.
 - Launches** must also carry a spare anchor chain and warp.
- *Chain size.
Vessel length up to and including 8 metres overall = 6mm minimum diameter chain.
Vessel length between 8 and 14 metres overall = 9mm minimum diameter chain,
Vessel length over 14 metres overall = 12mm minimum diameter chain

The anchor warp need not be in one piece but joins must be reliable. Although not compulsory we recommend that you carry a stern anchor, chain and warp. The stern anchor should be of the Danforth Type that will lie flat on the ground and not be a danger on the beach or shore.

4. **Navigation Lights**

- Navigation Lights are compulsory and must conform to MSA regulations.**

Always check to see that all your lights are still working prior to using your boat. Navigation lights must be used in times of restricted visibility and not only during the hours of darkness.
For details on the regulations refer "Safety in Small Craft" – Section 13 (latest edition) and Marine Safety Leaflet "Be Safe Be Seen".

5. Mooring Line & Boat Hook

- A dedicated mooring line at least 1.5 times the length of boat (**min 10 mm diameter**) with loop (preferably spliced) at each end which fits firmly over both bow and stern cleats.
- Launches:** - Must carry two mooring lines as above of practical length for the vessel.
- Cleats must be present and suitable for this purpose.
- All Boats:** A suitable boat hook

A mooring line should not be so long that it can't easily be handled without the risk of tangling around arms and legs. To prevent rope burn, a minimum rope diameter of 12 mm is required as thin ropes can more easily cause burns. All cleats should be checked regularly and be strong enough to hold your mooring lines in all weather conditions. It is recommended you also carry spare rope for emergencies.

6. Fire Extinguisher(s)

- Vessels less than 4.9m** 1 of an approved type to be a minimum of 1.0kg etc.
- Vessels Up to 7.9m in Length:** 2 of an approved type currently certified and/or serviced within the last 12 months, each to be a minimum of 1.0kg stored pressure multi-purpose dry chemical for classes A,B,C or A,B,E.
- Vessels Over 7.9m in Length:** 2 of an approved type currently certified and/or serviced within the last 12 months, each to be a minimum of 2.0kg stored pressure multi-purpose dry chemical for classes A,B,C or A,B,E.
- Fire extinguishers must be readily accessible and properly mounted, at least 3m apart where possible...
- All vessels with petrol inboard engines:- A working bilge blower.

*Skippers should shake and turn dry powder types monthly and regularly check to see when last serviced or weighed. Aerosol extinguishers are **only** acceptable as secondary units.*

(The larger the extinguisher the better). If cooking facilities are present, one extinguisher should be installed within easy reach. One extinguisher should be installed close to the location of the engine.

We recommend you have a fire blanket readily accessible by your cooking facilities as these are effective for smothering a small fire without the mess left behind after using a powder extinguisher. N.B. If dry powder extinguishers have been used to extinguish a fire on an aluminium vessel, any powder or resulting residue in the vessel should be thoroughly washed away as soon as possible to avoid metal corrosion, especially where rivets are present.

7. First Aid Kit

[] Must contain items as per list below as a minimum, refer "Safety in Small Craft".

Anti-bacterial solution	Antihistamine tablets	Band aids
Aspirin or Paracetamol	Crepe bandages	Eye irritation solution
Gladwrap	Latex gloves	Medical tape
Paraffin gauze	Scissors	Seasick tablets
Steri-strips or similar	Triangular bandage	Tweezers

Because the severity of any accident cannot be determined prior to the accident, you should consider having extra bandages, plasters and sterile pads. Check the expiry dates of the contents carried in the kits. All boats should carry and you should be familiar with a copy of "Hypothermia First Aid" (available from Water Safety NZ, also covered in "Safety in Small Craft"). Remember, you may not have any other assistance available for some time after an accident occurs, so it pays to be well equipped to deal with the situation. We recommend that you also carry a notebook and pencil to record details of any accidents that may occur such as time, treatments, etc.

8. Distress Flares (minimum requirement)

[] **Trailer Boats:** - 2 currently dated hand held distress flares and 1 daytime orange smoke flare

[] **Launches:** - 2 currently dated red parachute flares, 2 red distress flares and 2 daytime orange smoke flares.

It is recommended that all boats travelling outside the pilotage limits carry 2 parachute flares. Flares should be stored in a water tight plastic container with a handle. Attached to the handle should be a cord 1 - 2 metres long so that you can attach the container to your body when in the water. All boat owners are encouraged to include at least 2 parachute flares as these can be seen from greater distances particularly during darkness.

The first flare will draw attention; the second will identify your location and should be fired a reasonable time afterwards when it is considered very likely that the first flare would have been spotted. This would depend on the time of day or night.

Launches and larger trailer boats should consider carrying a current 406 MHz EPIRB (Emergency Positioning Indicating Radio Beacon) preferably GPS capable, and locating it somewhere where it is easily accessible. Please note the old 121.5 MHz EPIRB is no longer supported.

9. Life Jackets

[] All foam filled life jackets should comply with NZS 5823 or you must provide proof of MSA approval. **(Kapok filled jackets are not acceptable.)** Inflatable life jackets must be marked with either: NZ, Australian, European, or US Standards. All life jackets must have a flotation collar, an attached pea-less whistle and must be in good condition. **Buoyancy vests are not acceptable as life jackets. Small children's life jackets must have a crotch strap.**

A life jacket must be carried for each person on board the vessel and must be in good condition. A location light is recommended. Jackets should be named and fitted for each person. Unconscious people will respond better if they hear their name called. If not worn because you are not underway they should be readily accessible and located where everyone knows where they are. At least one of the life jackets should have 5 - 10 metres of 5 - 6mm rope attached to it. This will allow a group in the water to attach themselves together so that no one will drift away. Care should be taken to ensure that children cannot slip out of their life jacket

Note it is law that you must wear your life jackets in conditions that are considered dangerous, such as rough seas, at night, if persons can't swim, or when the skipper deems it necessary.

10. Navigation Charts and Literature: The following literature must be carried on board the vessel:-

- The latest edition of "Safety in Small Craft"
- A current edition of "Rules of the Road at Sea" or "Mariners Handbook" or "Symbols & Abbreviations used on British Admiralty Charts International Edition"
- Charts NZ532 or NZ5321 or NZ5322 or NZ5324 or "Navy" charts (Chart must be stamped within 6 months as being correct by the supplier, or corrected to include all Notices to Mariners at the time of inspection, and be in good condition).

Current marine charts should be carried and updated. Contact a chart agent or update your charts regularly from the weekly marine notices in the clubhouse or use the Internet site www.hydro.linz.govt.nz/ntm/index.asp. Use extreme caution while cruising in areas for which you don't have current marine charts.

We recommend that navigation cards or a cockpit flip page book be carried at all times. If in doubt about a buoy, marker, symbol, light, flag or what action to take, check your reference cards or book immediately.

11. **Safety Square**

- This must be a minimum of 900 mm x 900 mm (3ft x 3ft) air-sea rescue orange material with corner ties or clips to secure it over the deck, or cabin or hoist on a boat hook or paddle.

In general bigger safety squares are recommended for higher visibility. A large safety square with a silver lining is a useful alternative as these are also useful for treating hypothermia. Consider attaching stretch cords and hooks sized for your vessel, as attachment to the deck in rough seas may otherwise be more difficult.

12. **Bucket**

- Trailer Boats:** One robust bucket (minimum)
- Launches:** As above and in addition an effective bilge pump.

Preferably carry two buckets as often plastic buckets can break or split. In times of emergency a bucket will be faster than many bilge pumps. It can also be used as a sea anchor.

13. **Robust Knife/ Hacksaw**

- Trailer Boats:** A sheathed **robust** knife
- Launches:** As above and in addition a hacksaw (including spare blade(s)).

Knives should be sharp, preferably stored in a sheath and located in an easily accessible position.

You may have to cut an anchor rope or fishing line quickly. An axe may help you gain quick access to your hull through floor boards (where fitted) to stem leaks.

14. **Powerful Torch**

- A powerful torch powered independently of the boat batteries
- Spare torch or batteries and spare bulb

The torch is to be independently powered for use in times when the boat's batteries have failed. In that condition a spot light is useless. We recommend you stow the spare bulb in your first aid kit. A second operational powerful torch is a better standby than a spare bulb and battery.

15. **Compass**

- Compulsory for all vessels
- Launches must have a **FIXED** compass

All boats should carry a reliable compass for use in foggy or low visibility conditions. This can be either a fixed or hand-held device, in launches there must be a fixed compass. It is recommended that launches also have a hand-held compass for use in a dinghy should it be needed as a life raft. Be aware of the limitations associated with navigation using compasses or GPS units.

16. VHF Radio, VHF Call Sign & Horn

- All Boats:** A VHF marine radio and CallSign is compulsory. CALLSIGN to be displayed close to or on the VHF radio.
- All Boats:** A VHF marine radio operator's licence.
- Launches:** A suitable loud horn is compulsory. Electric or Air horns are recommended, aerosol or mouth horns are acceptable.

A Marine VHF radio (hand held or fitted) is compulsory for all types of boats. Other boats are likely to hear a distress call over the radio (e.g. VHF channel 16), whilst cell phones are limited to the person you are calling, effectively a "collective security". Call Signs are available from Coast Guard Boat Education Service (CBES) phone 489 1850 or 0800 40 80 90.

17. Club Pennant

- A satisfactory means of flying the club pennant so it is clearly visible preferably from 360° whilst at sea.
- Pennant must be in good condition.

*Replacement pennants can be obtained from the OBC office for a modest cost. All club boats must fly the club pennant at **ALL TIMES** when at sea. Be proud of your club.*

18. Float on Trailers

- Tow ropes must be of one piece, in good condition, free of knots, made on non-stretch material and be no longer than 7m

19. Trailer Boat Launch Test Ability to Manoeuvre Car and Trailer

- Rollers must not flatten and the boat must come off the trailer easily.

You should be able to remove your boat safety chain at the ramp without the aid of pliers or a spanner. Rollers and pads should be regularly checked and lubricated. Your boat should move freely off and on to your trailer. It is advisable to keep the wheel hubs clear of the salt water if possible. "Bearing Buddy" type protectors are also advisable to protect bearings. All boats should be suitably secured to the trailer including boat safety chain before moving away from the ramp.

OBC stickers once issued must be shown on a left hand window of your vehicle, on the left hand side of your trailer, and boat. Marina berth owners must display Marina Car parking stickers when parking in reserved Marina parking areas.

Failure to comply with the above may result in having your vehicle and/or trailer towed away.

Additional Notes to Boat Safety Check List

Current Electrical Warrant of Fitness

If the vessel has a shore power connection, please refer to the relevant NZ electrical regulations and club / marina by-laws governing the connection of external electricity to vessels and the requirement or otherwise of your vessel to comply with these regulations.

Vessel Sea Worthiness

If your boat is not in good condition or you suspect damage or rot etc, you are encouraged to have it marine surveyed. The boat may fail the boat inspection if the inspector doubts its sea worthiness.

Tool Kit & Auxiliary power

All boats going to sea should carry a tool kit, spare fuses, spark plugs etc. Your type of boat will dictate your tool kit. An auxiliary outboard, oars or strong paddles (which ever is most practicable) are also strongly recommended.

First Aid Kit - explanatory notes

Telfa consists of a thin layer of absorbent cotton fibres, enclosed in a sleeve of polyethylene terephthalate that is perforated in a regular pattern and sealed along two edges. The plastic film is present to prevent the dressing adhering to the surface of the wound, and is perforated to allow the passage of exudates from the wound into the body of the pad. Steri-strips are skin closure strips made of a porous, non-woven backing coated with a pressure-sensitive, adhesive and reinforced with polyester filaments for added strength. A small container of Vinegar is useful to treat jellyfish bites.

Horn

While Horns are compulsory on launches, *all* boats should carry a horn that will enable proper fog signals to be sounded as well as sound signals described in the collisions regulations. Electric, aerosol or mouth horns are recommended. Whistles are also useful for attracting attention.

OBC stickers

At the completion of processing your application for OBC membership and following your boat Safety Check you will be provided with three OBC membership stickers. One goes on the left hand side of windscreen of your car, another is attached to the left hand side of the trailer draw bar or winch stanchion, and the other is attached to the port (left hand) side of the boat's windscreen.

Launching and Retrieving Boats

Please ensure you prepare your boat for launching well clear of the ramps so as to avoid traffic congestion.

At no time are you allowed to launch or retrieve your boat with the aid of the motor.

All boats must be reversed away from the launching ramp. **DO NOT** turn boats around at the ramps. When retrieving your boat ensure all mooring lines are inside your boat before towing your boat and trailer out of the water, also ensure that mooring lines are inside the boat before leaving the jetty and heading out to sea.

No persons are permitted to be on board the vessel while the boat is on a trailer and the trailer is moving.

Refuelling

Club by laws and resource consent **prohibit refuelling** within the club boundaries apart from at the designated fuel jetty accessible only by water at the end of "B" pier.

Secure Boat Batteries

Ensure your boat batteries are secured to the boat hull with straps or brackets to prevent them from breaking free under rough road or sea conditions.

Club House

The clubhouse and facilities are for your use. Please leave the clubhouse clean and tidy for others.

For safety reasons it is absolutely essential that you carry out regular maintenance on your boat and all its equipment. In the interest of your family and friends do not take any unnecessary risks with your boat, the weather or sea. If you follow these simple rules you will enjoy your boating. Don't be tempted to skimp on safety equipment. Random inspections may be carried out in accordance with rule 6(h) of the OBC By-laws found in the club Year Book. All members are encouraged to become fully familiar with the Club By-laws