Inspection Considerations, by Sylvia Seaberg

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1. The inspection process will follow the current [International Sailing Federation (ISAF) Offshore Special Regulations (“OSR”) Category 1](https://pacificcup.org/osr/usosr.html), including the US SAILING prescriptions thereto, except as modified by the [2014 Pacific Cup NOR](https://www.pacificcup.org/sites/default/files/PacCupNOR2014.pdf) and [2014 Pacific Cup Equipment List](https://www.pacificcup.org/sites/default/files/2014pecl.pdf). All these documents are found on the Pacific Cup Website > 2014 Race > [Race Documents](https://www.pacificcup.org/race/docs).
2. Responsibility of Skipper/Captain (aka Person in Charge)
	1. The skipper is responsible for the safety of his or her yacht and crew, and for seeing that the yacht meets all safety standards outlined in the Notice of Race. In order to assist skippers, the Pacific Cup Yacht Club (PCYC) requires a safety inspection of each yacht before the start of the race.  This inspection is a great opportunity for skippers to go through their boats with experienced racers to examine general seaworthiness and safety equipment.
	2. It is each skipper’s responsibility to insure that the yacht meets all race requirements and that the necessary equipment is aboard and is in good working order. Skippers are encouraged to schedule an inspection early in the spring, or as soon as the boat is ready for sailing and properly outfitted for the race.  The onboard inspection typically takes a couple of hours if the skipper or representative has everything ready and laid out for review by the inspector.  If the yacht is poorly prepared, or not prepared, the inspector may, and should, reschedule the inspection.
	3. The skipper should develop a relationship with inspector. If you have questions about the OSRs don’t hesitate to ask questions.
	4. The skipper is responsible for insuring that the crew has practiced and is properly trained in the boat’s emergency procedures, including but not limited to:
		1. Man Overboard Quick Stop training (required)
		2. Emergency Steering (required)
		3. Safety at Sea (required)
		4. Fire Suppression (written Fire Plan required)
		5. Storm and Heavy Weather Sails
		6. Rig Failure
		7. Water in Boat
		8. Abandon Ship
		9. Emergency Communications
	5. The skipper should make sure the crew knows the location and use of tools, first aid kit, and other key items.
		1. Emergency Storage Chart
	6. The skipper is responsible for insuring that the crew has had adequate time on the water. This includes overnight sails, practicing a watch system, offshore and overnight races, etc.
	7. The skipper shall personally check each lifejacket annually.
		1. Recommend orally inflating and leaving overnight for leak check.
	8. Not really under “Inspections” but…The skipper is responsible for making the experience as fun as possible by:
		1. Insuring the boat and crew have compatible goals for the trip.
			1. Race or Cruise?
			2. Meals
			3. Fishing?
		2. Coordinating or delegating for awesome and eye-catching Aloha Shirts.
		3. Coordinating or delegating for the best Halfway Party.
3. Responsibility of Crew
	1. The crew is responsible for reading and understanding OSR Section 5, [Personal Equipment](https://pacificcup.org/osr/usosr.html#5.01).
	2. The crew is responsible for insuring their personal gear meets and is ready for inspection.
	3. The crew is responsible for being trained in, and practicing, the boat’s emergency and other procedures.
	4. The crew is responsible for participating in “h.” above.
4. Role of Inspector
	1. Volunteer inspectors are available to help entrants comply with race requirements, but the responsibility for compliance remains with the skipper.
	2. Inspectors are assigned shortly after a boat registers for the race so as to give the skipper ample opportunity to communicate with her/his inspector.
	3. Inspectors are also coaches, mentors, and ambassadors for the Pacific Cup.
	4. The ”2014 Pacific Cup Inspection Policy” is included at the end of this article, Attachment A. The purpose of this policy is outline the responsibility of the inspectors and to clarify the level and degree of discretion inspectors may use.
5. Preparing for Inspection
	1. Schedule your inspection early.
		1. Most people make the mistake of thinking they must have everything 100% ready prior to the inspection. If you feel overwhelmed by all the rules and gear, talk to your inspector about it.
		2. Your inspector can help you prioritize. We do pre-inspections. It’s probably not as bad as you think.
	2. Things to do in advance:
		1. Required: At least two weeks prior to inspection (longer if you already have the gear) provide the following info:
			1. Make and size of primary anchor, size and length of chain, size and length of rode.
			2. Make and size of secondary anchor, size and length of chain, size and length of rode.
			3. Make and model of liferaft. If renting liferaft you may get a certificate from renting agency.
			4. Why? So your inspector can verify in advance that all these items meet spec. They will measure and verify these items at the inspection, but the advance info helps expedite the inspection. If there is a problem we can let you know in advance.
	3. Day of inspection – Have your boat ready to inspect – all items displayed for inspector.
		1. Anchors and rode on dock and ready to measure.
		2. Storm sails bent on and hoisted (if weather permits).
		3. Emergency steering gear installed. Prepare for demonstration.
		4. MOB gear set up/installed.
		5. Ditch Bag open with flares and contents displayed.
		6. Personal gear (PFDs and tethers) on display so inspector can check for lights, whistles, spares and colored flag (tethers).
		7. Everything out of its storage space and displayed.
		8. Liferaft stowed as for race. If Liferaft is stowed below be prepared to demonstrate ability to get into cockpit within 15 seconds.
			1. If renting, prepare to show inspector a certificate in lieu of liferaft, and where liferaft will be stowed.
		9. Ready to demonstrate bilge pumps (if possible).
		10. All boat documents in binder, including Fire Plan, SAS certs, etc.
		11. We are dedicated and here to help you, but please don’t waste our time.

 

Figure 1 FAIL! This boat is not ready. Give us a break. Figure 2 PASS! This is what the inspector expects to see.

1. Some Frequently Found Failures
	1. Liferaft – does not meet SOLAS or ISAF specs
		1. “But it passed inspection 10 years ago!”
	2. Fire Extinguishers – are not the correct weight, are undersized
		1. Must have QTY 2 at **2 kg (4.4 lbs.)** each
	3. Tethers – do not have “colored flag”
	4. PFDs – do not include whistle, strobe or other required items.
	5. Anchoring systems
		1. Anchors not the correct size
		2. Secondary chain is smaller than primary chain, underweighted
		3. Line is not continuous or is undersized
	6. Lifelines – incorrect tension

**Attachment A**

**2014 Pacific Cup Inspection Policy**

Inspection Policy: The purpose of this policy is to outline the responsibility of the inspectors and to clarify the level and degree of discretion inspectors may use.

1. **Responsibility –** The responsibility of the inspection team is to be an ambassador, coach and adviser in addition to inspector. Our goal is to help Pacific Cup entries have a safe, fun, and well-prepared passage with safety being the highest priority.
	1. Specific prescriptions of the OSR, NOR and SI must be followed. Any outright variance from “shall or must” requires an amendment to the NOR or SI.
	2. Although required, inspections are done as a courtesy; the entire responsibility remains with the Captain to comply with all requirements, and to assure the safety of the boat and crew for the passage.
	3. Questions regarding interpretation or application should be submitted to the Inspection Chair (aka Chief Inspector) who will vet the issue with the Inspection Sub-Committee (see 2-a below) and Technical Committee as appropriate and issue a determination to all inspectors.
	4. As outlined in the NOR (Appendix), you may require an entry to provide a naval architect’s letter for any structural issue including hull, rig, rudder, etc. that causes you concern. Do not guess.
	5. Any deficiencies must be noted and either re-inspected or you may take the word of the skipper that issues will be addressed before departure. The inspection checklist must note these deficiencies and be forwarded to the Inspection Chair. The entry should be advised that they will likely be inspected for any deficiencies after their arrival at the finish.
	6. All entries shall be reminded that they will be inspected at the finish.
	7. Inspectors may require actual demonstration in the presence of the inspector of significant safety gear (storm sails, rudder, emergency steering, bilge pumps, etc.), especially if the boat and/or Captain has never completed a significant ocean passage or if the inspector has concerns about the viability of the safety gear.
	8. Each inspector should evaluate the entire program of any entry and make a judgment whether the combination of crew, boat and preparation will constitute a safe voyage, regardless of whether the boat complies with the specific requirements. If you have concerns regarding the ability of the entry to have a safe passage this should be communicated to the Inspection Chair.
	9. Boats will be assigned an inspector shortly after registration for the race so that relationships between inspectors and skippers/boats can begin as early as possible.
2. **Commitment** – The commitment of the inspection team is as follows:
	1. An Inspection Sub-Committee has been formed to:
		1. Review and update all forms and checklists pertaining to inspections and safety.
		2. Recommend ways to improve the inspection process for both inspectors and race entries. This includes a review of the safety requirements and how those requirements are conveyed to race entries, discussion of historical problem areas and strategies for improving compliance, and new rules and requirements.
		3. Serve as an advisory group to review questions and concerns that arise during the coaching, advising and inspection process. (See 1-c above.)
		4. The Inspection Sub-Committee members are Skip Ely, Paul Kamen, Michael Moradzadeh, Tony English (acting Chief Inspector), and Sylvia Seaberg (Chief Inspector).
	2. There may be a meeting for the inspection team to go over the ISAF Offshore Special Regulations and the Pacific Cup Inspection Checklist. This would give the inspection team the opportunity to review the intent within those documents and how they apply to the inspection process and to help ensure consistency within the inspection team. It will also be an opportunity to discuss historical problem areas, new rules and requirements, and inspection strategies. Presence at the meeting/training is optimal, however provision can be made for those inspectors either not in the area or unable to attend.
	3. Inspectors should familiarize themselves with all media (e.g. podcasts), posts and documents pertaining or referring to Inspection and Safety that are posted on the Pacific Cup website.
	4. Inspectors should familiarize themselves with all documents pertaining to Inspection and Safety that are presented at the Pacific Cup Offshore Academy seminar series. These documents will be available online.
	5. It is the inspector’s responsibility to contact their assigned entries and provide them with their contact information. Inspectors should be reasonably available to help coach and advise their assigned entries.
	6. If an inspector gets a query from a race entry of an administrative or procedural nature that they cannot answer, those queries can be forwarded to the Chief Inspector, appropriate Pacific Cup Committee, appropriate expert or BOD member or as needed.
	7. Scheduling for the inspection(s) should be at a mutually agreeable date and time.
		1. Inspections may require a re-visit, but you are not expected to make these numerous.
		2. If at any time you believe there is difficulty in achieving an effective working relationship with any entry you may request that the entry be reassigned to another inspector.