



# DIEPPE DASH

## SAFETY & GUIDANCE

### FOR ALL BOATS

FRIDAY, 3RD MAY 2019



Jeanneau Authorised Dealer  
Blackrock Yachting is proud sponsor of Dieppe Dash 2019





**DIEPPE DASH 2019**

## **WELCOME**

I am delighted to be able to invite you to join in the Dieppe Dash 2019. We look forward to seeing your boat on the water on Friday, 3rd May 2019.

We are pleased to announce very welcome support from Black Rock Yachting as our headline sponsor. This enables us to bring you more for Dieppe Dash 2019.

Safety is an important consideration for Dieppe Dash – For you, taking part in the event involves joining with the organising authority to put in place a working safety procedure for us all to follow. There are a few simple things for you to do:

Firstly; for all participating boats please be sure to check all Articles of the Sign-On, Stand-Down, Abandon-Safe (SOSDAS) procedure and the Information for All Boats. You will find these on the documents page of the Dieppe Dash website: <http://dieppedash.com>.

Secondly; please note the mandatory requirement for the person-in-charge to elect a shoreside contact person. This forms a link helpful to authorities such as the Coastguard in an emergency situation.

You may provisionally enter without giving the full boat and safety details requested in the online entry form. You must give us the full details, together with proof of insurance and payment to complete your entry. All of this and any changes since entering must be given to us before you will be included as a participant in Dieppe Dash 2019.

Understandably, we must be strict on safety - any boat not complying with the SOSDAS procedure will be deemed not part of Dieppe Dash; racing boats will be scored DNC, or at the finish DND.

If you are a newcomer to Dieppe Dash you will find a lot of helpful advice on our website in the Documents area. If you have any queries we will be pleased to assist you via email: on [admin@dieppedash.com](mailto:admin@dieppedash.com) - We will run an open forum event at Brighton Marina yacht Club from 14:00hrs on Saturday, 6th April 2019.

Of course, no event would be successful without the planning behind the scenes. We are very grateful for the immense support provided by our stakeholders in Dieppe: The Ports of Normandy, Syndicat Mixte and Circle de la Voile de Dieppe.

The final part of our pre-event planning is to provide a Skippers' Safety Briefing at Brighton Marina Yacht Club from 19:30hrs on the evening prior to the race; Thursday, 2nd May 2019 from 19:30hrs. The Organising Authority will be on hand to answer any queries and provide last-minute essential information – the person-in-charge (or surrogate) must attend this briefing.

Ashore at Dieppe we have a number of social events planned for your enjoyment and relaxation, including the welcome on the Friday evening, the Prize giving on Saturday lunchtime and the live entertainment on Saturday evening. We hope you enjoy Dieppe Dash 2019.

Whilst enjoying yourself please show respect for our hosts at Circle de la Voile de Dieppe, without whom Dieppe Dash would not be the event it has grown to become. We are guests representing British Yacht Racing abroad.

I wish you all great sailing and look forward to welcoming friends, old and new on your arrival in Dieppe.

Michael Holmes

**COMMODORE**  
**BRIGHTON MARINA YACHT CLUB**



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## ORGANISING AUTHORITY

Brighton Marina Yacht Club, Western Concourse, Brighton Marina, Brighton, East Sussex, BN2 5UP, UK

Email: [admin@dieppedash.com](mailto:admin@dieppedash.com) – Website: [www.dieppedash.com](http://www.dieppedash.com)

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### SUPPORTED BY

The Ports of Normandy, Dieppe, France

The Mixed Syndicate, Dieppe France

Circle of Sailing, Dieppe, France

### SUPPORTED BY

Ports de Normandie, Dieppe, France

S'indîcât Mixte, Dieppe France

Cercle de la Voile de Dieppe, Dieppe France

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## SCHEDULE OF EVENTS

### DATE

### EVENT

Friday, 1st February 2019

Launch of Dieppe Dash 2019

Sunday, 31st March 2019 (23:59hrs)

Earlybird Entry Closes

Monday, 1st April 2019 (00:00hrs)

Standard Entry Opens

Saturday, 6th April 2019 (14:00hrs)

Open Meeting/Q&A Opportunity at BMYC Clubhouse

Monday, 29th April 2019 (17:00hrs)

Standard Entry Closes

Monday, 29th April 2019 (17:00hrs)

Sea-safety Information Submission Deadline

Thursday, 2nd May 2019 (19:30hrs)

Skipper's Briefing at BMYC Clubhouse

**Friday, 3rd May 2019 (07:30hrs)**

**Dieppe Dash 2019**

Saturday, 4th May 2019 (12:00hrs)

Prize Giving @ Cercle de la Voile de Dieppe (Yacht Club)

Sunday, 5th May 2019

Return Passage (UK Boats)

n.b. All Times = UK Local Time

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## DEFINITIONS

### Article

A provision within this document; a reference to 'Article' will be accompanied by the relevant Article Number.

### Closing Date

The date after which a late entry/late payment fee is charged.

### Documents Page

Located at <http://www.dieppedash.com/documents/>

### Shoreside Contact

The person ashore (on behalf of the crew) to be informed in case of emergency. The nominated Shoreside Contact must be available to contact for the duration of Dieppe Dash and return passage, and cannot be a Competitor.

### SOSDAS

Sign-On; Stand-Down; Abandon Safe (Sea Safety Procedure)

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# SAFETY AND GUIDANCE FOR ALL BOATS

## PREAMBLE

Organised by BMYC with support from Ports de Normandie, Syndicat Mixte du Port Dieppe and Cercle de la Voile de Dieppe, Dieppe Dash is an exciting annual event conceived as a means of sharing the enjoyment of boating interests of all boat owners, incorporating pre-event talks, a sail/motor cruising rally, a yacht race, shore side events in Dieppe and a cruise or race return passage.

Dieppe Dash takes place in the English Channel between Brighton/Newhaven area of the south coast of England and Dieppe on the northern coast of France. The event will take place over the first May Bank Holiday weekend, with the outbound passage on the Friday. The main fleet will make the return passage on the Sunday; in event weather conditions do not permit making passage on the Sunday there is scope to make your own arrangements to stay longer in Dieppe or return to UK via the ferry and recover the boat at a later date.

Supporting Information, including documents, online entry, list of entrants and results of the yacht race may be obtained via the Dieppe Dash website (<http://dieppedash.com/>) or via [admin@dieppedash.com](mailto:admin@dieppedash.com).

## SKIPPER'S BRIEFING

A skippers' briefing will be held at Brighton Marina Yacht Club; it is **essential that the Person-in-Charge of each boat, or their surrogate, attends this briefing** in order to provide last minute information and to confirm all is in place before making passage the following morning.

General advice and last minute information will be offered at the skippers' briefing including predicted weather conditions and any maritime notices; ultimately it will be the **responsibility of the person-in-charge of the individual boat to make the decision whether to put to sea** aligned to prevailing conditions and the experience of individual crew members.

## SKIPPER'S BRIEFING 2ND MAY 2019 - COMMENCES 19:30HRS

## SEA SAFETY REGISTRATION

Sea safety registration is part of the Dieppe Dash Sea Safety Assessment registration (required as condition of entry) under which the organisers require the person-in-charge to provide the most recent details about the Boat, Number of Persons Aboard and Shore Side Contact Person before taking part in Dieppe Dash 2019:

No later than 17:00hrs on Monday, 29th April 2019: (i) Safety Registration; and, (ii) Race Entry, must be completed; the person-in-charge shall provide to the Organising Authority:

- a) A copy of the boat's insurance certificate.
- b) Where registration details have changed since time of entry: a completed Sea Safety Registration Form.

Unless the organising authority has issued dispensation to the contrary, every competing boat must have at least two able-bodied persons on board, one of whom shall be aged 18 or over - the person in charge.

For safety reasons, it is mandatory for the person-in-charge to provide the organising authority with the name and contact details of a shoreside contact person:

- c) The shoreside contact is required to hold an up to date list of: name and contact details of a person who may be contacted in an emergency for each person aboard.
- d) The organising authority does not require crew names and personal details, nor crew emergency contact information.

If any details of the Boat, Number of Persons Aboard and Shore Side Contact Person have changed since time of registering entry to Dieppe Dash 2019 the person-in-charge must complete Sea Safety form prior the skippers' briefing.

It is recommended a shoreside contact is elected; the shoreside contact should hold the name, address and next-of-kin details for each person aboard – The organisers will not require these details.



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### SIGN-ON, STAND-DOWN AND ABANDON SAFE (SOSDAS)

It is imperative that the organisers know who is taking part in Dieppe Dash 2019, who has arrived at the destination port and who has decided to turn back or head for an alternative port of safety.

#### All persons aboard **MUST** be familiar with, and follow, the SOSDAS procedure:

- a. The organisers will pass on to HM Coastguard details of all boats participating together with numbers of adults aboard, numbers of persons under 18 years of age aboard and shore side contact details for each boat.
- b. The Dieppe Dash shore side contact team will be on duty throughout the time boats are at sea and will notify the relevant authorities in France or UK (as appropriate) in the event a boat appears to be missing at sea.
- c. The Person-in-Charge of each boat must nominate a Shoreside Contact Person; a person who will remain ashore at all times whilst the boat is underway. The Shoreside Contact must hold the Name, Address and Next-of-Kin details of all persons aboard.
- d. The SOSDAS document can be downloaded via the documents page of the Dieppe Dash website [www.dieppedash.com/documents/](http://www.dieppedash.com/documents/)

### MCA AND SEA SAFETY

All participating boats must comply with the International Regulations for the Prevention of Collision at Sea (IRPCS).

The main navigational hazard of a channel passage is crossing the Vessel Traffic Separation (VTS) (shipping lanes). On route from Brighton to Dieppe you will be crossing the Dover VTS which you are required to cross on a heading as near to 90 degrees as practicable (right angle) to the direction of traffic using the shipping lanes.

Care must be exercised when approaching a large vessel and discretion exercised before taking action with intention of avoiding a collision - DO NOT take avoiding action as an automatic response - At all times International Regulations for Prevention of Collision at Sea (IRPCS) takes precedence; this may mean your boat is the 'Stand-On' vessel; to take what is assumed to be avoiding action may be misinterpreted putting your boat on collision course with a larger vessel..! Stand-On if you are required to do so; but be prepared to take avoiding action at the last minute...

<http://www.imo.org/en/About/Conventions/ListOfConventions/Pages/COLREG.aspx>.

**It is strongly recommended that each boat carries aboard a Maritime Almanac giving Tidal, Port and IRCPS (Lights, Shapes and Sound Signals) information.**

The RNLI offer a free Sea Safety check for all pleasure craft users, we would recommend you take advantage of this advice; to arrange a check for your vessel please call the RNLI Freephone on 0800 3280600.

Dieppe Dash organisers recommend that each boat be registered with the Coastguard Voluntary Safety Identification Scheme (CG66); the CG66 relies on boat owners voluntarily giving their details to the Coastguard so that in the event of an incident at sea HM Coastguard can identify the boat, access any passage information it may have submitted and contact the nominated shore side contact.

Registration (CG66) is free and can be completed online (<https://mcanet.mcga.gov.uk/public/cg66>).

### ON ARRIVAL @ DIEPPE

**Waypoint** - Reeds Almanac gives the following waypoint for Dieppe entrance - 49 56'.66N 01 04'.83E; I.E. 4 cables seaward of the West jetty head.

The Port of Dieppe is accessible at all states of tide; the entrance is exposed to NW-NE winds which may give rise to a heavy scend. The entrance to the harbour is straight forward; but, beware of possibility of a strong tidal stream across the entrance at certain states of tide; also, be alert for shipping movements particularly the Dieppe/Newhaven ferry. Comply with the IPTS signals (Traffic Lights) shown from the roof of west jetty and southern end of the marina wave break.

**Please announce your impending arrival circa 30mins off Dieppe via CH77 (Call Sign Dieppe Dash Control).**



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VESSEL TRAFFIC SIGNALS (VTS) - PORT OF DIEPPE

All Traffic (Vessels and Small Sailing & Motor Craft) MUST monitor Port of Dieppe Control on Marine Band VHF Ch12 whilst underway in the Port of Dieppe.

VTS located at Shoreside End of the Western Breakwater Arm.

Red Flashing Red Flashing Red Flashing		<b>Serious Emergency/(Flashing Lights)</b> All Traffic (Vessels and Small Sailing & Motor Craft) to Stop or Divert according to instructions issued by Port of Dieppe.
Red Fixed Red Fixed Red Fixed		Stop (Fixed Lights) No Traffic (Vessels and Small Sailing & Motor Craft) shall proceed contrary to this signal.
Green Fixed Green Fixed White Fixed		Go (Fixed Lights) Traffic (Vessels and Small Sailing & Motor Craft) may proceed
Green Fixed White Fixed Green Fixed		Go (Limited (Fixed Lights)) Ships may proceed only when instruction is given by the port of Dieppe. Small sailing and motor boats must be kept away from the navigable channel.

VHF PROCEDURES

- Event Organisers - Brighton and Dieppe (and Race control) VHF Ch77 (Call Sign Dieppe Dash Control);
- All Boats - Boat to Boat communication during the event shall be via VHF Ch77;
- All boats must monitor VHF Ch16 whilst at sea (Dual watch);
- All boats shall observe all instructions given by the emergency services regarding use of VHF Ch16;

INSURANCE

The Dieppe Dash Organising Authority requires each participating boat shall be insured (with racing endorsement if racing) with third-party liability insurance in the name of the Person-in-Charge, and any surrogate, with a minimum cover of £3,000,000 per event or the equivalent.

COURTESY FLAGS

It is customary (and a mark of courtesy) to fly the maritime ensign of the country being visited whilst in their territorial waters (from the starboard yard arm or crosstrees). This is a signal that you acknowledge that you are in their national waters and claim protection from the law of the seas; referred to as a "Courtesy Flag".

It is a requirement for a boat to fly the Ensign of their Registered Country before making way; for most this will be the Red Ensign.



### REQUIRED DOCUMENTATION

#### Information Provided Here may Change Dependant on Outcome of Brexit

It is essential that you have the correct documents aboard the boat – A common view expressed is that documents are often not checked; the reality is that you and/or your crew could be stopped at any point and if one boat doesn't have the correct documentation this could hold up the entire fleet. Below is a list of documents you should hold aboard:

**Passport** for each person abroad. On arrival in Dieppe you must produce your passport(s) at the marina office; there should be no detailed customs requirements as you are still in an EU Member State.

n.b. If any person abroad is a **non-EU citizen** they MUST 'declare' them self on arrival in France.

**Proof of insurance** - You will also need to check that your policy covers you outside of UK Waters. It is advisable to ask your insurance company for a copy of your insurance cover note in French.

**Original Title Documentation** for your boat (VAT Invoice, Bill(s) of Sale & Builders Certificate). The most important of these is the proof that VAT has been paid.

**Original Certificate of Registration** (either SSR part III or Part 1)

**Ship Radio Licence Certificate** for any VHF/DSC radio/Radar/EPIRB etc abroad.

At least one person abroad must hold the relevant VHF Restricted Certificate of Competence or Short Range Certificate of Competence.

### RECOMMENDED DOCUMENTATION

In addition to the required documents (above) it is recommended that you carry aboard:

**EHIC (European Health Insurance Card)** for each EU Citizen crew member, (strongly recommended) Free; apply via NHS; also, you may wish to have personal medical insurance/cover.

**ICC (International Certificate of Competence)** – We would recommend at least one person per boat has this as a minimum qualification, although it is not a legal requirement for France.

### THE PASSAGE HOME AND SOSDAS

Boats making return passage on the Sunday are invited to declare arrival at safe Haven via SOSDAS regardless of their port of destination; the organisers will confirm boats listed as 'safe' with HM Coastguard. Boats making return passage at any other date are advised to notify HM Coastguard of arrival at safe Haven.

### DISCLAIMER OF LIABILITY

Competitors participate in the Dieppe Dash entirely at their own risk. The organising authority will not accept any liability for material damage or personal injury or loss-of-life sustained in conjunction with; prior to, during, or after, the Dieppe Dash 2019.



# DIEPPE DASH SEA SAFETY PROCEDURE

## OVERVIEW

Safety at Sea is primarily about preparing for the unknown; this includes ensuring the boat is fully found and seaworthy in terms of Construction and Maintenance; also that the equipment carried on-board is of a correct type and serviceable.

The Dieppe Dash Organising Authority wishes to stress that participating owners and crews are expected to observe and embrace the provisions of Dieppe Dash Sea Safety Procedures:

The spirit of BMYC sailing events requires that owners and/or crew shall not seek to make changes to design and fixed or portable equipment forming the boat where such changes are specifically engineered at the expense of removing or changing safety features or may compromise Safety at sea.

Any exploitation of the provisions of BMYC Safety Regulations is discouraged; reported incidences of exploitation may result in disqualification from participating in BMYC sailing events.

## SAFETY REQUIREMENTS

All boats participating in BMYC sailing events shall comply with the following safety requirements:

- e. The boat is fully found and seaworthy; this includes, both, Construction and Maintenance; shall be Maintained and Found such that the boat may be declared as Seaworthy at all times whilst under way; under circumstances whereby the condition of a boat shall cease to be Seaworthy and/or Found she shall retire from racing with immediate effect and make for safe haven.
- f. Each crew member aboard is:
  - (i) skilled/experienced sufficient to warrant as competent at sea under the prevailing conditions, and
  - (ii) familiarised with the location of equipment aboard and how to use said equipment.
- g. A boat shall be equipped with buoyancy aids/lifejackets sufficient for each person aboard as follows:
  - (i) marked clearly with the wearer's name (preferred), or the name of the boat;
  - (ii) at least 150N buoyancy, arranged to securely suspend an unconscious person face upwards at approximately 45 degrees to the water surface in accordance with ISO 12402 - 3 (level 150) or equivalent (for persons of larger than average build the ISO 12402 – 2 (level 275) jacket should be considered);
  - (iii) equipped with a whistle;
  - (iv) fitted with marine grade retroreflective material (OSR 4.18);
  - (v) include a crotch strap, thigh straps or leg-loops (ride up prevention system (RUPS));
  - (vi) have a sprayhood in accordance with ISO 12402-8;
  - (vii) if inflatable have a compressed gas inflation system;
  - (viii) a safety harness or compatible with the wearer's safety harness;
  - (ix) a lifejacket light in accordance with SOLAS LSA code 2.2.3 (white, >0.75 candelas, >8 hours).

**The person-in-charge shall ensure all buoyancy aids/lifejackets are inspected at least once annually.**

h. The safety equipment carried aboard is adequate, of serviceable condition and commensurate with the premise of self-rescue.

i. Dieppe Dash is classified as "BMYC Offshore"; the Application and General Requirements of ISAF Special Regulations Category 3 + life-raft requirements apply in respect of Construction and Maintenance.



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In addition to the Construction and Maintenance requirements stated in Article 2.4 of these Safety Regulations, participating boats shall carry aboard, as a minimum, the Safety Equipment specified in table 1; additional safety equipment may be carried aboard.

A boat competing in Dieppe Dash Race may be inspected for compliance with the provisions of BMYC Safety Regulations at any time by a Scrutineer appointed by the Organising Authority for that purpose.

## REFERENCE

The full publication of the ISAF Offshore Special Regulations (OSR) can be found at the following web resource: [http://www.sailing.org/tools/documents/OSR2016-\[19851\].pdf](http://www.sailing.org/tools/documents/OSR2016-[19851].pdf)

## NOTE FROM THE ORGANISING AUTHORITY

It is anticipated much of the equipment listed in Table 1 will be found available aboard many boats as standard equipment; the Dieppe Dash Organising Authority stress that for Rally boats the additional cost of equipping the boat to the level specified in Table 1 would be small when compared to the possible stress and/or loss of life that may result by not carrying this equipment. For racing boats the equipment listed in Table 1 forms a condition of competing in Dieppe Dash 2019.

We hope you enjoy Dieppe Dash 2019 and many, future, cross-channel passages...

## TABLE 1 – MINIMUM SAFETY EQUIPMENT TO BE CARRIED ABOARD:

#	Description
1	Life Raft, complying with ORS Cat-2 (OSR 4.20.1 and OSR 4.20.2) In-date (OSR 4.20.5), with retro reflective patches, (OSR4.18).
2	Anchor and tackle (readily accessible).
3	Anchor & ground tackle, (additional – applies to Yachts over 8.5m).
4	Bilge Pump plus Handle (adjacent & Ready).
5	Bucket (at least 9 litres) with lanyard.
6	Charts (navigation, non-electric) and light-list.
7	Compass, magnetic, marine (independent of power).
8	Compass, may be hand-held (Spare).
9	Cooking Stove, permanently installed or securely fastened (with safe accessible fuel shutoff control and capable of being safely operated in a seaway).
10	Echo-sounder or lead-line.
11	Electronic Position-Fixing System (e.g. GPS/Chart Plotter).
12	Engine, capable of providing min speed in knots ( $1.8 \times$ square root of LWL in metres).
13	Engine, Fuel, (for 8 hours motoring).
14	Fire extinguisher, in date (readily available & where more than one located in different parts of boat).
15	Fire Blanket within reach from position of every stove/cooker
16	First aid manual. First aid kit (contents aligned to passage).
17	Fog horn.
18	GPS with MOB Facility (Within reach of helm & Instant Use)
19	Grab-Bag (See ORS4.21(f))



**TABLE 1 – MINIMUM SAFETY EQUIPMENT TO BE CARRIED ABOARD – CONT...**

20	Knife (cockpit), readily accessible.
21	Lifebuoy with drogue and automatic light or Life sling with automatic light and heaving line.
22	Life Lines - Clipping points – Cockpit Area – 1 per 2/3 Crew.
23	Life Lines – Jackstays – Permanent, Continuous (foredeck to stern).
24	Life Lines - Safety Harness – 1 per person aboard.
25	Life-lines – Safety Line - 1 per person aboard.
26	Means of arresting seawater leakage into hull (especially adjacent to all sea cocks, valves & hull fittings).
27	MOB Recovery - Demonstrable method (Sling) Inc. Horseshoe buoy $\geq 90N$ buoyancy & Heaving Line $\geq 4 X$ LH or 36mtr (120ft).
28	Navigation lights (Ready; must not be masked by sail or heeling) plus spare bulbs.
29	Navigation Lights, reserve (same intensity as primary navigation lights with independent power source, wiring & spare bulbs).
30	Pyrotechnic (red handheld flare), 4qty (in date).
31	Pyrotechnic (orange smoke canister) 2qty (in date).
32	Radar reflector (Passive – See OSR 4.10.1(a), (b) and (c)).
33	Radio transceiver, Marine, VHF, DSC, output 25 watts or more with masthead aerial, plus emergency antenna.
34	Radio, hand-held marine VHF transceiver independent of Item 35.
35	Radio, hand-held marine VHF transceiver, watertight or with a waterproof cover (when not in use to be stowed in a grab bag).
36	Radio, independent of item 33, capable of receiving weather bulletins (may be item 34).
37	Sail - Jib, Storm/Heavy Weather (See OSR 4.26.2 a)
38	Sail - Main, Storm/Heavy Weather (See OSR 4.26.2 d)
39	Speedometer or log.
40	Steering - Demonstrable method of steering in case of rudder loss.
41	Steering - Tiller, emergency Use.
42	Toe rails on the foredeck (bow to abreast of the mast minimum).
43	Toilet or fitted bucket.
44	Tool kit (including rigging cutter) and spare parts.
45	Torch, white, hi-powered (spotlight) watertight, with spare batteries and bulbs (Sufficient to search for MOB at night).
46	Torch, white, watertight, with spare batteries and bulbs.
47	Washboards with lanyards.
48	Water tank - Installed with delivery pump.
49	Water, emergency, drinking, 1.5Ltr/Person/Day, sealed.
i	All lifebuoys and buoyant equipment marked clearly with name of boat and (marine-grade) retroreflective material.
ii	Diagram of location and stowage of safety equipment clearly displayed in a prominent place.