RYA Training Checklist: Cruising Ref: TCC

All vessels used for RYA training must comply with these requirements plus the equipment requirements or Code of Practice of their flag state and/or country of operation.

RTC Name			
Boat Name		Inspection Date	
Boat Type		No. of Persons	
Inspection Place		Inspector's Name	

References in the left column refer to the Notes section of this form or to the RYA Recognition Guidance Notes.
Suffix (S) or (M) and/or grey shading are specific to Sail or Motor vessels as appropriate

Reference	Item		(√ or X)
	1. Navigation Lights		
	Stern, Sidelights, Masthead & Anchor		
TCC7	**2. Anchors**	Main	Kedge
	Weight		
	Chain diameter		
	Warp diameter		
	≥10m of chain, shackle wired		
	Anchors Secure		
TCC16	**3. Guardrails**		
	Secure & serviceable		
	Height at least 600mm		
MGN 349	**4. RADAR Reflector (Fitted or hoisted)**		
	Conforms to ISO 8729		
	Sailing Vessels Only		
TCC13	**5. Spinnaker pole**		
	Fittings serviceable		
	Sufficient lines to triangulate		
	6. Mast & Boom		
	Standing rigging, halyards, gooseneck, kicker, chainplates, deck glands, blocks & sheaves		
TCC13	Boom preventer attachment & line		
	7. Deck Fittings		
	Genoa track, cars & sheets		
	Main sheet, sheaves & tackle		
	Winches & handles,		
	Jammers/clutches		
	8. Sails (Condition)		
	Genoa, UV strip & roller reefing gear		
	Mainsail & reefing pennants		
TCC16	**9. Jackstays**		
	If webbing, is stitching sound?		
	Fitted on exposed deck areas (M)		
	10. Fenders & warps		
	Sufficient & in good condition		
TCC6	**11. Liferaft**		
	Capacity Sufficient?		
	SOLAS B or ISO 9650-1		
	SOLAS B grab bag if ISO 9650-1		
	In date hydrostatic release if on deck		
	In dedicated locker if valise		
	Serviced/Certificate in date		

Reference	Item	(√ or X)
	12. External Lockers	
	Positive Catches	
	13. Man Overboard Equipment	
TCC15	Two lifebuoys with vessel name	
	Drogue on each lifebuoy	
	Working Light on each lifebuoy	
	18m buoyant line attached to one	
TCC15	Rigid danbuoy attached to one (S)	
	14. Shore Power Lead	
	Safe & satisfactory condition	
	15. Gas Locker (if fitted)	
	Ventilated outboard & drain clear	
	Cylinders secure	
	Gas pipe condition/in date	
	16. Petrol (if carried)	
	In overboard drained stowage	
	Container prominently marked	
	17. Boarding Ladder	
	Adequate means of boarding vessel	
	18. Emergency Steering (Wheel Only)	
	Emergency Tiller	
	Hydraulic bypass (if applicable) (M)	
	19. Distress Flares	
	6 Handheld Pinpoint Red	
TCC4	4 Red parachute or 406 EPIRB	
	2 Buoyant/Handheld Smoke	
	20. Compass Light	
	Working (2x if dual helm)	
	21. Towing warp	
	Suitable long warp or kedge warp	
	22. Bilge Pumps	
	1 x on deck, 1 x below deck	
	23. Emergency Buckets	
	2 strong buckets with lanyards	
	24. Emergency Water	
	2 litres per person, clearly marked	
	25. Day Shapes (fitted with lanyards)	
	Anchor Ball (2 if over 12m)	
	Motor Sailing Cone (S)	
	26. Dinghy (Comp. Crew/Helmsman Courses)	
	Serviceable and available for course training	

Reference	Item	
	27. Cockpit & Companionway (S)	
	Safety line attachment points	
	Means of securing washboards	
	28. Engine Compartment	
	Compartment Clean & oil free	
TCC1	Oil drip tray or containment	
TCC1	Raw water pipes fire retardant	
	Seacock(s) functioning	
	Fuel isolator outside engine space	
	Bilge Alarm(s) functional (M)	
	29. Engine Spares	
	Alternator drive Belt	
	Primary & secondary fuel filters	
	Water pump impeller	
	30. Batteries & Electrics	
	Independent engine battery	
	Batteries secure and ventilated	
	31. Galley	
	Food storage & prep. areas hygienic	
	Cooking & eating utensils clean	
	Storage locker latches positive	
TCC11	Food hygiene guidelines displayed	
	Sink seacock(s) functional	
	Remote gas tap	
	Cooker gimbals lockable (S)	
	Flame failure on all burners	
	Gas pipe condition/in date	
TCC10	Gas emergency action card displayed	
	Functioning gas detector/alarm	
	Curtains not in range of burners	
	Fire blanket immediately accessible	
	Suitable fresh water supply	
	32. Heads/Shower Rooms	
	Heads clean & hygienic	
	Seacocks functioning	
	33. Hatches & Portlights	
TCC2	Secure & weathertight	
	Non-slip	
	Appropriate Signage	
	34. Fire Extinguishers (UK BS EN2 fire classification system or equivalent standard)	
	13A/113B in any communal area	
	Engine Space extinguisher or access port for 13A/113B hosed extinguisher	
	Minimum 5A/34B at entrance to each accommodation space	
	Serviced Annually	
	Discharge test/Replaced after 5 years	
	35. Cabins	
	Suitable berths for use at sea	
	Ventilation	
	2 exits or smoke alarm fitted	
	Emergency torch functional	
	Locker stowage clean	
TCC12	**36. Stormsails (S)**	
	Trysail or mainsail reefed to 40%	

Reference	Item	
MSN1768	**37. First Aid**	
	Category C First Aid kit in date	
	RYA First Aid book or latest edition St. John's/Red Cross/St. Andrew's	
	38. Instrumentation & Publications	
TCC3	Electronic Chart System with up to date charts	
TCC3	RADAR	
	Fixed VHF radio	
	Handheld VHF radio (with charger)	
	Emergency VHF aerial	
	NAVTEX or separate radio for weather forecasts	
	Radio emergency procedure card	
TCC14	Hand bearing compass	
	Current deviation card(s)	
	Adequate chart table	
	Up to date chart coverage	
	Almanac or Sailing Directions	
	Echo Sounder	
	Speed Log	
	Anemometer	
	Barometer	
	39. Safety & General Equipment	
	Sound signal (foghorn)	
	Searchlight with Morse capability	
	Softwood bungs for seacocks	
	Suitable rig cutting gear e.g. wire cutter, hacksaw & spare blades etc.	
	Adequate tool kit	
	Spares box inc. shackles, insulation tape, split pins, nuts/bolts etc.	
TCC17	CO Alarm fitted/In date	
	Sail repair kit (S)	
	40. Survival Equipment	
TCC5	Lifejackets for complement + 2	
	Service certificate in date	
	Lights fitted (not reqd. in spare LJs)	
TCC8	Training manual	
TCC9	Maintenance manual	
	TPAs for complement	
	SOLAS No.1 & 2 cards	
	41. Teaching Resources	
	RYA Logbooks available	
	Appropriate course notes available: CCPCN, DSPCN, DSN, YSN	
	Motor Vessels Only	
	42. Electronics	
TCC3	RADAR & plotting sheets	
	43. Systems:	
	Bow thruster (if applicable)	
	Power trim (if applicable)	
	Trim tabs (if applicable)	
	44. Engine Instrumentation Operational	
	Rev Counter (s)	
	Oil Pressure	
	Water temperature	

	Storm jib			Engine running hours log	

Notes:

This checklist details the equipment considered suitable for vessels operating up to 60 miles from a safe haven. The specific nature of the RTC's operation may require additional equipment for legal or general safety considerations.

First impressions count. The boat should be clean and well maintained. Varnish should not be flaking off, silicone sealants should not be mouldy, and corrosion should not be evident. All equipment should be fully operational.

An RTC must own or have a contract for the use of a suitable cruising vessel. Vessels should normally be less than 15m length overall, over 7m waterline length and have accommodation and equipment suitable for cruising courses in accordance with the training vessel checklist.

Vessels should be capable of making offshore passages with suitable accommodation and stability characteristics. In the UK, this is usually demonstrated by compliance with Category 2 of the MCA Small Commercial Vessel Code. Vessels operating under other flag states should comply with a comparable standard under their national regulations. Records of vessel compliance must be kept by the RTC.

TCC1 Seacocks, skin fittings and piping

Within engine spaces or other high fire risk areas, valves or similar fittings attached to the side of the vessel below the waterline should normally be made of steel, bronze, copper or other non-brittle fire-retardant material. Flexible or non-metallic piping which presents a risk of flooding should be insulated against fire or be of fire-retardant material. For example, ISO Standard 7840 or exhaust-quality rubber hosing. Alternatively, a means of stopping the ingress of water in the event of pipe damage should be provided, operable from outside the space.

TCC2 Hatches and portlights

Opening hatches and portlights should be positioned 300mm above the top of the adjacent weather deck at the side. Any mounted below this level should be kept shut at sea and have signage to this effect.

TCC3 Electronic Navigation Aids

Electronic chart plotters are compulsory on all Cruising Scheme vessels. Electronic charts should be updated at the earliest opportunity, at the very least annually.

Radar should be fitted on motor vessels and plotting sheets provided. In exceptional circumstances RYA Training may accept a radar simulator as an alternative. Radar is strongly recommended for sail cruising vessels. It is an aspiration for all vessels ultimately to be fitted with radar. Centres should bear this in mind when selecting equipment in the future.

TCC4 EPIRBs and SARTs

Although not compulsory they are desirable and may be required in some remote locations. On non-MCA coded vessels a correctly registered 406 EPIRB may be used as an alternative to the requirement for red parachute flares.

TCC5 Lifejackets and harnesses

To promote good practice and ease of wearing, centres recognised for cruising courses must have compressed gas inflatable lifejackets. It is strongly recommended that no more than two different types of lifejacket be permitted on any vessel, to limit any confusion in use. Where national or local regulations require solid foam lifejackets to be carried on board, gas inflated lifejackets will also be carried to encourage their frequent use.

Lifejackets should be MCA or MED approved ("Wheelmarked") or comply with ISO 12402-2, 3 or 6. In countries where these standards are not available, Principals must demonstrate that the lifejackets used are to an equivalent standard to ISO 12402.

Adult lifejackets should be a minimum of 150N and be fitted with a crotch-strap, whistle, retro-reflective materials and a light.

There must be sufficient inflatable lifejackets available for all crew plus 2 or 10%, whichever is the greater. Where small children are on board suitable, good fitting children's lifejackets must be provided.

Lifejackets and harnesses should be integrated and safety lines provided for each harness.
Lifejackets should be serviced in line with the manufacturer's instructions. In the absence of any instructions, servicing should be carried out annually by a suitably competent person. Service records must be available for inspection by the RYA.

TCC6 Liferafts

Liferafts required on training vessels must comply with an appropriate standard. If stowed in a locker it should be demonstrated that it is easily removed with use of appropriate handles etc.

For vessels operating up to 60 miles from a safe haven a SOLAS B liferaft is the primary standard, although a non-SOLAS liferaft may be accepted. In countries where ISO standards are recognised and implemented, non-SOLAS liferafts should comply with ISO 9650 Part 1, Type 1, Group A and have a grab bag to make up the full complement of equipment to conform to that of a SOLAS B liferaft. See below for SOLAS B pack contents.

In countries where the ISO standard liferafts are not available, Principals must demonstrate that any non-SOLAS liferaft fitted is to an equivalent standard to ISO 9650.

Where the sea temperature is less than 10°C, liferafts must have an insulated floor and insulated canopy.

SOLAS and ISO 9650 liferafts in FRP canisters must be serviced at a service centre accredited by the manufacturer at time of purchase (commissioning), then in the 3rd year, the 5th or 6th year (subject to the manufacturer's requirements) and annually thereafter. A full service history must be available for inspection. Annual servicing must be carried out where there is no service history covering the first 6 years of a liferaft's life. If a centre can evidence with the servicing schedule from the liferaft manufacturer (not servicing agent) a different servicing requirement this can be accepted.

Valise liferafts must be serviced annually at a service station accredited by the manufacturer, the service history kept and available for inspection.

Liferafts provided on sailing multihull vessels should be located so that they are accessible when the vessel is either upright or inverted.

SOLAS B Liferaft Equipment List
(Items in bold are noted as the usual items required to increase ISO 9650-1 liferafts to SOLAS B – service inventories should be checked to confirm contents)

3 x Red hand flares	2 x Sponges
1 x Buoyant smoke signal	1 x Survival manual
2 x Red parachute rockets	1 x Water collection bags
1 x Torch c/w spare batteries/bulb	1 x Seasickness tablets (6pp)
1 x Whistle	1 x Sea sickness bags (1pp)
1 x Buoyant safety knife	**1 x Radar reflector**
2 x Paddles	2 x Drogue **(ISO 9650-1 only contains 1 drogue)**
1 x Pump	**1 x TPA per person**
1 x Repair kit	1 x SOLAS No 2 card
1 x Leak stoppers	1 x Signal mirror
1 x Bailer	**1 x Cat C first aid kit**
1 x Manual of the liferaft (supplied with raft)	1 x Rescue quoit with 30m line

TCC7 Anchors and cables

An anchor of sufficient mass for the size and type of vessel must be provided, and as a minimum the mass should correspond to that of a kedge, as illustrated in the table on Page 5.

Both the main and kedge anchors must have at least 10 metres of chain attached with a minimum diameter as illustrated in the table on Page 5.

Shackles connecting chain and the eye of any warp to the anchor must be moused with wire or strong plastic ties.

Mean Length *(see note 3)*	Anchor Main	Mass Kedge	Main Chain *(see note 1)*	Anchor Cable Main Rope *(see note 2)*	Diameter Kedge Chain *(see note 1)*	Kedge Rope *(see note 2)*
(Metres)	(Kg)	(Kg)	(mm)	(mm)	(mm)	(mm)
6	8	4	6	12	6	10
7	9	4	8	12	6	10
8	10	5	8	12	6	10
9	11	5	8	12	6	10
10	13	6	8	12	6	10
11	15	7	8	12	6	10
12	18	9	8	14	8	12
13	21	10	10	14	8	12
14	24	12	10	14	8	12
15	27	13	10	14	8	12
16	30	15	10	14	8	12
17	34	17	10	14	8	14
18	38	19	10	16	8	14
19	42	21	12	16	10	14
20	47	23	12	16	10	14
21	52	26	12	16	10	14
22	57	28	12	19	10	16
23	62	31	12	19	10	16
24	68	34	12	19	10	16

Notes:

1. Chain cable diameter given is for short link chain.
2. The rope diameter given is for nylon construction. When rope of another construction is proposed, the breaking load should be not less than that of the nylon rope specified in the table.
3. For the purposes of this section, mean length is defined as: Length + Length on waterline ÷ 2

TCC8 Training Manual

A training and instruction manual should contain instructions and information on the lifesaving appliances provided in the vessel and also information on the best methods of survival. It may take the form of instructions from the manufacturers of the lifesaving equipment provided, as a minimum, with the following explained in detail:

- Donning of lifejackets
- Boarding, launching, and clearing the survival craft from the vessel
- Use of all survival equipment
- Use of all aids to location
- Use of sea anchors/drogues
- Recovery of persons from the water
- Hazards of exposure and the need for warm clothing
- Best use of the survival craft facilities in order to survive
- Methods of retrieval, including the use of helicopter rescue gear (slings, baskets, stretchers)
- Instructions for emergency repair of the lifesaving appliances
- An RYA Sea Survival Manual or Personal Survival at Sea booklet, eg. MCA Booklet MCA/075

TCC9 Maintenance manual for lifesaving appliances

The manual should contain instructions for on board maintenance of the lifesaving appliances and may include:

- A checklist for use when carrying out the required inspections
- Maintenance and repair instructions
- Schedule of periodic maintenance or service

TCC10 Gas emergency action card

A suitable notice, detailing the action to be taken when an alarm is given by the gas detection system, should be displayed prominently in the vessel. The information given should include the following:

- The need to be continuously alert for gas leakage; and
- When leakage is detected or suspected, all gas-consuming appliances should be shut off at the main supply from the container(s).
- No smoking or operation of electrical switches should be permitted until it is safe to do so (i.e. the gas leakage has been eliminated and the spaces fully ventilated)
- Naked lights should never be used as a means of locating gas leaks

TCC11 Food hygiene

Guidelines for the safe handling, stowage and preparation of food should be displayed prominently near the food preparation area onboard and followed. Further guidance is available on the RYA Training Support webpages.

TCC12 Sailing vessels: Storm sails

Efficient storm sails should be carried which are capable of taking the vessel to windward in heavy weather. Where one of the required storm sails is a foresail, and roller furling gear and associated sails are fitted, a means of setting a separate taut luff storm jib should be provided. Each storm jib shall have a means to attach the luff to a stay independent of any luff groove device, which shall be permanently attached to the sail. Such sails may use the taught luff of a furled sail in which case a means of securing the clew should be available to enable the sheets to be removed. Either a storm trysail or mainsail reefing to reduce the luff by at least 40% is required. Booms should be rigged so that a third reefing line is in situ when practicable.

TCC13 Sailing vessels: Rigging for downwind sailing

It is strongly recommended that sail cruising vessels carry a pole and sufficient lines both to triangulate the pole and rig a boom preventer. Key lines should be long enough to be led aft. Any new application for recognition using a yacht suitable for poling-out and rigging preventers will be required to carry this equipment before recognition is granted.

TCC14 Navigation equipment

Equipment such as compasses or echo sounders which may require calibration and adjustments applied should be monitored for excessive error or changes in error, and if necessary adjusted by a competent person.

Deviation Card
Magnetic compasses should be swung every 2 years unless a record of compass checks over time is available.
"Each magnetic compass required to be carried by the Regulations shall be properly adjusted and its table or curve of residual deviations available at all times. Magnetic compasses should be adjusted when: they are first installed; they become unreliable; the vessel undergoes structural repairs or alterations that could affect its permanent and induced magnetism; electrical or magnetic equipment close to the compass is added, removed, or altered; or, a period of two years has elapsed since the last adjustment and a record of compass deviations has not been maintained, or the recorded deviations are excessive or when the compass shows physical defects."

TCC15 Inflatable Danbuoys and Lifebuoys

Inflatable danbuoys or lifebuoys may only be used in addition to the minimum complement of non-inflatable lifebuoys listed on this checklist. It is strongly advised that these are serviced annually by a recognised service centre.

In countries where rigid danbuoys are rarely used, inflatable danbuoys alone may be used only with written permission from the RYA. In this case the inflatable device must be serviced annually by a manufacturer recognised service centre.

Further guidance on the standards required for inflatable lifebuoys is available in “MGN 553: Lifesaving Appliances - Inflatable Non-SOLAS Liferafts, Lifejackets, Marine Evacuation Systems, Danbuoys and Lifebuoys - Technical Standards and Servicing Requirements” published by the Maritime and Coastguard Agency.

TCC16 Jackstays and Guardrails

Jackstays attached using shackles should have the shackles moused with wire or strong UV resistant ties.

Wire Guardrails secured with clevis pins should have split rings or split pins fitted to the clevis pin

TCC17 Carbon Monoxide Alarm

A Carbon Monoxide Alarm should be fitted in the main saloon of training vessels. It should be positioned to ensure it is effective for either exhaust fumes or gas cooking/heating appliances.