RYA Training Checklist: Cruising Ref: TCC

08/21

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			
Name of boat		Inspection date	
Boat type		No. of persons	
Inspection place		Inspector's name	

References in the left hand column refer to the Notes section of this form or to the RYA Recognition Guidance Notes
Suffix (S) = Sail vessels only; Suffix (M) = Motor vessels only

Ref	Item	Check
	DECK	
TCC7	**A** Bower and kedge anchor (visual check) • Weight • Chain size • Warp size • At least 10 metres of chain • Anchor secure	
	B Guardrails, fittings and lashings Height 600 mm min	
	C Jackstays • If webbing, is stitching sound? • Fitted on exposed deck areas (M)	
	D Harness attachment (S) • Near companionway • Both sides	
	E Companionway - washboards secure (S)	
TCC2	**F** Hatches • Appropriate signage • Non-skid • Secure and weathertight	
TCC15	**G** Man overboard equipment • Life buoy with vessel name x 2 • Drogue on each belt • Light on each belt • Dan buoy attached to a belt (S) • Buoyant line(s) 18m min	
	H Gas locker(s) • Ventilated outboard • Cylinders secure	
	I Petrol (if carried) • Only on upper deck • Container marked	
TCC2	**J** Portlights and other windows • Efficient closing • Weathertight	
TCC6	**K** Liferaft • Capacity - sufficient? • SOLAS B or approved ISAF part II or ISO 9650 Part 1 or RORC • In date? • SOLAS "B" Grab bag	

Ref	Item	Check
	• Thermal Protective Aids for each person • Stowed on deck (GRP only) • Hydrostatic release if on deck • Valise - dedicated locker accessible to the deck	
	L Positive catches on lockers	
	M Radar reflector type (BS 7380 or ISO 8729) See also MGN 349 or superseding M-notice	
	N Towing warp. Kedge warp can be used as towing line	
	O Bilge pumps (Strum box fitted). 1 x on deck – 1 x below deck	
	P 2 x buckets with lanyards	
	Q Emergency steering (wheel only)	
	R Spare water (2 litres per person)	
	S Boarding ladder or net - lowest step 600mm below waterline	
	T Fenders and warps	
	U Shore power lead in satisfactory condition	
TCC1	**V** Engine compartment (only diesel engines permitted) • Engine compartment clean • Fuel cut off outside engine space • Seacocks functioning • Seacocks piping fire resistant • Oil drip tray or containment • Bilge alarm fitted (M)	
	W Engine spares, filters, impeller, tool kit	
	X Batteries and electrics • Independent engine battery or hand start • Batteries secure and ventilated	
TCC11	**Y** Galley • Food hygiene guidelines on board • Food storage and preparation areas hygienic • Cooking and eating utensils clean • Cooker gimbals lockable (S) • Remote gas tap • Flame failure on all burners	

Ref	Item	Check
TCC10	• Fire blanket for galley • Gas pipe (visual check) • Gas emergency action card • Functioning gas detector /alarm • Curtains not in range of burners • Suitable fresh water supply	
MSN 1768	**Z** First Aid • First Aid book latest edition (RYA First Aid book or First Aid Manual (St John's, Red Cross or St Andrew's)) • First Aid Kit (Cat C)	
	AA FIRE EXTINGUISHERS (A/B rated under the UK system or equivalent standard) • 13A/113B in any communal area • Engine space extinguisher • 5A/34B min at entrance to each accommodation space • Servicing annually /discharge test every 5yrs	
	SAFETY EQUIPMENT	
	A Flares	
	B 6 pin point red	
TCC4	**C** 4 red parachute / 406 EPIRB	
	D 2 buoyant or handheld smoke	
	E Harness for each crew (S)	
	F 2 Harnesses (M)	
TCC5	**G** Lifejackets • Sufficient numbers for all on board (plus 10% or 2 if inflatable type) • Whistle • Currently serviced • Light • Reflective tape	
	H TPA for each person	
	I Extra ball for vessels over 12m	
	J Efficient fog sound signal	
	K Searchlight with Morse capability	
	BELOW DECK	
	A Emergency torch in each cabin	
	B Ventilation	
	C 2 exits from accommodation? If No is smoke detector fitted?	
	D Personal gear stowage – clean?	
	E Stowage lockers fastened securely	
	F Suitable berths for use at sea	
	G Seacocks operable	
	H Soft wood bungs for seacocks	
	I Heads clean and hygienic	
TCC14	**INSTRUMENTATION AND PUBLICATIONS**	
TCC3	**A** Chartplotter or GPS	
TCC3	**B** Radar	
	C Navigation lights working	
	D Compass light	
	E Fixed 25w VHF Radio	
	F Handheld VHF radio	

Ref	Item	Check
	G Emergency VHF aerial	
	H Radio capable of receiving weather reports or NAVTEX	
	I Radio emergency procedure card	
	J Hand bearing compass	
	K Up to date deviation card	
	L Echo sounder	
	M Log	
	N Barometer	
	O Anemometer	
	P Adequate chart coverage, in date?	
	Q Adequate chart table	
	R Almanac or sailing directions	
TCC8	**S** Training manual	
TCC9	**T** Maintenance manual	
	U SOLAS No. 1 x 1 or No 2 x 2 Cards	
	V TEACHING RESOURCES • RYA Logbooks available • Relevant course notes available (CCPCN, DSPCN, DSN, YSN)	
	SAILING VESSELS ONLY	
	A Deck fittings: Genoa track, halyard and reef jammers, jib fairleads, turning blocks, jib sheets, main sheet, blocks and jammer, winches and winch handles	
	B Mast: Boom, bottlescrews, chainplates, deck glands, forestay, halyards, kicker, reefing gear, standing rigging, turning blocks and sleeves	
TCC13 TCC13	**C** Spinnaker pole: • Fittings • Sufficient lines to triangulate pole • Adequate means of rigging boom preventer	
	D Maintenance and spares: Bosun's bag and sail repair kit	
	E Dinghy	
	F Sails – the following were inspected: Is their condition satisfactory? • Genoas • Jibs • Mainsail • Roller reefing gear and lines • Reefing pennants	
TCC12	**G** Stormsails • Trisail or main reefed by at least 40% • Storm jib	
	H Wire cutters sized for standing rigging	
	I Motor sailing cone	
	MOTOR VESSELS ONLY	
TCC3	**A** Electronics: Radar and plotting sheets	
	B Systems: Trim tabs, power trim, bow thrusters	
	C Engine: Engine gauges, oil pressure, water temperature, engine 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 moldy, 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.

With the exception of vessels used only for Level 1 and 2 courses, 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 resistant material. Flexible or non-metalic piping which presents a risk of flooding should be insulated against fire, or be of fire-resistant 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

All cruising vessels must carry at least a functioning GNSS to enable tuition in correct use of electronic navigation aids.

Electronic chart plotters are compulsory on vessels for all new applications for recognition. For vessels already in use at RTCs, centres must fit an electronic chart plotter by January 2019.

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 BS EN 396 or BS EN 399 standards or their successors 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.

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.

Existing ORC liferafts may still be used as an alternative but must be replaced with an ISO 9650 compliant liferaft within 3 years or 3 service intervals from September 2016, or at the end of their serviceable life, whichever comes first.

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.

ORC and all 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:

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 Leak stoppers
1 x Whistle	1 x Sea sickness bags (1pp)
1 x Buoyant safety knife	1 x Radar reflector
2 x Paddles	2 x 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 Seasickness tablets (6pp)
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.

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: $\frac{\text{Length + Length on waterline}}{2}$

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
- 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 ever-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 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 onboard and followed. Further guidance is available on www.rya.org.uk/training-support

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. 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 callibration and errors to be applied, should be monitored for excessive error or changes in error and, if necessary, adjusted by a competent person.

TCC15 Danbuoys or lifebuoys

Inflatable danbuoys or lifebuoys may only be used in addition to the minimum complement of non-inflatable lifebuoys listed on this checklist. Further guidance on the standards required for inflatable lifebuoys is available in “MGN 553: Life-Saving Appliances - Inflatable Non-SOLAS Liferafts, Lifejackets, Marine Evacuation Systems, Danbuoys and Lifebuoys - Technical Standards and Servicing Requirements” published by the Maritime and Coastguard Agency.