



NOTICE OF RACE

Including Amendment 2

Friday 5 August 2022



CLUB
MARINE

BRISBANE TO KEPPEL
TROPICAL YACHT RACE



rqys.com.au/B2K



Owners and charterers of eligible Monohull and Multihull boats are invited to enter the 2022 Club Marine Brisbane to Keppel Tropical Yacht Race.

This race is organised and conducted by the Royal Queensland Yacht Squadron (RQYS) in conjunction with Keppel Bay Marina, and Keppel Bay Sailing Club.

1. ORGANISING AUTHORITY

1.1 The Organising Authority (OA) is the Royal Queensland Yacht Squadron (RQYS).

2. RACE GENERAL

2.1 The warning signal for the race will be signalled no earlier than 1055 hours (Australian Eastern Standard Time) on Friday 5 August 2022.

2.2 The Race Committee (RC) may change the start time and/or date due to weather considerations.

2.3 At any time before the warning signal, the RC may be required to cancel or modify the event in response to QLD Government directions.

2.4 A minimum of 10 entries are required by 1st of June, for the 2022 B2K to proceed.

3. RULES

3.1 General

3.1.1 The event is governed by the rules as defined in The Racing Rules of Sailing (RRS).

- a. The International Regulations for the Prevention of Collisions at Sea (IRPCAS) will apply when a boat sailing under RRS meets a vessel that is not.
- b. The IRC 2022 Rule Parts A, B and C.
- c. The ORCi Rating System Rules.
- d. The current OMR Rating System Rules.
- e. The prescriptions and special regulations (SR) of Australian Sailing Part 1, Category 2.
- f. Notice of Race (NOR) including any subsequent amendments, except as are modified by the Sailing Instructions (SI).
- g. RRS Appendix T
- h. A National Jury will be appointed in accordance with RRS 70.5(b).

3.2 Alterations to the Rules

3.2.1 The following alterations to the rules shall apply:

- a. IRC Rule 21.1.5(e): A spare mainsail may be carried in the race as a bona fide replacement for a mainsail damaged during the race.
- b. IRC Rule 21.6.1: A boat may carry one more spinnaker than shown on her current IRC certificate without an increase of rating.
- c. ORCi Rule 206.1: A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race and a boat that is also entered in the IRC Handicap Category may carry the maximum number of spinnakers allowed under its IRC certificate plus the additional spinnaker allowed under the Australian Sailing prescription to IRC Rules 11.2 and 21.6.1
- d. ORCi Rule 204: As approved by ORC, Rule 204 is modified to allow the use of autopilot for Two-Handed Boats.
- e. RRS 51: A boat with movable ballast or variable ballast (within the meaning of those terms in the special regulations) may move that ballast for the purpose of changing trim or stability.
- f. RRS 52 is amended to permit powered winches for boats racing in non-IRC Categories.
- g. RRS 52 is amended to allow self-steering equipment to be used by boats in the Two-Handed division.
- h. RRS Appendix A5.2 is changed as per NOR 12.1.

- i. Special Regulation 3.25.1(a) (i) is changed as per NOR Appendix B. IRC Rule 22.4 is changed by NOR 11.1.1.
- j. Special Regulation requirements for Two Handed entries are changed as per NOR Appendix D.

4. Sailing Instructions

- 4.1. The Sailing Instructions will be available by 29 July 2022 and published on:
<https://www.rqys.com.au/brisbane-to-keppel-tropical-yacht-race-2022/>

5. ELIGIBILITY

5.1 Requirements for all boats

- 5.1.1 The race is open to all sailing boats monohull and multihull whose owners or persons chartering are financial members of a club recognised by the competitor's national authority.
- 5.1.2 A boat and crew shall comply with Appendix A, B, C & D of this NOR.

6. ENTRY

- 6.1 Entry shall be made online through the SailSys online entry system at <https://rqys.com.au/B2K-ENTRY> with the following items submitted on SailSys (preferred method) or via email sailing@rqys.com.au:
- a. Verification of stability (satisfy compliance with Special Regulations Part 1, Appendix B & NOR Appendix A) (not required for Multihull yachts).
 - b. A current, 01 July 2022, audited Special Regulations Form for Category 2.
 - c. A Keel Inspection Certificate as required by Special Regulation 3.02.4 and 3.02.5 (not required for Multihull yachts).
 - d. Life Raft Inspection certificate/s.
 - e. Radio Installation Inspection report/s.
 - f. 406 Mhz EPIRB Registration certificate in the boat's name.
 - g. Current Measurement and Rating certificate/s, as required for Divisions entered, dated no later than 29 July 2022.
 - h. Two (2) digital, colour photographs: first shall be a recent photograph of the boat under sail, suitable for search and rescue purposes. The second to be a photograph with the trysail and storm jib set which must be taken and time-stamped within the week leading up to the race (29 July 2022 onwards). An alternative to sending a photo of trysail and storm jib set is to display these until acknowledged by the Committee Boat before the start. Further information to be advised in the Sailing Instructions.
 - i. Brief history of the boat for publicity purposes.
 - j. Crew list to be completed online on the boat's SailSys entry, with PLB HEX numbers and current emergency contact details for all crew.
 - k. Crew's Safety at Sea Survival Course certificate/s.
 - l. Crew's Senior First Aid certificates.
 - m. Crew's Short Range Operator Certificate of Proficiency (SROCP) or higher qualifications.
 - n. Copy of the vessel's Insurance Policy proving currency at the time of the race.
 - o. Owner/Charterer Declaration, Stability and Crew Declaration forms.
 - p. Total crew weight for boats entered in the OMR category.
- 6.2 The Race Committee may reject or cancel any entry in accordance with RRS 76.1.
- 6.3 Privacy Note: Personal information about crew members is obtained in the crew lists. That information is obtained for use in search and rescue situations. The information will be given to search and rescue authorities and organisations, the water police, volunteer coastal stations and media representatives, and may be passed on by them to other organisations. A condition of entry is that crew members are to be informed of this and advised that they may obtain access to the information held about them by contacting the Organising Authority.

7. FEES

7.1 Fees shall be as per below: Category and Class Fee

- Early-bird Entry
\$650.00 + \$25.00 per crew
- Standard Entry
\$750.00 + \$25.00 per crew
- Late Entry
\$850.00 + \$25.00 per crew
- Late Document Lodgement Additional
\$50.00 per compliance item to a maximum of \$400

7.2 Any Refunds will be as per the RQYS Sailing Refunds Policies (<https://www.rqys.com.au/policiesanddocuments/>)

8. CATEGORIES

8.1 There are eight (8) scoring categories:

Monohull IRC – crewed and Two Handed
Monohull ORCi – crewed and Two Handed
Monohull PHS – crewed and Two Handed
Multihull OMR – crewed and Two Handed

8.2 Divisions may be formed in each of the above categories, subject to a minimum of five (5) entries in each scoring category.

8.3 The OA may alter, amalgamate, or divide any category and may add categories as required.

8.4 Yachts may enter any category for which they qualify.

9. SCHEDULE

| | |
|--|----------------------------------|
| Early-bird entry fee | Available until 01 June 2022 |
| Standard entry fee | From 02 June 2022 - 15 July 2022 |
| Late entry fee | From 16 July 2022 |
| Finalised entries and documentation deadline | 22 July 2022 |
| Protests concerning eligibility received no later than | 27 July 2022 |
| Pre-race communication check deadline (NOR Appendix B.3) | 1700hrs EST, 31 July 2022 |
| Handicaps and ratings published | 31 July 2022 |
| Mandatory race briefing at RQYS | 4 August 2022 at 1800 hours |
| First warning signal | 1055hrs EST 05 August 2022 |

10. COURSES AND CHARTS

10.1 The course to sail will be:

Start in Moreton Bay - to the North West Fairway mark via the North- West Channel - to Keppel Bay leaving Fraser Island to port, Breaksea Spit Beacon to port, Lady Elliott Island to starboard, Polmaise Reef to starboard, Great Keppel Island to starboard thence to the finish at Keppel Bay. The finishing line will be offshore from Rosslyn Bay Marina. Further course details will be included in the Sailing Instructions.

10.2 The race is a distance of approximately 343 nautical miles.

10.3 Electronic or paper nautical charts shall be carried on board covering the course area. Charts covering the course are AUS 815, AUS 816, AUS 247, AUS 235, AUS 236, AUS 818, AUS 819.

11. SCORING AND HANDICAPS

- 11.1 IRC and ORCi Category Results will be decided by the application of the Time Corrector (TCC) as shown on the IRC or ORCi Certificate as a multiplier of lapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.
- 11.1.1 Boats shall sail with no more than the number of crew stated on their IRC certificate, but there shall be no weight restrictions.
- 11.1.2 ORCi crew weight shall be calculated using ORCi Rule 102.2. ORCi Category Results will be decided by single number Time on Time scoring using a boats "All purpose" handicap number.
- 11.2 PHS Categories Results will be decided by the application of Time Correction Factor (TCF) as a multiplier of elapsed times. The starting TCF shall be determined by the Race Committee and shall not be subject to protest or request for redress (amends RRS 60.1 and 62).
- 11.3 OMR Category Results will be decided by the application of Time Correction Factor (TCF) as a multiplier of elapsed times as shown on the OMR rating. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

12. PENALTIES

- 12.1 A boat that fails to return and start when signalled in accordance with RRS 29.1, shall receive a 30-minute elapsed time penalty. This alters RRS Appendix A5.1.
- 12.2 RRS 44.1 & 44.3 may be altered by the Sailing Instructions.

13. ADVERTISING

- 13.1 Boats may be required to display the event sponsors name or logo in accordance with World Sailing (WS) Advertising Regulation 20.4 as directed by the Race Committee.

14. RACE BRIEFINGS

- 14.1 It is mandatory that at least two (2) of either the Owner, Skipper, Sailing Master/Boat Captain, or Navigator attend and sign-on to show attendance at the race and weather briefing. Failure to attend may result in a Discretionary Penalty (DP) or protest by the Race Committee.

15. PRIZES AND TROPHIES

- 15.1 The overall winner of the B2K yacht race will be the fully crewed boat that wins the overall IRC Handicap Category.
- 15.2 Prizes shall be awarded to 1st, 2nd and 3rd in each Category for the race, subject to a minimum of five (5) entries in the Category.
- 15.3 A Line Honours prize shall be awarded for the first monohull and multihull to finish the race.
- 15.4 Other Prizes and Trophies may be awarded at the discretion of the RC.

16. MOORING ARRANGEMENTS

- 16.1 Royal Queensland Yacht Squadron (LAT 2m): Berthing for competing boats may be available at RQYS from 0900 hrs on Wednesday 27 July 2022 until the start of the race, at entrants' expense. Boats requiring berthing must book a berth with the Marina Office – 07 3393 3554 / marinaadmin@rqys.com.au. It is a condition of entry that yachts shall moor in accordance with the Directions of the Marina Manager, berthing arrangement is subject to availability and depth constraints.
- 16.2 Rivergate Marina: Mooring for deep draft vessels may be available at Rivergate Marina, Brisbane River (+61 739 071 600 or info@rivergate.com.au).

- 16.3 Keppel Bay Marina: A period of complimentary berthing at Keppel Bay Marina will be provided details will be confirmed in SI.
- 16.4 A boat shall not discharge treated or untreated sewerage within a harbour, marina, or marine park.
- 16.6 One-way equipment and gear transport, at a cost to boats, will be arranged by RQYS to Keppel Bay Marina.

17. DISCLAIMER

- 17.1 The Organising Authority, the Race Committee, the Regatta sponsors and their respective representatives, officers, members, and volunteers accept no liability whatsoever for any loss of life, property, personal injury, or damage caused by or arising out of the 2022 Brisbane to Keppel Tropical Yacht Race. Participants compete entirely at their own risk.

18. CONDITIONS OF ENTRY

- 18.1 By entering, the owner/charterer agrees to be bound by all the rules and conditions of the race, acknowledges, and accepts:
 - 18.1.1 They and the crew are familiar with and understand the Racing Rules of Sailing and the Australian Sailing Special Regulations.
 - 18.1.2 They and the crew are familiar with and understand RRS 3 “Decision to Race” and Special Regulations 1.02 “Responsibility of the Person in Charge”.
- 18.2 The entry of the boat and crew is agreed to and accepted by The Royal Queensland Yacht Squadron on the basis that the owner/charterer, their skipper and crew are individually aware of and conversant with the risks involved in the sport of ocean racing and that their participation is entirely at the risk of the owner/competitor and their skipper and crew.
- 18.3 The owner/charterer warrants the suitability of their boat for the race.
- 18.4 The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/charterer who must ensure that the boat is fully found, thoroughly seaworthy, and managed by a crew of sufficient number and experience who are physically fit. The owner/charterer must be satisfied as to the soundness of the hull, spars, rigging sails and all gear. They must ensure that all safety equipment is properly maintained, stowed and in-date and that the crew know where it is kept and how it is to be used.
- 18.5 Neither the Royal Queensland Yacht Squadron, its officers, employees, or agents shall be responsible/liable for any loss, damage death or personal injury however caused to the owner/charterer, their skipper or crew or their property because of their taking part in this event and its related activities, including pre-start and post finish operations and shore activities.
- 18.6 Neither the Royal Queensland Yacht Squadron, its officers, employees, or agents shall be liable for any costs or expenses that may be incurred as a result of special assistance at sea being arranged for any reason whatsoever.
- 18.7 Neither the existence of these conditions, and their use by the race organisers, or the inspection of the boat pursuant to these conditions in any way limits the absolute responsibility of the owner/charter and crew.
- 18.8 The crew has been advised by the owner/charterer to satisfy themselves as to the experience of the skipper and the adequacy of the boat, all safely equipment and insurance arrangements.

APPENDIX A

Stability and Hull Construction Requirements for Monohull Yachts

A determination by the Organising Authority as to the suitability of supplied documentation in demonstrating a boat's compliance with the Stability and Hull construction requirements is final.

1. Stability of Boats with movable or variable ballast

Refer to the Special Regulations Appendix B.

2. All boats – resistance to capsize

A boat shall provide evidence as follows to demonstrate that it achieves not less than:

- An ORCi Stability Index of no less than 110 for the configuration in which the boat proposes to race; or
- International Standard ISO 12217-2 Design Category.

3. Boat holding current, valid ORCi Rating Certificate

A boat with a current, valid ORCi Rating Certificate shall supply that certificate, including the measurement inventory.

4. Boat previously holding valid ORCi Rating Certificate

A boat without a current, valid ORCi Rating Certificate but with a previously valid (issued within 5 years before race start, but not current) ORCi Rating Certificate shall supply its most recent previously valid (but not current) certificate, including the measurement inventory for the configuration in which the boat proposes to race, accompanied by a completed Stability Declaration (refer to Special Regulations Appendix B3.3 for specific requirements).

5. Boat achieving ISO 12217-2 Design Category A

A boat with a current, valid certificate demonstrating that it achieves International Standard ISO 12217-2 Design Category A shall supply that certificate.

6. Hull Construction Scantlings

All boats shall comply with SR 3.03, for Category 2 events.

7. Keel Inspection

Keel Inspection Certification as required by Special Regulation 3.02.4 and 3.02.5.

APPENDIX B

Additional Requirements

1. General

The following requirements add to the requirements of Australian Sailing Special Regulations Part 1 for Category 2 Races. International entrants will be provided with a copy of the Australian Sailing prescriptions and regulations on request. These regulations vary in some minor respects from the ORC special regulations.

2. Communications

All position schedules during the 2022 Brisbane to Keppel Tropical Yacht race will be conducted by Satphone.

Boats shall carry a Satellite Telephone (satphone) installed in accordance with Special Regulation 3.25.1(a)(ii). The satphone *“incorporating voice and SMS capability, shall be retained in a securely fastened mounting, connected to the vessel’s electrical supply, equipped with a permanently located external aerial, and continuous coverage for the race area”*.

Boats shall carry a permanently installed VHF radio in accordance with Special Regulations Part 1, 3.25.1(b)(i) and shall be capable of transmitting/receiving, as a minimum, on the following frequencies: VHF Channels 16, 21, 22, 67, 70, 72, 73, 77, 80, 81, 82. It is recommended that boats also carry a HF Radio but it is not a requirement.

Boats shall maintain a 24-hour listening watch for the duration of their race on VHF Channel 16.

3. Pre-race communication check

Boats shall carry out a mandatory satphone communication check with the RC by voice and text to +61404900546.

Yachts are also required to carry out a mandatory radio check on VHF Channel 16 with Coastguard Redcliffe. Radio checks shall be carried out in open water well away from the confines of any marina.

Boats must specify in the radio check:

- a. the boat name;
- b. the boat registration; and
- c. that the purpose of it is to comply with the Brisbane to Keppel Tropical Yacht race requirements.

4. Radio and satellite phone Installation Inspection Report

Boats shall provide a radio and satellite phone inspection report to verify the adequacy of the installation and operation of a boats radios and satellite phones. The inspection report is to be provided on the form at Appendix E. The report can be completed by a marine electrician, radio technician, or business that specialises in the installation of marine electronics.

For radio communications, a boat’s name may be limited to not more than two words. The RC may alter names where appropriate.

5. AIS

Boats must be fitted with AIS with the ability to send and receive which shall be active in both modes at all times. This instruction may only be protested by the race committee. This alters RRS 60.1 and 60.2.

APPENDIX C

Boat Requirements

1. Requirements

- Be single hulled and self-righting (not required for Multihull yachts).
- Be built in accordance with the Special Regulations Part 1, section 3.03, and 3.05 for Category 2.
- Have a waterline length not less 7.5 metres.
- Comply with the Australian Sailing Special Regulations Part 1 for Category 2 events.
- Comply with Appendix A, B, C and D of this Notice of Race.
- Be on the register of a Yacht Club affiliated with its National Authority.
- Multihulls shall comply with the variations for multihulls.

2. Insurance

The owner or charterer of a boat entered in the race or series shall hold a marine legal liability insurance policy with respect to the boat, current when racing and not racing, with an sum insured of not less than AUD\$10 million (or its equivalent in another currency). The policy shall state that the boat is covered for the race in which it is participating or that it is covered for races of a length greater than the length of the race in which it is participating. The policy shall be in effect throughout the race of the 2022 Brisbane to Keppel Tropical Yacht Race.

3. IRC Boats

Boats may enter in the IRC Category if the boat has a current and valid Endorsed IRC certificate, issued by RORC or UNCL based on information provided by an RORC/UNCL approved measurer. Certificates dated on or after 22 July 2022 will not be accepted.

4. ORCi Boats

Boats may enter in the ORCi Category if the boat has a current and valid Endorsed ORCi certificate. Certificates dated on or after 22 July 2022 will not be accepted.

5. PHS Boats

Boats entering the PHS category only, shall satisfy the requirements of Appendix A.

6. Offshore Multihull Rule Boats

A boat may enter in the OMR Category if the boat has a current, valid OMR rating and complies with all the current OMR Rating System Rules. Boats must declare the total crew weight.

APPENDIX D

Crew Requirements

- The minimum number of crew, except for Two-Handed, on any yacht shall be four (4).
- The number of crew on any boat in Two-Handed Category is two (2);
 - Both crew shall comply with Special Regulation 2.04.1(Crew Experience), 3.25.8(a) Radio, 4.07.6 (First Aid) and, 6.01.1(a) (Training).
- The minimum age of any crew member is sixteen (16) years of age. Minimum ages taken from the start date of the race.
- At least 50% of the crew including the skipper & or sailing master shall have completed a Category 1 or 2 race or an equivalent passage.
- At least two (2) crew members on the boat shall have and provide a copy of their Senior First Aid Certificate or equivalent or higher qualification.
- At least one (1) member of the crew on the boat shall have and provide a copy of their Short Range Operator Certificate of Proficiency (SROCP) issued by a relevant authority, or equivalent or higher qualification, as per SR Part 1, Section 3.25.
- At least 30% of the total crew (rounded up) of each Fully Crewed boat must have a current and valid Safety and Sea Survival Certificate as per SR Part 1, Section 6, OR an equivalent course recognised by the RC.
- It is recommended that the skipper or sailing master have a recognised Australian Sailing certificate (or equivalent) of at least an Offshore Skipper certification.

APPENDIX E



Marine Communications Installation Report and Inspection Form

Australian Sailing Special Regulations 2022- for Category 1 - 3 Yachts

| | | | |
|---|--|---|--|
| Yacht Name | | Sail Number | |
| | | Call Sign | |
| Sat Phone No. (if known at time of inspection) | | Secondary Sat Phone No. (if carried) | |
| Radio Surveyor Name | | Location of Check | |
| Boat Owner/Rep Name | | Date of check | |

Radio inspections are valid for 12 months from the date of issue.

CATEGORY 1, 2 and 3

| | | |
|---------------------------------|---|--|
| 1. Yachts Batteries | Batteries shall be of a sealed type from which liquid electrolyte cannot escape | |
| | Separate Engine & House battery banks | |
| | Charging arrangements & switching adequate | |
| | Alternator & belts in good working condition | |
| 2. On Load Voltage Test | Battery terminal voltage did not fall below 11.4v | |
| | when On-load Battery Tester applied | |
| 3. Battery Terminals | Terminals are tight and well greased | |
| | Battery cabling is in good condition | |
| 4. VHF Radio | Installed in a position protected from the ingress of moisture | |
| | Channels 6, 16, 21, 22, 67, 72, 73, 80, 81 and 82 fitted | |
| | 25 Watt transmit power | |
| | NB: if DSC Capable | |
| | - MMSI Programmed | |
| | - Connected to GPS Receiver | |
| | - Able to send and receive alerts | |
| 5. VHF Antenna | VHF Antenna and connections in sound mechanical condition | |
| 6. Spare VHF Antenna | Spare Antenna is on Board for each radio and in sound condition | |
| | and mountings available for ease of installation | |
| 7. Co-axial cable feeder | Feeder is sound and of low loss quality with good connections | |
| 8. VHF Handheld Radio | Channels 6, 16, 21, 22, 67, 72, 73, 80 and 81 | |
| | VHF Handheld Radio is Waterproof | |
| | Provision for charge or replacement of batteries adequate | |
| | Rated output of 5w | |
| 9. Documents | Marine Radio Operators Handbook is held on board | |
| | Distress Procedure: Guide for Operators, Sat Phone number & Call Sign | |
| | and MMSI are visible | |
| 10. Separate Radio | Capable of receiving weather bulletins (AM/FM Radio) | |
| 11. Special Regulations | Yacht complies with Australian Sailing Special Regulations 3.25 Marine Radio | |

CATEGORY 1 and 2, or if fitted.

| | | | | | | |
|---|---|-------------------------------|-------------------------------|-------------------------------|-------------------------------|--|
| SATELLITE PHONE | | | | | | |
| 12. Satellite Phone | Securely fastened mounting | | | | | |
| | Connected to vessel's electrical supply (in sound condition) Permanent external aerial in sound condition Function for voice & data (SMS) Function for email (if specified in NOR) | | | | | |
| 14. Alternate means of Communication | Emergency antenna or alternate means of sat phone communications on board and in sound condition, separate to the mast | | | | | |
| HF RADIO | | | | | | |
| 15. HF Radio | Installed in a position protected from the ingress of moisture | | | | | |
| | Rated 100w output NB: if DSC Capable | | | | | |
| | <ul style="list-style-type: none"> - MMSI Programmed - Connected to GPS Receiver - Able to send alerts | | | | | |
| 16. Frequencies Fitted | 4125 <input type="checkbox"/> | 4483 <input type="checkbox"/> | 6215 <input type="checkbox"/> | 6516 <input type="checkbox"/> | 8291 <input type="checkbox"/> | |
| 17. Radio Test | HF & VHF Transmission signal reports are satisfactory on all frequencies | | | | | |
| | Radio Station used for tests _____ | | | | | |
| 18. ATU HF | ATU effectively tunes HF antenna on all frequencies fitted | | | | | |
| 19. HF Antenna | HF Antenna in sound mechanical condition | | | | | |
| 20. Spare HF Antenna | Spare HF Antenna for each radio is kept on board and is easily erected ATU effective on all required frequencies on spare antenna | | | | | |
| 21. Insulators | Insulators on HF antenna of good quality and free from defects | | | | | |
| 22. Co-axial cable feeder | Feeder is sound and of low loss quality with good connections | | | | | |
| 23. Radio Earth | Radio Earth system is sound and effective antenna tunes well | | | | | |
| 24. Radio Earth Connection | Connection to ATU and Transceiver | | | | | |
| 25. AIS | AIS Transponder fitted, correctly configured and operational AIS emergency antenna (if different to VHF) | | | | | |
| | MMSI number: _____ | | | | | |

Radio Installation Report

I have inspected the radio and electrical equipment on this yacht and have found all equipment to be on board the yacht and in good working order at the time and date of this inspection. The installation and equipment conform to requirements described above.

Signed: _____ Print Name: _____ Radio

Surveyor / Marine Electrician Company & Contact Details and/or Stamp:

