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PROCEDURE FOR LONG DISTANCE OFFSHORE ENDURANCE WORLD AND NATIONAL RECORDS

1. INTRODUCTION

This booklet is for those attempting World and National Long Distance Offshore Endurance records.

The Royal Yachting Association (RYA) Rules for these Records are very straightforward and are included in this booklet.

2. RECOGNISED AUTHORITIES

National Authority – the RYA is responsible for the ratification of all national records.

International Authority – the Union Internationale Motonautique (UIM) is responsible for examining, approving and ratifying all world records. All British world records are submitted through the RYA initially, who double-check the documentation and submit the final paperwork to the UIM.

3. ELIGIBILITY

Any Long Distance Offshore record can be held in any of the following categories:

- a) Any motorised vessel up to 30 ft (9.14 metres) length overall, with any number of crew
- b) Any motorised vessel 30 ft (9.14 metres) up to 50 ft (15.24 metres) length overall, with any number of crew
- c) Any motorised vessel over 50ft (15.24 metres) up to 164 ft (50 metres) length overall, with any number of crew.

- d) In accordance with UIM rule 616.04 the record can fall into one or more of the three preceding categories.
- e) Note: the fastest speed of any size motorised craft will also qualify for the Outright **National Record**.

It is not permitted to undertake records single handed that require a duration at sea of more than six hours.

For full details of all UIM Long Distance Offshore Endurance Records – please refer to the UIM Offshore rule 616 to 616.14. These will be found on the UIM website. (Go to Rules, Offshore only, and then print out the Offshore rule book and Addendum).

4. CURRENT RECOGNISED RECORD COURSES:

- a) Round Britain
- b) Round Britain and Ireland
- c) Round Ireland
- d) London-Monte Carlo or Monte Carlo-London
- e) London to Gibraltar
- f) Gibraltar to Monte Carlo
- g) Poole-Cherbourg
- h) Round the Isle of Wight
- i) Southern Islands – round Isle of Wight, Channel Islands, Scillies returning to the Isle of Wight
- j) Round the World
- k) Round the World Port to Port
- l) Round Anglesey
- m) Whitehaven, Round the Isle of Man, Whitehaven (new course to be ratified by UIM)
- n) London to St Petersburg & Ports

5. ROUND BRITAIN RULES (4a):

- a) The distance round the mainland to be used for calculating the speed, as determined by the RYA/Admiralty, is 1362.8 nautical miles, 1568.3 statute miles, 2524 kilometres
- b) The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour.
- c) The position of the Start and Finish Line to be determined by the applicant who will be responsible for making proper application to the RYA for the attempt.
- d) An RYA approved official shall be responsible for all Timekeeping arrangements and to receive and transmit all relevant papers. The Timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded “own power” position before resuming the circumnavigation.
- f) Free hulls and free propulsion.
- g) For the duration of the attempt communication shall be maintained with HM Coastguard, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper’s responsibility.

6. ROUND BRITAIN AND IRELAND RULES (4b)

- a) The distance is 1787 nautical miles, 2056.46 statute miles, 3308.84 kilometres.
- b) The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour.
- c) The position of the Start and Finish Line to be determined by the applicant who will be responsible for making proper application to the RYA for the attempt.
- d) The Timekeepers shall be approved specifically for each attempt. The timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming.
- f) Free hulls and free propulsion.
- g) For the duration of the attempt communication shall be maintained with HM Coastguard, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

7. ROUND IRELAND RULES (4c)

- a) The distance is 684.31 nautical miles, 787.5 statute miles, 1267 kilometres.
- b) The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour.
- c) The position of the Start and Finish Line to be determined by the applicant who will be responsible for making proper application to the RYA for the attempt.
- d) The Timekeepers shall be approved specifically for each attempt. The timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming.
- f) Free hulls and free propulsion.
- g) For the duration of the attempt communication shall be maintained with HM Coastguard, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority.
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

8. LONDON-MONTE CARLO AND MONTE CARLO-LONDON (4d)

- a) The distance is 2080 nautical miles, 2392 statute miles or 3850 kilometres. (Distance one way)
- b) The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour.
- c) The Start and Finish at London to be a transit line between Royal Pier, Gravesend and Tilbury Fort and the Start and Finish line at Monte Carlo to be due east of the Yacht Club de Monte Carlo and vice versa.
- d) The Timekeepers shall be approved specifically for each attempt. The timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming.
- f) Free hulls and free propulsion.

- g) For the duration of the attempt communication shall be maintained with HM Coastguard or local rescue authorities, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority.
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

9. LONDON TO GIBRALTAR (4e)

- a) The distance is 1310 nautical miles, 1508 statute miles or 2426 kilometres. (Distance one way)
- b) The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour.
- c) The Start line at London to be a transit between, Gravesend Pier and Tilbury Fort (51.26.83N & 000.21.68E) and the Finish line at Gibraltar to be a transit line due south of Europa Point Lighthouse, (36.06.43N & 005.20.94E).
- d) The Timekeepers shall be approved specifically for each attempt. The timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming.
- f) Free hulls and free propulsion.
- g) For the duration of the attempt suitable communication shall be maintained with HM Coastguard or local rescue authorities, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority.
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

10. GIBRALTAR TO MONTE CARLO (4f)

- a) The distance is 773.60 nautical miles, 890.20 statute miles or 1433 kilometres. (Distance one way)
- b) The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour.
- c) The Start at Gibraltar to be a transit line due south of Europa Point Lighthouse, (36.06.43N & 005.20.94E). The Finish: Monte Carlo to be due east of the Yacht Club de Monte Carlo (43.44.18N & 007.25.97E).
- d) The Timekeepers shall be approved specifically for each attempt. The timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming.
- f) Free hulls and free propulsion.
- g) For the duration of the attempt communication shall be maintained with HM Coastguard or local rescue authorities, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority.
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

11. POOLE-CHERBOURG (4g)

- a) The distance to be used for calculating the speed, as determined by the RYA, is 71.958 statute miles, 62.53 nautical miles or 115.806 kilometres.
The record must be stated as the total time taken and the average speed in kilometres per hour and miles per hour.
- b) The Start/Finish line at Poole is between the Branksome Chine Outfall Buoy, 50° 42.21 'N, 01° 54.23 'W, to the brick building on the beach, all boats must pass to the north of the Branksome Chine Outfall buoy. The Start/Finish line at Cherbourg is the midpoint (49° 40.39 'N, 01° 39.42 'W) of the transit line between the breakwater ends of the Western entrance to Cherbourg outer harbour.
- c) RYA approved officials shall be responsible for all Timekeeping arrangements and to receive and transmit all relevant details and papers to the RYA. The Timekeeping details to be RYA approved at least seven (7) days before the attempt. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- d) Towing and any other outside assistance is not permitted.
- e) Free hulls and free propulsion.
- f) For the duration of individual attempts suitable communication shall be maintained with HM Coastguard or local rescue authorities. This can be through the use of satellite telephone communications equipment. For multi/group/event attempts suitable communication shall be maintained with the organisers and the organisers shall maintain suitable communication with HM Coastguard.
- g) A certificated liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA.

12. ROUND THE ISLE OF WIGHT (4h)

- a) The distance round the island to be used for calculating the speed, as determined by the RYA, is 57.54 statute miles, 50 nautical miles or 92.6 kilometres.
The records are for powerboats and stated as the total time taken and the average speed in kilometres per hour and miles per hour.
- b) The Royal Yacht Squadron flagpole to the South Bramble buoy is the Start and Finish Line.
- c) Attempts must not clash with other sail or power racing.
- d) A RYA approved official shall be responsible for all Timekeeping arrangements, for keeping the Secretary of the Royal Yacht Squadron fully informed and shall receive and transmit all relevant papers. The Timekeeping details to be RYA approved seven (7) days before the start.
- e) Towing and any other outside assistance is not permitted.
- f) The record is divided into several categories, the outright record with free hulls and free propulsion and for entries complying with the current racing rules of UIM offshore classes I, II & III, RYA Offshore National Production Classes (now Touring and GT), and BIBOA (British Inflatable Boat Owners' Association) classes.
- g) For the duration of individual attempts communication shall be maintained with HM Coastguard. For multi/group/event attempts suitable communication shall be maintained with the organisers and the organisers shall maintain suitable communication with HM Coastguard. A certificated liferaft suitable for the maximum number of persons on board shall be carried.
For class attempts, race scrutineering and boat race measurement rules apply.

- h) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA.

13. SOUTHERN ISLANDS – ROUND ISLE OF WIGHT, CHANNEL ISLANDS, SCILLIES, RETURNING TO THE ISLE OF WIGHT (4i)

- a) The distance round the island to be used for calculating the speed, as determined by the RYA, is 615.70 statute miles, 535 nautical miles or 990.80 kilometres.
- b) The records are for powerboats and stated as the total time taken and the average speed in kilometres per hour and miles per hour.
- c) The position of the Start and Finish Line to be determined by the applicant who will be responsible for making proper application to the RYA for the attempt.
- d) An RYA approved official shall be responsible for all Timekeeping arrangements and to receive and transmit all relevant papers. The Timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded “own power” position before resuming the circumnavigation.
- f) Free hulls and free propulsion.
- g) For the duration of the attempt communication shall be maintained with HM Coastguard, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper’s responsibility.

14. ROUND THE WORLD (4j)

UIM Rules apply. See the UIM Pleasure Navigation Rules and Radio Controlled Rules. For UIM rules online www.uimpowerboating.com

15. ROUND THE WORLD – PORT TO PORT (4k)

UIM Rules apply. See the UIM Pleasure Navigation Rules and Radio Controlled Rules. For UIM rules online www.uimpowerboating.com

16. ROUND ANGLESEY (4l) Refer to separate chart.

- a) The distance is 68 nautical miles, 78.2 statute miles, 90.7 kilometres. It shall include the full length of the Menai Straits from Northwest Entrance gate through to Caernarfon Bar gate C1 and C2.
- b) The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour.
- c) The position of the Start and Finish Line to be Beaumaris Pier and buoy B10.
- d) The Timekeepers shall be approved specifically for each attempt. The timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded “own power” position before resuming.
- f) Free hulls and free propulsion.
- g) The vessel shall have communications capable of maintaining contact with Holyhead Coastguard throughout the attempt and other monitoring stations along the route. Communications can be maintained by the use of satellite telephone communications equipment. A certificated liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB is recommended to be carried at all times, full details of this must be registered with the appropriate authority.

- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.
- j) Caernarfon Harbour Master and Ynys Mon Maritime Officer must be contacted for concessions to exceed the speed limits along the Straits which are in place 12 months of the year. Due to other boating activity during the season this record can only be attempted during November to February, to ensure safety of all other water users.

17. WHITEHAVEN, ROUND THE ISLE OF MAN, WHITEHAVEN

- a) The distance round the island to be used for calculating the speed, as determined by the RYA, is tba statute miles, tba nautical miles or tba kilometres.
- b) The records are for powerboats and stated as the total time taken and the average speed in kilometres per hour and miles per hour.
- c) The position of the Start and Finish Line to be determined by the applicant who will be responsible for making proper application to the RYA for the attempt.
- d) An RYA approved official shall be responsible for all Timekeeping arrangements and to receive and transmit all relevant papers. The Timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming the circumnavigation.
- f) Free hulls and free propulsion.
- g) For the duration of the attempt communication shall be maintained with HM Coastguard, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority.
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

18. LONDON TO ST PETERSBURG

**Taking in individual records for: London to Oslo, Oslo to Copenhagen, Copenhagen to Stockholm, Stockholm to Helsinki, Helsinki to St Petersburg
Or reverse route:**

ST PETERSBURG TO LONDON

Taking in individual records for: St Petersburg to Helsinki, Helsinki to Stockholm, Stockholm to Copenhagen, Copenhagen to Oslo, Oslo to London

- a) The distance is tba nautical miles, tba statute miles or tba kilometres. (Distance one way) for London to St Petersburg. The port to port distances are: London to Oslo tba, Oslo to Copenhagen tba, Copenhagen to Stockholm tba, Stockholm to Helsinki tba, Helsinki to St Petersburg tba.
- b) The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour.
- c) The Start and Finish at London to be a transit line between Royal Pier, Gravesend and Tilbury Fort and the Start and Finish line at St Petersburg tba.
- d) The Timekeepers shall be approved specifically for each attempt. The timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming.
- f) Free hulls and free propulsion.

- g) For the duration of the attempt communication shall be maintained with HM Coastguard or local rescue authorities, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority.
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

19. APPLICATION

To compete for a Long Distance Offshore Endurance Record, application must be made on the form in this booklet and sent at least 30 days before the proposed attempt to the RYA with the respective Fee. Failure to do so will result in a double application fee and/or application may be refused.

20. FEES

Notification of Attempt	£100.00
Ratification of National Record	£250.00
Ratification of World Record	£350.00
Round the World Record.....	£750.00

21. OFFICIALS REQUIRED AND EXPENSES

Officials:

Scrutineer and Timekeeper, see Round Britain Rules for details

Expenses:

Note: Telephone the RYA Office to have suitable officials nominated who are needed for Attempt.

22. NOTIFICATION OF NEW RECORDS TO THE RYA

Details of attempts must be transmitted to the RYA at the earliest possible time, if at all possible, same day.

REQUIRED DOCUMENTATION PRIOR TO THE ATTEMPT:

- **Completed Application Form – with payment attached**
- **A Measurement Certificate for the boat (to prove eligibility)**
- **A passage plan**
- **Confirmation that passage plan has been circulated to the relevant authorities, ie, coastguard, harbour masters etc.**

REQUIRE DOCUMENTATION ON COMPLETION OF THE ATTEMPT:

- **A statement by the Skipper giving details of vessel, the crew and the course followed. This must include a declaration that the UIM rules have been followed, signed by the Skipper and at least one other member of the crew.**
- **A report must also be made by the official observer giving details of the timing and verifying the accuracy of all observations.**
- **Supporting electronic data to be supplied from GPS on craft from the start of the attempt to its conclusion.**
- **Colour photograph of craft.**

RECORD ATTEMPT APPLICATION FORM

For those attempting a Record, complete this form and send it to the RYA Powerboat Racing Manager, RYA House, Ensign Way, Hamble, Hants, SO31 4YA, together with the current Application Fee (apply to the RYA), at least 30 days before the proposed attempt. Cheques to be in favour of the RYA.

STATE TYPE OF ATTEMPT TO BE UNDERTAKEN.....
(e.g. Round Britain, Round Britain & Ireland, London-Monte Carlo, Poole-Cherbourg, Round the Island Etc..)

NAME OF APPLICANT.....

ADDRESS.....

.....POST CODE.....

TELEPHONE: DAY.....EVENING.....FAX.....

MOBILE..... EMAIL.....

DATE PROPOSED ATTEMPT.....

SCRUTINEER.....TIMEKEEPER.....

BOAT NAME..... HULL MAKE.....

LENGTH..... WIDTH.....

DECK COLOUR..... HULL COLOUR.....

ENGINES MAKE..... MODEL.....

HORSEPOWER..... NUMBER.....

I have read the rules governing Record Attempts and agree to be bound by them and assume all liability for any and all loss or damage which may be caused arising out of or in connection with this attempt..

IMPORTANT NOTE: The event organisers shall not be liable for any loss, damage, death or personal injury howsoever caused to the owner/skipper or crew, as a result of their taking part in the event. Moreover, every owner warrants the suitability of his craft and experience of himself and crew for the event.

It is also the owner's responsibility to obtain appropriate and adequate insurance.
I agree to transmit the result of this attempt to the RYA at the earliest possible time.

I ENCLOSE THE APPROPRIATE APPLICATION FEE (apply to the RYA)

SIGNED..... DATE.....

Important Note: When making the attempt it is the onus of the skipper to keep a recorded log from start to finish including all those points at which he/the crew stopped to refuel. This must be signed by the skipper and one member of crew and must be submitted with the completed paperwork after the attempt has taken place. It is crucial that a full record be maintained and submitted, otherwise the attempt may be invalidated.

SPECIMEN LETTER – to be sent to RYA

BY REGISTERED TIMEKEEPER OF RECORD

(FOR TIMING THE START OF THE ATTEMPT)

Date:

Timekeeper's Name
Timekeeper's Address

Attn: Powerboat Racing Department
RYA
RYA House
Ensign Way
Hamble
Hampshire
SO31 4YA

Dear Sirs,

Re: Name of the Attempt and the date it started

I confirm that (name of boat), skippered by (name skipper), was timed across the official start line at (state place) on (state date).

The official start time: (state time) on the (state date) was recorded by me by (state timekeeping device, i.e. clock, watch etc. and its location).

The time was also recorded by (state whom, e.g. Harbour Authority, Coastguard). *Only give this information if applicable.*

I confirm that the above information is a true and accurate statement.

Yours faithfully,

Sign name
Print name
Print title (i.e. Timekeeper)

SPECIMEN LETTER – to be sent to RYA

BY REGISTERED TIMEKEEPER OF RECORD

(FOR TIMING THE FINISH OF THE ATTEMPT)

Date:

Timekeeper's Name
Timekeeper's Address

Attn: Powerboat Racing Department
RYA
RYA House
Ensign Way
Hamble
Hampshire
SO31 4YA

Dear Sirs,

Re: Name of the Attempt and the date it finished

I confirm that (name of boat), skippered by (name skipper), was timed across the official finish line at (state place) on (state date).

The official finish time: (state time) on the (state date) was recorded by me by (state timekeeping device, i.e. clock, watch etc. and its location).

The time was also recorded by (state whom, e.g. Harbour Authority, Coastguard). *Only give this information if applicable.*

I confirm that the above information is a true and accurate statement.

Yours faithfully,

Sign name
Print name
Print title (i.e. Timekeeper)

SPECIMEN LETTER – to be sent to RYA

BY SKIPPER OF THE RECORD

Page 1.

Date:

Skipper's Name
Skipper's Address

Attn: Powerboat Racing Department
RYA
RYA House
Ensign Way
Hamble
Hampshire
SO31 4YA

Dear Sirs,

Re: Name of the Attempt and the date it started and finished

In accordance with the rules I would confirm the following:

VESSEL DETAILS: (Give written details, i.e. name of vessel, dimensions, manufacturer and the address then give specific boat details):

Name of owner:
Name of vessel:
Builder:
Type:
Length overall:
Engines:
Transmission Type:

CREW DETAILS:

Name of Skipper:
Age:
Address:

Name of first crew member:
Age:
Address:

Name of second crew member:
Age:
Address:

Name of third crew member:
Age:
Address:

COURSE DETAILS: (sample wording below)

“As skipper of the above named vessel, I would confirm that the course followed throughout the duration of the record attempt/s, was in accordance with the vessel’s log previously submitted and now enclosed and signed for your attention. As skipper, I would confirm that this is a true and accurate record of the vessel’s course undertaken during the record attempt/s.

Furthermore, I would confirm that the record attempts were undertaken in full compliance of the long distance rules as set out in with Offshore 600 rule.

RECORD CERTIFICATE REQUIREMENTS world – tick relevant box:

- Painted Certificate
- Further copies of painted certificate - state how many
- Certificate (written only no painting)
- Homologation of record (no certificate)

Yours faithfully,

Signature of Skipper
Print name
Print title

Signature of witness, print name, print title, (by another crew member for accuracy of detail)

Required enclosures:

Copy of electronic log from start to finish of attempt,
Copy of chart with ‘port of call’ marked.
Copy of current measurement certificate (if applicable),
Copy of Scrutineer’s Certificate of compliance.
Photograph of vessel and crew in “action”.

All documents to be signed by skipper and witnessed by crew member.



FOR LONG DISTANCE, OFFSHORE ENDURANCE ATTEMPTS

SCRUTINEER'S CERTIFICATE OF COMPLIANCE

The issuing of this certificate merely confirms that the vessel and its equipment comply with the specific rules for Long Distance Offshore Endurance Attempt/s - scrutiny does not constitute a condition survey, it is the responsibility of the Owner/Master to decide whether the vessel is seaworthy and whether to undertake the Attempt.

Name of Owner/Entrant.....

Name of Vessel.....

Builder..... Hull Type.....

Hull Ident. No.....Length O/A.....

Date of Inspection..... Place of Inspection.....

Make of Engines.....No. installed.....

Type.....Rated Horsepower.....

Engine Nos. Port.....Starboard.....Centre.....

Transmission type.....Type of Steering.....

Radio 1. Installed: Make..... Type.....

2. Hand held Make..... Type.....

GPS.....

Flares: Smoke.....Red h/h.....Red para.....Other.....

Liferaft: Make.....Size.....

Serial No.....

Inspected to:.....Certificate No. & Date:.....

(The equipment noted above shall be retained on board and maintained in operational order, throughout the attempt.)

Charts (for area of record) checked

Comments/Recommendations:

Scrutineer's Signature..... Date:.....

IMPORTANT NOTE:

The event organisers shall not be liable for any loss, damage, death or personal injury howsoever caused to the owner/skipper or crew, as a result of their taking part in the event. Moreover, every owner warrants the suitability of his craft and experience of himself and crew for the event. It is the skipper's responsibility to assess his/her ability and that of the crew and the ability, suitability and seaworthiness of the craft and to decide to start or to continue any of these challenges.

It is also the owner's responsibility to obtain appropriate and adequate insurance.