

Safety update



Introductions

Yachting New Zealand update:

- Safety regulations 2025-2028
 - MNZ skipper responsibility
 - accident reporting
 - What clubs can do
 - Safety courses
- Changes to Safety Category 1-3 certification process

Maritime New Zealand update:

- Club Safety Boat Systems

Safety Regulations 2025-2028

Four-yearly review

Main changes:

- Sails - mainsail reefing/trysail
+ changes to jib sizes
 - Fibre lifelines
- Flares – electronic now accepted (Cat 3-5)
- Key wording change from “skipper”, “master” or “captain” to “person in charge” and their responsibility



Person in charge: World Sailing definition & Yachting NZ regulations

WS 1.02 RESPONSIBILITY OF THE PERSON IN CHARGE

Under RRS 3 (DECISION TO RACE) the responsibility for a boat's decision to participate in a race or continue racing is hers alone.

The safety of a boat and the crew is the sole and inescapable responsibility of the person in charge who shall do their best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face all weather.

The person in charge shall also assign a person to take over their responsibilities in the event of their incapacitation.



Maritime New Zealand & accident/incident reporting



Skipper responsibility

The skipper is **legally responsible for the safety of the boat and all the people on board**, and is also responsible for complying with all the relevant rules and regulations.

Accident or incident reporting

A skipper **must report any accident, incident or serious harm injury** - this is a legal obligation and failing to report is an offence.

- Club record - via club incident/accident report form
- Maritime NZ - on MNZ website
- Harbour master - on council website
- YNZ - copy of club report

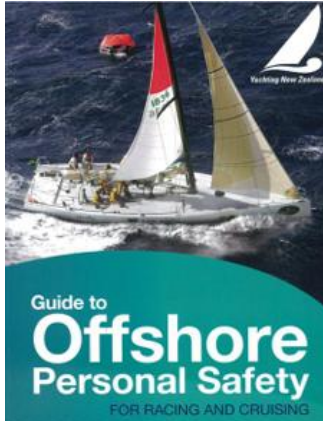
What can you do at your club – racing Cat 1-5?

Remind person in charge to:

- Conduct departure briefings
- Identify boat hazards to new crew
- Conduct crew emergency drills/training
- Obligation to notify Maritime NZ and local harbour master should there be an incident/accident

Crew safety/departure briefing	
Yacht name	
Date	
Time	
Skipper	
No of crew onboard	
	Check
Today's passage plan	
Weather forecast/tide/Current	
Lifejackets – location, try them on (explain use of tethers and jackstays)	
MOB procedure and equipment (including MOB button and VHF channel 16 use)	
Safety Equipment locations, EPIRB, first aid kit, flares, fire extinguishers, through hull valve location, Gas Safety	
Hazards: Falling overboard, Boom and main sheet, winches, open hatches, hold on while down below	
Crew positions and procedures (starting main engine, reefing, gybing, headsail changes, heavy weather plan)	
Medical conditions onboard? (Identify medic onboard)	
Get Crew emergency contact numbers (next of kin)	

Safety courses



Coastal personal safety



By being affiliated to World Sailing, Yachting New Zealand can endorse training providers to run the **World Sailing Offshore Personal Safety Course** (Advanced Sea Survival) - Coastguard and Skipper Training NZ.

Yachting New Zealand promotes **offshore medic courses** run by Dr Dave Austin and Oceania Medical.

New safety course - Coastal Personal Safety

- Targeting new to coastal sailing members - boat owners and crew
- Interactive 3-hour course with safety equipment
- Facilitated by local sailing experts endorsed and maintained by Yachting NZ

Changes to Category 1-3 safety certification

In July 2024, Yachting New Zealand returned the Section 21 delegation, to inspect vessels prior to departing New Zealand, to Maritime New Zealand.

- **Category 1 certificates** from Yachting New Zealand safety inspectors are **no longer required** for all vessels to depart NZ.
- Maritime New Zealand have developed a new **International Voyage Certificate (IVC)** – inspections now conducted by MNZ assessors.
- IVC certificate required for **ALL boats departing New Zealand** (racing or cruising, power and sail) for overseas destination and expires on arrival.

Changes to Category 1-3 safety certification (continued)

Category 1 safety certificate remains in place for racing

Yachts departing New Zealand **RACING** to an overseas destination need **both**:

- **IVC certificate** to satisfy Director of Maritime New Zealand the vessel and crew is safe to **depart** NZ and reach the destination.
- **Category 1 safety certificate** to satisfy the race organising authority and Yachting New Zealand the vessel and crew are safe and experienced to **race** and reach the destination

Yachting New Zealand is working with Maritime New Zealand and organising authorities to reduce double-up in process and keep cost as low as possible for the boat owner through this process.

New Category 1-3 safety certification process

Application & payment

- Boat owners apply for a safety inspection via the Yachting New Zealand website.
- Payment for the inspection is completed during the application process.

Booking the inspection

- Boat owners schedule an inspection appointment with a Yachting New Zealand safety inspector.

Inspection & certification

- Upon successful completion of the inspection, the safety inspector issues a certification directly to the boat owner.

Data management

- All vessel documentation and safety certification records are securely stored in the Yachting New Zealand central database.

Questions

24/05/25

Yachting NZ Clubs – Operating Support Vessels


The Maritime Operating Safety System (MOSS) was implemented in 2014, requiring yacht clubs conducting commercial activities with support vessels to adopt a formal safety system.

In 2018, Maritime New Zealand (MNZ), in collaboration with Yachting New Zealand (YNZ), granted five-year general exemptions from MOSS to YNZ-affiliated clubs that met the requirements.

Due to a 2021 law change, MNZ reviewed the YNZ exemption and determined it could no longer issue or renew these exemptions. MNZ is reviewing how YNZ clubs that wish to operate commercially can comply with the relevant requirements and will work with clubs as needed.

Following the 2022 review, it was also determined that YNZ clubs who own and operate powered support vessels within certain parameters could be classified as pleasure craft and thus operate outside of MOSS.

Yachting New Zealand MOSS Exemption for Club Safety Boats	Yachting New Zealand MOSS Exemption for Club Safety Boats
Check Sheet	Check Sheet
Date:	Date:
Auditor:	Auditor:
Name of Club:	Name of Club:
Address:	Address:
Postal Address:	Postal Address:
Club email:	Club email:
Contact:	Contact:
Position in club:	Position in club:
Contact phone:	Contact phone:
Contact email:	Contact email:
Nominated person responsible for safety boats:	Nominated person responsible for safety boats:
Number of vessels in Safety System:	Number of vessels in Safety System:
<hr/>	
SAFETY SYSTEM CHECK LIST:	SAFETY SYSTEM CHECK LIST:
Skipper Training Programme:	Skipper Training Programme: <input type="checkbox"/> <input type="checkbox"/>
Qualified skipper record:	Qualified skipper record: <input type="checkbox"/> <input type="checkbox"/>
Vessel equipment check list:	Vessel equipment check list: <input type="checkbox"/> <input type="checkbox"/>
Daily vessel check sheet:	Daily vessel check sheet: <input type="checkbox"/> <input type="checkbox"/>
Daily operations log:	Daily operations log: <input type="checkbox"/> <input type="checkbox"/>
Maintenance plan and log:	Maintenance plan and log: <input type="checkbox"/> <input type="checkbox"/>
Risk Management documentation and standard operating procedures:	Risk Management documentation and standard operating procedures: <input type="checkbox"/> <input type="checkbox"/>
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www.yachtingnz.org.nz	



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Sail for Life

Annual Yacht Club Rescue Boat Safety System Review

V04

Name of yacht club:

Please update us of your rescue boat safety system contacts

Nominated person responsible for safety boats system:

Position in club:

Contact phone:

Contact email:

Nominated safety boat driver trainer remains the same: ☐ ☐

If changed new trainer's name and contact email:

(If this has changed please send through the new trainers' details to Yachting New Zealand (along with short maritime CV, copy of formal training certification and nomination letter/email from club commodore).)

Number of vessels in Rescue Boat Safety System:

(If you have boats to add or remove to the system please notify the Maritime Exemptions Officer and arrange with Yachting New Zealand to audit any new boats)

Please confirm you have had an annual review of your rescue boat safety system:

- Risk management documentation and standard operating procedures ☐ ☐
- Daily operations log system ☐ ☐
- Skipper training programme: club safety adviser or external training (circle one) ☐ ☐
- Qualified skipper record up to date ☐ ☐
- Vessel equipment check list for all vessels ☐ ☐
- Daily vessel check list for all vessels ☐ ☐
- Maintenance plan and log for all vessels and trailers ☐ ☐

Please send any updated versions of your documentation to angus@yachtingnz.org.nz

Review completed by

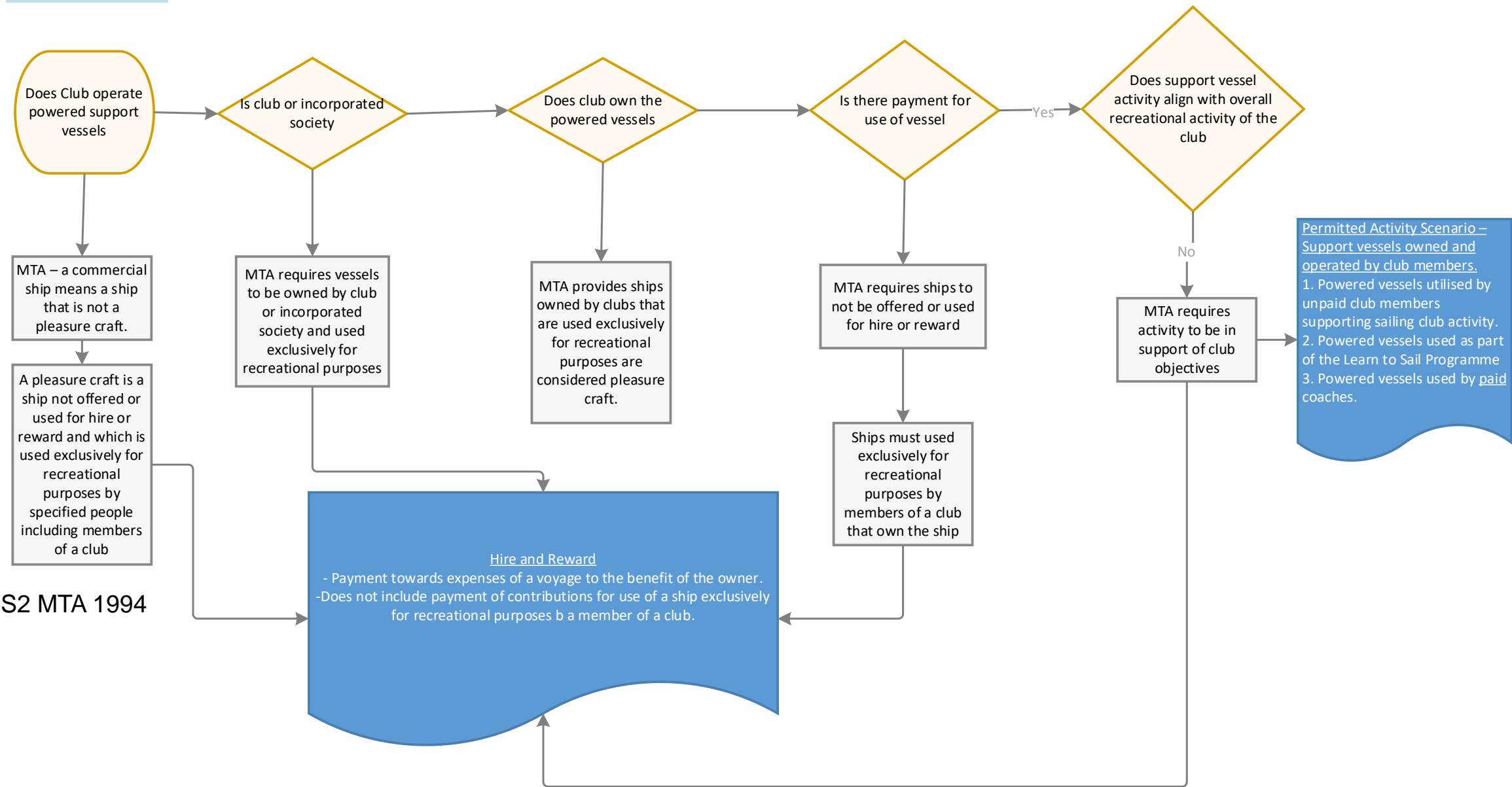
Name:

Role in Yacht Club:

Date:

Signed:

What is a pleasure craft



Commercial vs Pleasure Craft

- If the vessel is owned by the club and its purpose is to support club activities and recreation, and it is used exclusively by club members for recreational purposes it will be classified as a '*pleasure craft*' for the purposes of the MTA.
- A club vessel may have multiple roles in supporting the purpose of the club.
- Activities may include support vessels for club training sessions, regattas, the Learn to Sail Programme, assisting other affiliated clubs.
- If a club offers its support boats for hire or charges additional/specific fees for their use, this activity is classified as commercial. In such cases, the club must comply with MOSS requirements.



Payments - vessels

What payments would make support vessel activity commercial?

- Direct, or specific hire and reward scenarios.

Vessel related fees:

- Club membership fee must include the use of powered vessel across the range of club activity.
- People supported by the use of the powered support craft must be club members.

What payments for support vessel use may mean they are classed as 'pleasure craft' for recreational use?

- The club membership fee covers use of the vessel by the member in club activities.
- Payment must be made as part of a club membership fee.
- A qualified club member is entitled to use a club vessel in support of club activities and purposes.

Club activities

Permitted Activity with club owned vessels and appropriate fee structure

1. Boat used by club members to support sailing club activity.

2. Learn to Sail: Dinghy

3. Learn to Sail Keelboat

4a. Lending vessels to other clubs (without payment)

4b. Providing vessels to other affiliated clubs for regattas



Commercial Activity

5. Hire of vessels to non-member clubs

6. Direct hire of vessels to members (Please see activity 1.)

Club safety vessel considerations

- Clubs operating support vessels as pleasure craft do not need to meet commercial survey requirements but are required to operate safely.
- Clubs are responsible for ensuring vessels appropriately maintained and fit for purpose.
- Clubs can meet this requirement by complying with the YNZ safety management system.

Yachting New Zealand MOSS Exemption for Club Safety Boats

Check Sheet

Date:

Auditor:

Name of Club:

Address:

Postal Address:

Club email:

Contact:

Position in club:

Contact phone:

Contact email:

Nominated person responsible for safety boats:

Number of vessels in Safety System:

SAFETY SYSTEM CHECK LIST:

Programme:	Y <input type="checkbox"/> N <input type="checkbox"/>
Board:	Y <input type="checkbox"/> N <input type="checkbox"/>
Check list:	Y <input type="checkbox"/> N <input type="checkbox"/>
Net:	Y <input type="checkbox"/> N <input type="checkbox"/>
	Y <input type="checkbox"/> N <input type="checkbox"/>
Log:	Y <input type="checkbox"/> N <input type="checkbox"/>
Documentation and standard operating procedures:	Y <input type="checkbox"/> N <input type="checkbox"/>

YNZ Rescue Boat Safety System













Version 3
December 2017

- Skipper Training Guidelines
- Rescue Boat Skipper Trainer Requirements
- Qualified Skipper Record
- Vessel Equipment Requirements
- Daily Vessel Check Sheet Template
- Daily Operations Log
- Maintenance Log Template
- Standard Operating Procedures
- Risk Management Planning Documents and Templates
- Annual Club Audit Requirements

Exemptions process

- Clubs with expired YNZ exemptions will receive formal notification of the expiration.
- Clubs whose exemptions remain current will be considered compliant until the expiry date.
- All clubs are invited to review how the support craft activity is assessed and determine how they wish to proceed. (Either as pleasure craft or commercial).
- Clubs that want to operate support vessels for “commercial activity” will need to comply with MOSS requirements. MNZ can assist with this process.

Documents

	YNZ Rescue Boat Safety System Required Elements (PDF, 425.09 KB)
	YNZ Rescue Boat Operator Training Guidelines v5 (2021) (PDF, 413.76 KB)
	Rescue Boat Skipper Trainer Requirements (PDF, 464.02 KB)
	Qualified Skippers Record (Template) (DOCX, 30.11 KB)
	Vessel Equipment Requirements (PDF, 459.96 KB)
	Vessel and Equipment Check Sheet (Template) (DOCX, 152.29 KB)
	Daily Operations Log (Template) (DOCX, 31.75 KB)
	Maintenance Log (Template) (DOCX, 26.87 KB)
	Guideline Standard Operating Procedures (PDF, 511.52 KB)
	Club Annual Audit Checklist (PDF, 201.37 KB)
	YNZ MOSS - Safety Boats Audit Check Sheet (October 2018) (PDF, 240.91 KB)
	Race coach - safe operating procedures template (DOCX, 33.75 KB)

