## Frequently Asked Questions and Answers, Race Documentation
## Rule 14 (NoR). Radio Communication / Electronic Aids, including test form and item 43 of the Equipment Inspection List.

Questions regarding radio communication / electronic equipment, their registration, and their operation.
Answers: These aspects are explained below, and a test form is included.

**VHF Marine Radio (Marifoon)**
A VHF marine radio is mandatory for all participants in the CAM Race. Distress, urgency, and safety communication on the water is conducted via VHF.
A combined inland/sea VHF radio ("combimarifoon") is recommended. This type can switch between inland waterways and maritime use.
For inland waterways (maximum transmit power 1 Watt), **ATIS** is mandatory.
For maritime use (maximum transmit power 25 Watt), an **MMSI** number must be programmed.
Because communication must always remain possible, a backup/emergency antenna must be carried on board; this also applies to the AIS. The same type of VHF antenna can be used for both the VHF radio and AIS (same VHF frequency band).
**Note**: As of 1 January 2024, the VHF channel allocation has changed due to the introduction of the VDES system (VHF Data Exchange System). Several VHF channels have been reassigned and are no longer available for communication with bridges, locks, etc. The original channels are now used for digital data.
If your VHF radio is not yet VDES-compatible, it must be reprogrammed.
Your radio is VDES-programmed if channels 24, 25, and 26 can no longer be scanned — the radio then uses the VDES channel allocation. The RDI does not require you to program this new allocation.

**Measuring the VHF Radio and AIS Installations**
The proper functioning of the VHF radio and AIS installation is determined by the equipment, the connectors, the antenna cable, and the antenna(s) used. The Standing Wave Ratio (SWR) of these installations must be less than 1:2.0.
This replaces the wording "with no more than 40% power loss" in OSR rules 3.29.2(b) and 3.29.13(b).
The entire installation must be tested/inspected. Proof of approval dated after 1 January of the year of the start must be available. This may, for example, be a truthfully completed checklist "Test Form Maritime Transmit/Receive Equipment", see below.

**EPIRB (Emergency Position Indicating Beacon)**
An EPIRB is mandatory for all participants in the CAM Race. You must carry a 406 MHz EPIRB, minimum Category II.
An EPIRB is an emergency radio beacon that can be activated manually or automatically. In the event of an emergency, the device automatically transmits the programmed MMSI number. The EPIRB's GPS position is also transmitted on 406 MHz, and additionally determined by satellite ground stations. Through the satellite system, the distress alert is forwarded to a ground station. The ground station then relays the information to the national authority, after which a search-and-rescue operation is initiated.
It goes without saying that improper or careless use may unnecessarily activate emergency services.
Verify that the programmed MMSI number matches the MMSI number listed in your RDI registration. Also check that the correct (mobile) telephone numbers — both on board and at home — are correctly listed in your registration.
The battery expiry date must not be exceeded during the race.

**AIS-MOB and PLB (Personal Locator Beacons)**
An AIS-MOB and a PLB are not mandatory but are recommended. These devices may not be used casually; false alerts must be avoided to prevent unnecessary activation of rescue services.

In a man-over-board situation, these beacons are ideal.An AIS-MOB transmits a distress alert via an AIS signal.The position of the beacon is determined by an internal GPS receiver. Any vessel equipped with an AIS receiver will be able to take action.The typical range is approximately 4 NM.
A PLB is a miniature EPIRB.
Like an EPIRB, it operates via the COSPAS-SARSAT system.A PLB, like an AIS-MOB, can be worn on the lifejacket.

**Battery / Power Supply**
For the proper functioning of the (combined) VHF radio and the AIS, it is essential that the battery condition on board is good.

**Registration**
The VHF radio, AIS, EPIRB and, if applicable, the AIS-MOB must be registered with the Rijksinspectie Digitale Infrastructuur (RDI) (formerly Agentschap Telecom).
When registering a VHF radio for inland waterways, the RDI issues an ATIS code.
When registering a VHF radio for maritime use, the RDI issues an MMSI number.
For a combined inland/sea VHF radio, both the ATIS code and the MMSI number must be programmed.
When registering the AIS transponder and the EPIRB, vessel-specific MMSI numbers are also issued.
The ATIS code and MMSI numbers for the VHF radio and AIS transponder may be programmed by the equipment supplier. On most modern VHF radios and AIS transponders, you can also program these yourself using the User Manual and Installation Manual supplied with the device.
The call sign, vessel name, and vessel type (Pleasure Craft) must also be programmed into the AIS transponder.
Programming the MMSI number in the EPIRB may only be performed by the supplier. This also applies to the replacement of the lithium battery due to waterproofing requirements.
Each AIS-MOB contains a unique hexadecimal identifier starting with 972. This code, together with the vessel details, must be included in the registration. The AIS-MOB can be listed under the vessel's registration.
For a Dutch owner of a PLB, the address and contact details of the holder, as well as the unique hexadecimal code of the PLB, must be provided to the RDI during registration. The RDI issues a special permit to the PLB holder.

**Operating Certificates**
For the use of the combined VHF radio and the EPIRB, at least one crew member must hold the Marcom-B certificate.No operating certificate is required for a PLB.
Each year, the owner of the above-mentioned equipment receives an overview of the registered devices and their associated data. More information about registration and operating certificates can be found on the RDI website, including instructions on how to register equipment using DigiD.

In the week prior to the start, an inspector from the RDI may be present to verify the registration of the equipment and the required operating certificates.
During the equipment inspection in Lauwersoog, the form "Test Form Maritime Transmit/Receive Equipment CAM Race" must be submitted.This form must be signed, and all items must be answered with "Yes".
If the above test has not been performed, or could not be performed, it is possible to carry out a functional inspection of the systems in Lauwersoog. The CAM Race organisation has test equipment available to verify that the transmit/receive systems are functioning correctly. This inspection is carried out by an authorised inspector of the CAM Race organisation.
During the inspection of the items on the Equipment Inspection List in Lauwersoog in the week before the start, the signed test form as well as the RDI registration certificate must be presented.
There may be several causes for malfunctioning installations. Common issues include corroded connectors, defective antenna cables, and moisture inside the cable. These should be checked during preparation.
**Note**: During testing in Lauwersoog, there may be very limited time available for repairs in case of rejection.

You find the " **Test Form Maritime Transmit/Receive Equipment CAM Race "** on the next page.

| Skipper or Person in charge: . . . . . Name of the boat:. . . . . | | | |
|---|---|---|---|
| **Equipment Inspection Checklist** | **Description:** | **Test result:** | **A o:** |
| | | | |
| 34 | VHF Radio<br>Type: DSC | Call Sign: . . . . . .<br>1 Watt:<br>Transmit power in this mode: . . . . . W<br>Does the ATIS code correspond with the code shown on the Registration Certificate?<br>25 Watt:<br>Transmit power in this mode: . . . . . W<br>Does the MMSI code correspond with the code shown on the Registration Certificate?<br>SWR: . . . . . .<br>SWR < 1:2.0<br>Emergency antenna on board? | ☐ Yes ☐ No<br><br>☐ Yes ☐ No<br><br>☐ Yes ☐ No |
| 35 | Handheld<br>VHF Radio | Call Sign: . . . . . .<br>Does the ATIS code correspond with the code shown on the Registration Certificate?<br>Functioning properly? | ☐ Yes ☐ No<br><br>☐ Yes ☐ No |
| 41 | EPIRB<br>406 MHz<br>type II | Does the MMSI code correspond with the code shown on the Registration Certificate?<br>Battery expiry date not passed yet?<br>EPIRB test succesvol? | ☐ Yes ☐ No<br>☐ Yes ☐ No<br>☐ Yes ☐ No |
| 42 | AIS-<br>transponder | AIS test succesvol?<br>**Check via VesselFinder or MarineTraffic.** | ☐ Yes ☐ No |
| 43 | Overzicht Registraties en Bedienings-certificaten. (Marcom-B) | VHF Radio<br><br>Handheld VHF Radio<br><br>EPIRB<br><br>AIS | ☐ Yes ☐ No<br><br>☐ Yes ☐ No<br><br>☐ Yes ☐ No<br><br>☐ Yes ☐ No |
| Date:<br>. . . .- . . . . . - 2026 | | Remarks: | |
| Inspector:<br>. . . . . .<br>Signature:<br>. . . . . | | | |
| Skipper:<br>. . . . . .<br>Signature:<br>. . . . . | | Checked?<br>This list has been completed honestly and carefully. | ☐ Yes ☐ No |
| CAM Race Inspector:<br>. . . . . .<br>Signature:<br>. . . . . | | Seen?<br>The measurements have **NOT** indicated that the installation shows any defects. | ☐ Yes ☐ No |

## Rule 16.6 (SI) and Item 48 (Equipment Inspection List): Keel/Rudder Inspection (including test form)

Keel / Rudder Inspection
The keel/rudder inspection must have been carried out no more than two years before the start of the race. It is also recommended that, after any grounding, the keel/hull structure is inspected.
A visual inspection of the keel/hull structure reduces the risk of keel loss caused by grounding damage, collision with a hard object, poor maintenance, visible material fatigue, etc.
An independent inspector must carry out the keel inspection. This inspector must be someone knowledgeable about keel structures, such as a boatyard employee with sufficient experience or a yacht owner with adequate expertise — but not the owner of the vessel being inspected.
This inspection cannot be performed in the week before the race in Lauwersoog. It is the responsibility of the owner/skipper to repair any deficiencies.
What must be inspected?
The keel bolts must be checked for corrosion and for correct tension; the nuts must be properly tightened.
The inspector must check whether there is any movement in the keel/hull structure.
This can be assessed when the boat is in the crane with the keel free from the ground. Sideways pressure is applied to the keel, while the inspector checks both inside and outside the hull for any play in the structure.
The inspector must also look for signs of material fatigue.
At the same time as the keel inspection, the rudder assembly must be inspected for corrosion, wear, and other potential issues.
After the inspection, the following form must be completed and signed by both the inspector and the owner/skipper, and must be submitted during registration at the race office in Lauwersoog:

### Keel/Rudder Inspection Form – CAM Race

| | | |
|---|---|---|
| Name of the boat:. . . . . | Sail Number: . . . . . | |
| This visual inspection has been carried out to identify and report any visually detectable indications that may compromise the structural integrity of the vessel's keel and rudder. It does not guarantee that the vessel is seaworthy, nor that the owner has repaired any deficiencies found.<br><br>The inspector declares that he/she has carried out the inspection of the keel/rudder/hull structure to the best of his/her knowledge and ability. He/she has found / not found any deficiencies. | | |
| Inspector: . . . . . | Signature: . . . . . | Date: . . . . . |
| | | |
| The skipper or person in charge of the boat named: . . . . . and sail number: . . . . . declares that on: . . . . . (date) the keel/rudder inspection was carried out and that he/she has been informed of any deficiencies. | | |
| Name: . . . . . | Signature: . . . . . | Date: . . . . . |

## Item 5 en 6 (Uitrustingscontrolelijst) Reddingsboeien.

Vraag Waaraan moeten de reddingsboeien aan voldoen (zie ook regels 4.22.3.b en c van de OSR)?
Antwoord: In de Uitrustingscontrolelijst wordt een reddingsboei met een drijfanker geëist. De regels van de OSR spreken van: 'a lifbuoy with a self igniting light, a whistle and a drogue'. Het drijfanker/sleepanker moet verbonden zijn met de reddingsboei. Het idee is dat wanneer er een reddingboei naar een drenkeling wordt gegooid deze boei niet als gevolg van wind en golven snel weg drijft. Dit drijfanker moet dat voorkomen. In de OSR wordt niet gesproken over de vorm en afmeting van het drijfanker, het is de verantwoordelijkheid van de schipper om de veiligheid hier te maximaliseren. Een voorbeeld van een drijfanker is bv.: Drijfanker t.b.v. reddingsboei van Plastimo.
Een alternatief voor de reddingsboei van item 6 met alle accessoires is een SOS Danbuoy.
De reddingsboeien en ook de eventuele Danbuoy moeten regelmatig worden gecontroleerd zoals door de leverancier en de fabrikant is aangegeven.

## Item 16 (Equipment Inspection List) – Lifejackets

Description – Lifejacket Inspection

Under item 16 of the Equipment Inspection List, each crew member must have a lifejacket on board with a minimum buoyancy of ISO 150 N. The lifejacket must be equipped with a whistle and a lifting loop
A light that emits a flashing signal for at least 8 hours and can be manually activated ,(See SOLAS LSA 2.2.3)
In addition, the lifejacket must be fitted with a crotch strap or two thigh straps.
The lifejacket must be permanently marked with the name of the wearer or the name of the vessel.
There is no official mandatory inspection for lifejackets. Both OSR and SOLAS state that lifejackets must be regularly inspected, preferably annually.
Normal wear and tear occurs through (intensive) use and exposure to sunlight, water, and salt.
Lifejackets are activated using a tablet or capsule which inflates the lifejacket when it comes into contact with water. These tablets/capsules have a limited shelf life and must be replaced regularly, typically once per year.
During inspection, the $CO_2$ cylinder must also be checked:

- Replace the cylinder if there is rust or damage
- Each cylinder is marked with its correct weight
- If weighing the cylinder shows a loss of weight, this indicates leakage and the cylinder must be replaced

$CO_2$ cylinders, as well as the activation tablets/capsules, are readily available and can be replaced by the owner.
Alternatively, inspections can be carried out by a specialised service company, such as Georg Kniest, Kok Watersport, etc.
In some cases, lifejackets can also be inspected in the Netherlands by the KNRM.

## Item 25 (Equipment Inspection List) and Rule 16.9 (Sailing Instructions): First Aid

Question:Which First Aid certificate is required, and what type of first aid kit must be carried on board?
Answer: According to OSR rule 16.05.2, at least one crew member must be familiar with:

- first-aid procedures
- hypothermia
- drowning
- resuscitation
- relevant communication systems

In addition, one other crew member must hold a valid first-aid certificate, obtained within the last five years.
This first-aid certificate must appear on the World Sailing list of nationally recognised qualifications, such as an EHBO diploma or an RYA First Aid certificate.
According to OSR rule 4.08, a first-aid kit, including a first-aid booklet or instruction card, must be carried on board.
The contents must be appropriate for the expected conditions, the duration of the passage and the
the number of crew members
A first-aid kit suitable for offshore sailors is recommended. All expiry dates must be valid at the time of the race.

## Items 27, 28, 29 and 30 (Equipment Inspection List): Paper Charts

The charts must be new or updated.
As a replacement for the approach charts of Esbjerg, Helgoland and the Limfjord, and for harbours along the southern coast of Norway, updated harbour pilot books such as the recent Cruising Almanac or Reeds are also acceptable, provided that the approach routes connect to the last buoy of the offshore passage.

A complete chart package for this race **may** consist of:

- Hydrographic Chart Waddenzee East 1812
- British Admiralty Chart 1423 (Terschelling to Esbjerg)
- British Admiralty Chart 1422 (Esbjerg to Hanstholm, including Offshore Oil and Gas Fields)
- For the Skagerrak up to the southern coast of Norway: British Admiralty Chart 1402

Together with charts NO 1.2, NO 2, and DK 6, these charts cover the entire area.

## Item 39 (Equipment Inspection List) – Hand Flares

Question: Is an electronic distress signal permitted instead of the hand flares prescribed in the Equipment Inspection List?
Answer: The CAM Race organisation allows four electronic distress signals to be carried instead of the required red hand flares, as listed in the Equipment Inspection List.
Red hand flares, as prescribed by the OSR, are designed to make your position visible once the rescue vessel is already on its way. They burn for at least 60 seconds and are visible up to 5 miles. These signals are suitable for use both day and night.
The Ocean Signal RescueMe EDF1 flare is an example of such an electronic distress signal. It is a relatively new and innovative product: a reusable handheld signalling device that uses advanced ultra-intense LED lighting.
Because it does not involve an open flame, the RescueMe EDF1 flare is safe to use in a liferaft. The device is compact, IP67 waterproof, easy to operate, and equipped with replaceable long-life batteries (signal duration up to 6 hours). Its 360-degree visibility with a range of up to 7 miles provides excellent detectability for rescue teams.

## Rule 1.7 of the Notice of Race: Rules

Question: Why are there now two different Offshore Special Regulations (OSR)?
Answer: Entry for the 22nd CAM Race is now also open to multihulls.
Because there are separate OSR requirements for monohulls and multihulls, both versions apply. As a result, there are also two Equipment Inspection Lists: one for monohulls and one for multihulls.
Important:
Originally, the required document was World Sailing Offshore Special Regulations Extract Category 2 Version 1.14. This has now been updated to Version 1.15.
The difference between the two versions is that the newest version includes the addition of rule 4.27.1.g.
Because these versions are difficult or nearly impossible to locate on the World Sailing website, it has been decided to publish both the Monohull Version 1.15 and the Multihull Version 1.15 on the CAM Race website under Race Documents.