

## 2021 HYC OFFSHORE REGATTA

“The Reach Down the Beach”

May 07 (Friday), May 08 (Saturday) 2021

### NOTICE OF RACE

The Houston Yacht Club is the Organizing Authority (OA) for The Reach Down the Beach. If fewer than six HYC yachts have registered by the late registration deadline, the event shall be postponed to 2022. In the event of a postponement, full refunds will be made.

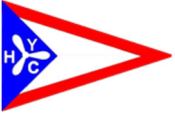
#### DESCRIPTION:

- **Race 1:** Friday May 07 will be a Pursuit race from Galveston to Freeport for spinnaker, and non-spinnaker classes. ~~and~~ HYC Club Handicap classes will race using a “starting window” approach (please see section 1Lii below). This race is NOT a requirement for the regatta (both races will be scored separately). It is merely a “positioning” race (i.e. an event to get race boats to the starting line in Freeport). Racers are welcome to deliver their boat to Freeport in any way and at any time they choose.
- **Race 2: The official HYC OFFSHORE REGATTA (HYCOR),** Saturday May 08 features a Rule 26 start (with the notable exception of the so-called Bimini’s & Barbecue class (B & B class)) off the Freeport jetties and a race back to Galveston. The B & B class is non-spinnaker and will be HYC Club Handicap, featuring a **WorldFest** start (see section 1Lii below). The HYCOR is also known as “the Freeport Race”; the Carroll Blanchard trophy is awarded to the winner in the spinnaker fleet. The winner in the spinnaker fleet also receives points towards the Texas Navy Cup. The winner in the PHRF non-spinnaker fleet receives points towards the S Rhoads Fisher perpetual trophy.



#### 1. RULES: Racing will be governed by:

- a. The current Racing Rules of Sailing (RRS), except as may be modified herein and/or by the Sailing Instructions. If there is one-design racing and there is a conflict between Class Rules and the RRS, Class Rules shall apply.
- b. Boats equipped and rated with power winches may use same. This modifies RRS 51.
- c. Boats sailing Single or Double-handed may use autopilots. This modifies RRS 51. Use of autopilots is permitted when more than 500 yards from the start line and up to 500 yards from the finish line. This changes Rule 52.
- d. RRS 41 is hereby modified to allow Single or Double-handed entrants to communicate amongst themselves by VHF Radio.
- e. Between the hours of sunset and sunrise, the rules of Part 2 are replaced with the International Regulations for Preventing Collisions at Sea (IRPCAS).
- f. The US SAILING Prescriptions to the RRS will apply.
- g. The current PHRF Regulations as administered by the PHRF Galveston Bay.
- h. The current US Sailing Safety Equipment Requirements (USSER). These requirements are available at <https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/>. A copy of these requirements should be kept aboard while racing. In the event of a conflict between these requirements and applicable class rules, the class rules shall apply.
- i. The current IMS Rule (measurement) and ORC Rating Systems (ratings) rules and regulations. ([www.orc.org/rules](http://www.orc.org/rules))
- j. Each boat shall carry an operating VHF radio capable of transmitting and receiving on Channels 13, 14, 16, 68, 72 and a cell phone, the number of which shall be on file with the Race Committee (via your registration).
- k. The Friday race will feature a Pursuit start. This changes Rule 26.



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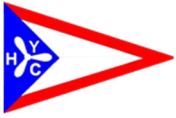
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- I. The Saturday race:
  - i. if there are fewer than 3 entrants in the ORC Spinnaker class by midnight April 29, the class will default to PHRF Galveston Bay spinnaker.
  - ii. The B & B Class in the Saturday race (i.e. race between Freeport and Galveston) will feature a WorldFest start. In this style of start, competitors in the B & B Class start within a time window defined in the Sailing Instructions. The exact start time will be of the Skipper’s choosing inside that window. The Race Committee will capture the individual start times of each boat. The Race Committee will capture the finish times of each boat and apply the HYC Club Handicap to calculate finish positions. This completely changes RRS 26.
- m. Appendix T1 will apply.
- n. Appendix T1.b is modified to read: “A Post-Race Penalty is a 20% Scoring Penalty calculated as stated in rule 44.3(c) if taken before the protest time limit expires. Otherwise, a Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.”
- o. US SAILING Prescription to the RRS Appendix V Rules V1 and V2 will apply.
- p. US SAILING Prescription to the RRS Appendix V Rule V2 is modified to read: “After a race, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident while racing may take a Post-Race Penalty for that incident. A boat takes the penalty by delivering a written notice to the race office that identifies the race number and when and where the incident occurred. The penalty shall be a 20% Scoring Penalty, calculated as stated in rule 44.3(c) if taken before the protest time limit expires. Otherwise a 30% Scoring Penalty shall apply, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply, and the penalty shall not be taken after a protest hearing involving the incident has begun.

## 2. ELIGIBILITY AND REGISTRATION

- a. The Race is open to sailing yachts whose overall length is at least 28 feet. Each yacht shall conform to the US Sailing Safety Equipment Requirements governing Offshore Racing for Monohulls & Multihulls <https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/>
  - i. Both races are designated “Coastal” events.
  - ii. Any competitor who wishes to enter a yacht measuring less than 28 feet may do so on approval from the race committee. A written statement of qualifications covering the skipper’s experience, the crew’s experience, the level of boat preparation / condition and any relevant training / certifications will be required for review by the committee.
- b. It is strongly recommended that each crew consist of at least four members including, as a minimum, a navigator and a watch captain who have each successfully participated (i.e., completed the designated course) in at least 3 offshore races while performing their duties as navigator or watch captain.
- c. Double-handed entries: In a MOB situation each person must be capable of retrieving the other single-handed.
- d. Single, and double-handed entries are urged to employ full harness, tethers and jack lines regardless of weather conditions.
- e. It is strongly recommended that at least one crew have attended an offshore safety at sea seminar presented by a recognized boating organization within the last three years.
- f. A minimum of two yachts will constitute a class
  - i. A class of fewer than the required number of entries will be regarded as having failed to form and may be assigned to another class, or an entry fee refund may be requested.
- g. Potential classes will be:



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- i. Friday Pursuit Race: PHRF Pursuit spinnaker, ORC Pursuit Spinnaker, PHRF Pursuit non-spinnaker, Pursuit HYC Club Handicap, TOMA Multihull Pursuit non-spinnaker.
  - ii. Saturday Race: ORC Club Spinnaker (or PHRF Spinnaker depending on registration numbers), PHRF non-spinnaker, Bimini’s ‘n Barbecue’s non-spinnaker HYC Club Handicap Class, any OD class. TOMA Multihull non-spinnaker.
  - iii. If there are sufficient entries for a one-design class not listed on the RegattaNetwork registration form, the race committee will create that class in RegattaNetwork upon request.
  - iv. For the Saturday Race, any one-design class will be given a start separate from the handicap classes and have separate trophy categories.
- h. Boats may enter at [www.regattanetwork.com](http://www.regattanetwork.com) using the on-line entry form.
- i. The first 5 boats to enter will receive a FREE race package from our sponsor Weather Routing Inc. (WRI)

### 3. FEES

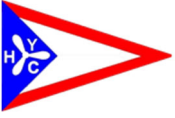
- a. The entry fee is \$200.
- b. The late entry fee is \$250.
- c. Entries after registration has closed may be accepted upon special request to the race Committee.

### 4. SCHEDULE

Friday	23 April	1200	Late registration deadline. If fewer than 6 HYC member yachts are entered, event will be postponed to 2022. Refunds will be issued.
Thursday	29 April	2400	ORC Club spinnaker division defaults to the PHRF handicap if fewer than three boats are registered.
Wednesday	05 May	2400	Regatta entry deadline. No entry fee refunds after this point
Thursday	06 May	0900	Deadline for emailing final Sailing Instructions to registered competitors
Friday	07 May	0800	Scratch start time for the pursuit fleet. Individual start times are as listed in the sailing instructions. As an aid in early planning, sample start times may be obtained from the Race Committee ( <a href="mailto:billvanrav@gmail.com">billvanrav@gmail.com</a> )
Saturday	08 May	0800	No warning signal before this time. Rule 26 start for all fleets other than the B&B fleet. Race to Galveston Green 11
Sunday	09 May	0800	Race ends. Time limit expires.
Sunday	09 May	1000	Protest deadline
Sunday	09 May	1300	Mother’s Day brunch at HYC. HYC Offshore Regatta awards ceremony in the HYC bar.

### 5. MEASUREMENT

- a. ALL yachts racing in the ORC Club Spinnaker class MUST have a current USSAILING ORC Club certificate. If fewer than three yachts register for the Spinnaker class (with ORC Club ratings) by the deadline stated in section 4, the class will default to a PHRF Spinnaker Class which requires current PHRF Galveston Bay rating certificates.
- b. ALL yachts racing in the PHRF non-spinnaker class MUST have a current PHRF Galveston Bay rating certificate.
- c. All multihull entries must be compliant with the agreed-upon rating system for that class (possibly TOMA)
- d. The HYC B & B class (Bimini’s and Barbecue pits... towin’ a dinghy) features a Club Handicap assigned by the Race Committee. Boats planning to race with lots of non-essential equipment are welcome to register in this class. The Race Committee does not mean to imply that bimini’s and barbecue pits are non-



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essential equipment. On entry, please leave the handicap field blank – the Race Committee will research your vessel and assign a handicap. The Race Committee reserves the right to refuse entries in this class and may reassign boats to the classes described in 5a and 5b.

#### 6. SAILING INSTRUCTIONS

- a. Draft Sailing Instructions will be posted on the HYC web site.
- b. There will be no formal skipper’s meeting. Please engage the race committee with questions you may have (billvanrav@gmail.com, 832.428.0785). On request, the Race Committee is available to personally meet with competitors and their team to review details of the race.
- c. Final SI’s will be sent to registered competitors via email no later than the time listed in the “SCHEDULE” section above.

#### 7. VENUE

- a. All races will be sailed offshore in the waters between Galveston and Freeport TX.

#### 8. THE COURSES

- a. Will be detailed in the Sailing Instructions (SIs).
- b. Friday: All boats will race between Galveston and Freeport
- c. HYCOR Spinnaker boats will sail up to a 62nm course (depending on weather and wind conditions) finishing in Galveston. There will be 4 course options.
- d. HYCOR PHRF non-spinnaker boats will sail up to a 50 nm course between Freeport and Galveston.
- e. HYCOR HYC Bimini’s & Barbecues Class Club Handicap boats will sail a course directly from Freeport to Galveston.
- f. Multihull entries will sail a course as agreed upon with the class.

#### 9. SCORING:

- a. Appendix A of the RRS applies.

#### 10. SCORING: The S Rhodes Fisher Series

- a. A single race is required to be completed to constitute a series.
- b. The series includes the LYC Heald Bank Regatta, The HYC Offshore Regatta and the GBCA Texas Race Week (TRW). For scoring purposes, each race of the TRW will count as a separate race in the series.
- c. Competitors for the series award must participate in all three events listed in 10(b). Participation is defined as registering for the event.
- d. The series shall be scored as described in Appendix A, section A2.1 of the RRS.

#### 11. BERTHING

- a. Thursday evening Galveston: The Galveston Yacht Basin (reservations: 409.765.3000) has slips available. The transient rate is \$2 / foot, please bring a copy of your current insurance. COVID masks may be required on entering the building.
- b. Friday evening Freeport: The Fleet will be split between two marinas. The Freeport Marina, and Bridge Harbor Marina. The regatta party will be at Bridge Harbor.
  - i. Bridge Harbor Marina: Reservations may be made by contacting the harbormaster, Mingo Marquez (979-824-2776). Transient rates are \$1.50 per foot. Ice is \$2.25 for a 20-pound bag. The harbor is silted in – boats drawing more than 5.5 feet may have difficulty navigating the harbor.
  - ii. The Freeport Marina (reservations: tpole@marinasinternational.com or 979.236.1221). Slips will be assigned no later than 1 week before the event. The marina will need to know your mast height



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over water. Rate is **\$1.50** per foot; fuel is available at market prices, mechanics are available, ice is available at **\$2.50** per 20 pound bag, beer is **\$2 - \$3**. The height of the tide gate and power lines on approach to the marina is 69 feet. The height of the bridge inside the tide gate is 59 feet. Taller boats will be assigned slips on the outside of the inner bridge.

#### 12. PRIZES:

- a. Trophies will be awarded based on the number of registrants per class. The number of finish positions to be awarded will be determined based on registration numbers two weeks before the event to allow time for engraving.
- b. Spinnaker class boats in the HYCOR are eligible to win the Carroll Blanchard Cup (which can be seen in the HYC main trophy case) for the Freeport to Galveston Race.
  - i. Spinnaker class boats in the HYCOR are eligible to win points towards the Texas Navy Cup.
- c. Boats racing HYCOR PHRF non-spinnaker class are eligible to win points towards the S Rhoads Fisher Trophy.
  - i. Winner of the HYCOR PHRF non-spinnaker Mermaid division will be awarded the HYC Mermaid perpetual trophy, which resides at HYC. The winner of this division shall also be awarded a “keeper” trophy, which they may... keep.

#### 13. REQUIRED CHARTS:

- a. This event requires charts that cover at least the upper Texas coast, Galveston Bay, Galveston Bay Entrance, and the Freeport Channel Entrance and Harbor.

#### 14. DISCLAIMER OF LIABILITY

- a. Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury, or death sustained in conjunction with or prior to, during, or after the regatta.

#### 15. FURTHER INFORMATION

- a. The event chair will post an FAQ with very detailed information on the HYC Website as details evolve.
- b. For further information please contact the HYCOR Event Chairman at [billvanrav@gmail.com](mailto:billvanrav@gmail.com)

#### HOTEL INFORMATION

- Galveston: ~~The COVID situation has dramatically changed the ground rules. Currently, hotels are restricting access to their facilities (bar / restaurant) to registered guests.~~ Thursday evening the race committee will be hosting an informal review of the Sailing Instructions 8 to 10 pm at the lobby Rooftop bar (if it's raining – we'll be at the lobby bar) of the Tremont House (409.515.2154) (409.763.0300); rates are \$179 per night. ~~If you are not able to get in, please call the Race Committee at 832.428.0785 – we'll come out and brief you on the sidewalk. The hotel provides a free shuttle service from the Galveston Yacht Basin. The shuttle service has been temporarily discontinued.~~ Additionally, in the past participants have experienced success at the Scottish Inn on Harbor Drive. Uber service appears spotty during the pandemic, Galveston Taxi is up and running 100%.
- Freeport: The official regatta hotels (located in Clute, TX) for the night of May 7th are:
  - The Holiday Inn Express (979.266.8746) rates are \$129 a night.
  - The Hampton Inn (979.265.3200).



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- THE REGATTA WILL PROVIDE A FREE SHUTTLE BETWEEN THESE HOTELS AND THE MARINAS. The Schedule is Friday: Between 7:00 p.m. and 9:30 p.m. Saturday: Between 5:45 and 7:15 a.m. The pick-up area is in front of the marina office and between the two hotels listed above.

#### DINING INFORMATION:

The official Regatta party (and awards ceremony for the Reach Down the Beach) and banquet will be at Captain Ken’s Port O’ Call in ~~Freeport Texas~~ Bridge Harbor Marina the evening of Friday May 07. The cost is \$16 per plate payable directly to Captain Ken by credit card/cash at his establishment. FOR PLANNING PURPOSES, we ask that you record the EXPECTED number of souls to feed on your RegattaNetwork registration. As the number shrinks and grows we ask that you send a simple email update to the Race Committee at [billvanrav@gmail.com](mailto:billvanrav@gmail.com). The RC will keep Captain Ken apprised of the number of meals to plan. PLEASE COOPERATE WITH THIS REQUEST, and there will be plenty of food for all. The restaurant is inside Bridge Harbor Marina, by the pool. All are welcome to use the pool. **Sadly, the era of free rum has ended – all drinks must be purchased at the bar (these are the house rules).** We’ll start serving food at 7:00-ish, please see the FAQ (HYC website/news) for menu options and details.

#### SOCIAL EVENTS:

- Friday evening: **Official Regatta Party** ≈ 1700 hours at Captain Ken’s Port O’ Call. We will award trophies for the RDTB event, plus host an awesome evening of karaoke featuring DJ Anthony (whose day job is with Discount Bail Bonds). Remember, we provide free transport to the hotels from the marina...
- Saturday afternoon: **The FOURTH Annual HYC Rollicking Beach Party** on the East beach. The race committee volunteers will bring leftovers from Friday’s party and gather at the Galveston finish line (N29°20.054 W94°44.697). We’ll have music and **complementary cocktails**. Invite your friends and relatives to join us to watch you finish! They can bring VHF’s and GPS watches, listen to the race chatter on VHF 68, observe your finish time and greet you after your finish (channel 72 please). We expect the bulk of our boats to finish between 2:30 p.m. and 7:00 p.m. Few things are more dramatic than seeing a loved one’s sail heave into view over the horizon after a trip offshore, invite them to participate in the event!
- Sunday a.m.: Sail washing and folding on the lawn. Very therapeutic...
- Sunday @ 13:00 – HYC Offshore Regatta awards ceremony in the HYC Bar.

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The 2021 Reach Down the Beach is classified as "Coastal": Races not far removed from shorelines, where rescue is likely to be quickly available.

The Safety Equipment Requirements establish uniform minimum equipment and training standards for a variety of boats racing in differing conditions. These regulations do not replace, but rather supplement, the requirements of applicable local or national authority for boating, the Racing Rules of Sailing, the rules of Class Associations and any applicable rating rules.

1. The safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge", as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used.
2. Should there be an incident during a race the Organizing Authority or US Sailing may conduct an investigation to determine the facts of the incident and provide recommendations. By participating in a race conducted under the SER, the person in charge, each competitor and boat owner agrees to reasonably cooperate with the organizing authority and US Sailing in the development of an independent incident report.
3. A boat may be inspected at any time by an equipment inspector or measurer appointed for the event. If she does not comply with these regulations, her entry may be rejected, or she will be subject to a protest filed by the RC. A Violation of the Safety Equipment Requirements may result in a penalty other than disqualification.
4. All equipment required shall function properly, be regularly checked, cleaned, and serviced, and be of a type, size and capacity suitable for the intended use and size of the boat and the size of the crew. This equipment shall be readily accessible while underway and, when not in use, stored in such a way that deterioration is minimized.
5. A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain, and internal ballast shall be secured.
6. A boat shall be strongly built, watertight and, particularly with regard to hulls, decks and cabin trunks, capable of withstanding solid water and knockdowns. A boat shall be properly rigged and ballasted, be fully seaworthy and shall meet the standards set forth herein. A boat's shrouds and at least one forestay shall remain attached at all times.
7. A boat's hull, including, deck, coach roof, windows, hatches and all other parts, shall form an integral watertight unit, and any openings in it shall be capable of being immediately secured to maintain this integrity.
8. A boat's companionway(s) shall be capable of being blocked off to main deck level (sheerline). The method of blocking should be solid, watertight, and rigidly secured, if not permanent.
9. A boat's hatch boards, whether or not in position in the hatchway, shall be secured in a way that prevents their being lost overboard.
10. A boat's entire cockpit shall be solid, watertight, strongly fastened and/or sealed. Weather-tight seat hatches are acceptable only if capable of being secured when closed.
11. A boat's cockpit drains shall be capable of draining six inches of water in 5 minutes. One square inch (645mm<sup>2</sup>) of effective drain per eight square feet (0.743m<sup>2</sup>) of cockpit sole will meet this requirement.
12. "A boat's maximum cockpit volume for cockpits not open to the sea, including any compartments capable of flooding, to lowest points of coaming over which water can adequately escape, shall not exceed 0.08 x LOA x Max. Beam x Freeboard aft. The cockpit sole shall be at least 0.02 x LOA above LWL."
13. "A boat's through-hull openings below the waterline shall be equipped with sea cocks or valves, except for integral deck scuppers, speed transducers, depth finder transducers and the like; however a means of closing such openings shall be provided.
14. The boat must have a stability index greater than or equal to 115, or meet the requirements of ISO 12217-2A

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15. The boat must have a stability index greater than or equal to 103 or meet the requirements of ISO 12217-2B.
16. A boat with moveable or variable ballast (water or canting keel) shall comply with the requirements of Appendix K."
17. A boat's deck including the headstay shall be surrounded by a suitably strong enclosure, typically consisting of lifelines and pulpits, meeting the requirements in 2.4.2 to 2.4.8.
18. A boat's stanchion and pulpit bases shall be within the working deck.
19. Bow pulpits may be open, but the opening between the vertical portion of stanchion pulpit and any part of the boat shall not exceed 14.2" (360mm).
20. Lifelines shall be uncoated stainless steel wire. A multipart-lashing segment not to exceed 4" per end termination for the purpose of attaching lifelines to pulpits is allowed. Lifelines shall be taut.
21. "Lifeline deflection shall not exceed the following: a) When a deflecting force of 9 lbs (40N) is applied to a lifeline midway between supports of an upper or single lifeline, the lifeline shall not deflect more than 2" (50mm). This measurement shall be taken at the widest span between supports that are aft of the mast. b) When a deflecting force of 9 lbs (40N) is applied midway between supports of an intermediate lifeline of all spans that are aft of the mast, deflection shall not exceed 5" (120mm) from a straight line between the stanchions.
22. The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).
23. Boats under 30' (9.14m) shall have at least one lifeline with 18" (457mm) minimum height above deck, and a maximum vertical gap of 18" (457mm). Taller heights will require a second lifeline. The minimum diameter shall be 1/8" (3mm)."
24. Boats 30' and over (9.14m) shall have at least two lifelines with 24" (762mm) minimum height above deck, and a maximum vertical gap of 15" (381mm). The minimum diameter will be 5/32" (4mm) for boats to 43' (13.1m) and 3/16" (5mm) for boats over 43' (13.1m).
25. Toe rails shall be fitted around the foredeck from the base of the mast with a minimum height of 3/4" (18mm) for boats under 30' (9.14m) and 1" (25mm) for boats over 30'. An additional installed lifeline that is 1-2" (25-51mm) above the deck will satisfy this requirement for boats without toerails.
26. Trimarans are exempted from the lifeline requirement where there is a trampoline outboard of the main hull, except that a lifeline must run from the top of a bow pulpit to the forward crossbeam at the outboard edge of the bow net or foredeck. Catamarans with trampoline nets between the hulls are exempted from the lifeline requirement. All catamarans are exempted from the need for pulpits and lifelines across the bow.
27. A boat shall have a permanently installed manual bilge pump of at least a 10 GPM (37.8 liter per minute) capacity and which is operable from on deck with the cabin closed with the discharge not dependent on an open hatch. Unless permanently attached to the pump, the bilge pump handle shall be securely attached to the boat in its vicinity via a lanyard or catch. A bilge pump discharge shall not be connected to a cockpit drain. The bilge pump shall not discharge into a cockpit unless that cockpit opens aft to the sea.
28. "A boat shall have a mechanical propulsion system that is quickly available and capable of driving the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.81 times the square root of the waterline in meters) for 10 hours.
29. A boat shall have a mechanical propulsion system that is quickly available and capable of driving the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.8 times the square root of the waterline in meters) for 4 hours.
30. The boat's engine and generator installation (if so equipped) must conform to ABYC, ISO, or U.S. Coast Guard standards."
31. Each crewmember shall have a life jacket that provides at least 33.7lbs (150N) of buoyancy, intended to be worn over the shoulders (no belt pack), meeting either U.S. Coast Guard or ISO specifications. Alternatively, each



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crewmember shall have an inherently buoyant off-shore life jacket that provides at least 22lbs (100N) of buoyancy meeting either U.S. Coast Guard or ISO specifications.

32. Life jackets shall be equipped with crotch or leg straps, a whistle, a waterproof light, be fitted with marine-grade retro-reflective material, and be clearly marked with the boat's or wearer's name, and be compatible with the wearer's safety harness. If the life jacket is inflatable, it shall be regularly checked for air retention.
33. Each crewmember shall have a safety harness and compatible safety tether not more than 6'7" (2m) long with a minimum tensile strength of 4500 lb. (20kN). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end.
34. A boat shall carry jacklines with a breaking strength of at least 4500 lb. (20kN) which allow the crew to reach all points on deck, connected to similarly strong attachment points, in place while racing.
35. Multihulls must have jacklines or attachment points that are accessible when the boat is inverted.
36. A boat racing between sunset and sunrise shall carry navigation lights that meet U. S. Coast Guard or applicable government requirements mounted so that they will not be obscured by the sails nor be located below deck level.
37. "A boat shall have a second set of navigation lights that comply with US Coast Guard or applicable government requirements and which can be connected to a different power source than the primary lights.
38. A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.
39. A boat shall carry sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable."
40. A boat shall carry one SOLAS orange smoke flares not older than the expiration date.
41. A boat shall carry three SOLAS red hand flares not older than the expiration date.
42. Boat flares stored inside of life rafts may not be used to satisfy the flare requirement.
43. A boat shall carry a Lifesling or equivalent man overboard rescue device equipped with a self-igniting light stored on deck and ready for immediate use.
44. A boat shall have a man overboard pole and flag, with a lifebuoy, a self-igniting light, a whistle, and a drogue attached. A self-inflating Man Overboard Module, Dan Buoy or similar device will satisfy this requirement. Self-inflating apparatus shall be tested and serviced in accordance with the manufacturer's specifications. These items shall be stored on deck, ready for immediate use, and affixed in a manner that allows for a "quick release".
45. "A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit.
46. A boat shall carry a Coast Guard or applicable government approved ""throwable device"". If the device carried under 3.7.1 or 3.7.2 satisfies this requirement, then no additional device is needed."
47. A boat shall have a permanently installed 25-watt VHF radio connected to a masthead antenna by a co-axial feeder cable with no more than a 40% power loss. Such radio shall have DSC capability, have an antenna of at least 15" (381mm) in length, be connected to or have an internal GPS, and have the assigned MMSI number (unique to the boat) programed into the VHF.
48. A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. This radio shall have DSC/GPS capability with an MMSI number properly registered to the vessel.
49. A boat shall carry a GPS receiver.
50. A boat shall carry an electronic means to record the position of a man overboard within ten seconds. This may be the same instrument listed in 3.14.
51. A boat shall have a permanently installed depth sounder that can measure to depths of at least 200 ft. (61m).
52. A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.
53. A boat shall have non-electronic charts that are appropriate for the race area.

## ABSTRACT FROM THE 2021 SER REQUIREMENTS

### MONOHULL

54. A boat shall carry soft plugs of an appropriate material, tapered and of the appropriate size, attached or stowed adjacent to every through-hull opening.
55. A boat shall carry one anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, with a suitable combination of chain and line.
56. A boat shall carry a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance.
57. A boat shall carry at least two watertight flashlights with spare batteries in addition to the requirement of 3.24.1.
58. A boat shall carry a first aid kit and first aid manual suitable for the likely conditions of the passage and the number of crew aboard.
59. A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.
60. "A boat shall carry two sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.
61. A boat shall carry one sturdy bucket of at least two gallons (8 liters) capacity with lanyards attached.
62. A boat shall post a durable, waterproof diagram or chart locating the principal items of safety equipment and through hulls in the main accommodation area where it can be easily seen.
63. A boat shall have an emergency tiller, capable of being fitted to the rudder stock."
64. Wheel steered boats shall have an emergency tiller, capable of being fitted to the rudder stock.
65. All lifesaving equipment shall bear retro-reflective material and be marked with the yacht's or wearer's name. The exception would be for new equipment or rented equipment (e.g. life rafts) that would require the unpacking of sealed equipment in order to meet this requirement. The boat name shall be added during the first servicing of any new equipment.
66. A boat shall have a mainsail reefing capable of reducing the luff length by at least 10%.
67. A boat shall not be rigged with any halyard that requires a person to go aloft in order to lower a sail.
68. A boat over 30' LOA (9.14m) shall have a means to prevent the boom from dropping if support from the mainsail or halyard fails.
69. Crews must be aware of methods of steering the yacht with the rudder disabled.
70. Annually, two-thirds of the boat's racing crew shall practice man- overboard procedures appropriate for the boat's size and speed. The practice shall consist of marking and returning to a position on the water, and demonstrating a method of hoisting a crewmember back on deck, or other consistent means of reboarding the crewmember.
71. At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single-handed, including the person in charge, shall have a valid Coastal, Offshore, or International Offshore Certificate from US Sailing, or the equivalent from another national authority.
72. As required in 1.2 above the person in charge shall ensure that all crew members know where all emergency equipment is located and how to operate the equipment. In addition, the person in charge and crew should discuss how to handle various emergency situations including Crew Overboard, Grounding, Loss of steering, Flooding, Fire, Dismasting, and Abandon Ship.
73. Lifejackets as described in 3.1.1 – 3.1.3 should be worn by all crew on deck in any conditions where recovery may be difficult. It is recommended that lifejackets be worn by all crew on deck unless the person in charge has indicated that they may be set aside.

## ABSTRACT FROM THE 2021 SER REQUIREMENTS

### MULTIHULL

The 2021 HYC Reach Down the Beach Regatta is classified as "Coastal": Races not far removed from shorelines, where rescue is likely to be quickly available.

The Safety Equipment Requirements establish uniform minimum equipment and training standards for a variety of boats racing in differing conditions. These regulations do not replace, but rather supplement, the requirements of applicable local or national authority for boating, the Racing Rules of Sailing, the rules of Class Associations and any applicable rating rules.

- The safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge", as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used.
- A boat may be inspected at any time by an equipment inspector or measurer appointed for the event. If a boat does not comply with these regulations, its entry may be rejected or it will be subject to a protest filed by the RC. A Violation of the Safety Equipment Requirements may result in a penalty other than disqualification.
- All equipment required shall function properly, be regularly checked, cleaned and serviced, and be of a type, size and capacity suitable for the intended use and size of the boat and the size of the crew. This equipment shall be readily accessible while underway and, when not in use, stored in such a way that deterioration is minimized.
- A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.
- A boat shall be strongly built, watertight and, particularly with regard to hulls, decks and cabin trunks, capable of withstanding solid water. A boat shall be properly rigged, be fully seaworthy and shall meet the standards set forth herein. A boat's shrouds and at least one forestay shall remain attached at all times.
- A boat's hulls and amas, including, deck, coach roof, windows, hatches and all other parts, shall form an integral watertight unit, and any openings in it shall be capable of being immediately secured to maintain this integrity. Centerboard and daggerboard trunks and the like shall not open to the interior of the hull unless the opening is watertight and situated entirely above the waterline floating level in normal trim.
- The crew of a boat must demonstrate that normal sailing functions (including but not limited to: raising and lowering sails; trimming sails; steering; raising and lowering dagger boards; positioning canting centerboards and moveable ballast; operating bilge pumps; rotating masts (if applicable); and deploying safety gear) can be performed in the event of a complete loss of power.
- Exits: A boat shall have at least 2 exits in each hull which contains accommodation.
- Escape Hatches: A boat shall have either an escape hatch in each hull that contains accommodation for access to and from the hull in the event of an inversion or appropriate tools for cutting an escape opening stowed securely in a location accessible from both inside and outside the boat in the event of capsizing.
- Escape Hatches shall be on the side nearest the vessel's centerline if first launch after 2002.
- Escape hatches shall be above the waterline when the boat is inverted.
- Escape Hatches shall have sufficient minimum clearance of 450mm (approximately 18") in diameter or when an escape hatch is not circular, sufficient clearance to allow a crew member to pass through fully clothed.
- Each Escape Hatch shall have been opened both from the inside and outside within six (6) months prior to the race.
- A boat's hatch boards or doors, whether or not in position in the hatchway, shall be secured in a way that prevents their being lost overboard.
- A boat's entire cockpit shall be solid, watertight, strongly fastened and/or sealed. Weather-tight seat hatches are acceptable only if capable of being secured when closed.

## ABSTRACT FROM THE 2021 SER REQUIREMENTS

### MULTIHULL

- A boat's through-hull openings below the waterline shall be equipped with sea cocks or valves, except for integral deck scuppers, speed transducers, depth finder transducers and the like; however, a means of closing such openings shall be provided.
- A boat shall be designed to ensure that the boat is effectively unsinkable.
- A boat shall have adequate hand holds below decks.
- A boat shall have a portable manual bilge pump of at least 10 GPM capacity capable of dewatering any part of the boat. When not in use, the pump shall be attached to the boat.
- A boat shall have a mechanical propulsion system that is quickly available and capable of driving the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.8 times the square root of the waterline in meters) for 4 hours.
- A boat's engine and generator installation (if so equipped) must conform to ABYC, ISO, or U.S. Coast Guard standards.
- All trampolines shall be (a) essentially horizontal; (b) Made from durable woven webbing, water permeable fabric or mesh with openings not larger than 2" (5cm) in any dimension. Attachment points shall avoid chafe and the junction between net and boat shall present no risk of foot trapping; (c) Solidly fixed at regular intervals on transverse and longitudinal support lines and (d) Able to carry the full weight of the crew either in normal working conditions at sea or when the boat is inverted.
- Each multihull shall have one or a combination of netting, coamings, bulwarks, railings, lifelines or jacklines, extending from the aft most part of the cockpit or steering station to the aft most part of the central pulpit or forestay, to keep the crew aboard while sailing and sail handling in conditions expected for Offshore, Coastal or Inshore racing. If lifelines are used, they may be either stainless or HMPE with a minimum diameter of 3/16" (5mm), they must be taut, supported at distances of no greater than 87" (2.2 m), and be a minimum of 24" (762 mm) above the deck with a maximum vertical gap of 15" (381mm).
- A trimaran with a single crossbeam shall have nets between the central hull and each outrigger on each side between two straight lines from the intersection of the crossbeam and the outrigger, respectively to the aft end of the pulpit on the central hull, and to the aftermost point of the cockpit or steering position on the central hull (whichever is furthest aft).
- A catamaran shall have nets covering at least the area bounded: (a) laterally between the hulls and (b) Longitudinally between transverse stations through the forestay base and the aftermost point of the boom lying fore and aft. However, a catamaran with a central nacelle (non-immersed) may satisfy the regulations for a trimaran
- Each crewmember shall have a life jacket that provides at least 33.7lbs (150N) of buoyancy, intended to be worn over the shoulders (no belt pack), meeting either U.S. Coast Guard or ISO specifications. Alternatively, each crewmember shall have an inherently buoyant off-shore life jacket that provides at least 22lbs (100N) of buoyancy meeting either U.S. Coast Guard or ISO specifications.
- Life jackets shall be equipped with crotch or leg straps, a whistle, a waterproof light, be fitted with marine-grade retro-reflective material and be clearly marked with the boat's or wearer's name and be compatible with the wearer's safety harness. If the life jacket is inflatable, it shall be regularly checked for air retention. Life jackets shall be equipped with a knife suitable for cutting through the trampoline on the boat, with a tether attaching the knife to the life jacket.
- Each crewmember shall have a safety harness and compatible safety tether not more than 6'7" (2m) long with a minimum tensile strength of 4500 lb. (20 kN). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end.

## ABSTRACT FROM THE 2021 SER REQUIREMENTS

### MULTIHULL

- A boat shall carry jacklines with a breaking strength of at least 4500 lb. (20 kN) which allow the crew to reach all points on deck, connected to similarly strong attachment points, in place while racing.
- A boat shall have jack lines with a breaking strength of at least 4,500 lbs. (20 kN), running the length of the underwing deck adjacent to the escape hatches, which allow the crew to clip in before exiting the hull. On a trimaran, these shall be around the central hull. In addition, the underwing deck shall (if there is one) be outfitted with nonskid pathways suitable for crew to cross between hulls and to access safety equipment while remaining clipped in.
- A boat racing between sunset and sunrise shall carry navigation lights that meet U. S. Coast Guard or applicable government requirements mounted so that they will not be obscured by the sails nor be located below deck level.
- A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.
- A boat shall carry sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable.
- A boat shall carry one SOLAS orange smoke flares not older than the expiration date.
- A boat shall carry three SOLAS red hand flares not older than the expiration date.
- Boat flares stored inside of life rafts may not be used to satisfy the flare requirement.
- A boat shall carry a Lifesling or equivalent man overboard rescue device equipped with a self-igniting light stored on deck and ready for immediate use.
- A boat shall have a man overboard pole and flag, with a lifebuoy, a self-igniting light, a whistle, and a drogue attached. A self-inflating Man Overboard Module, Dan Buoy or similar device will satisfy this requirement. Self-inflating apparatus shall be tested and serviced in accordance with the manufacturer's specifications. These items shall be stored on deck, ready for immediate use, and affixed in a manner that allows for a "quick release".
- A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit.
- A boat shall carry a Coast Guard or applicable government approved "throwable device". If the device carried under 3.7.1 or 3.7.2 satisfies this requirement, then no additional device is needed.
- A boat shall have a permanently installed 25-watt VHF radio connected to a masthead antenna by a co-axial feeder cable with no more than a 40% power loss. Such radio shall have DSC capability, have an antenna of at least 15" (381mm) in length, be connected to or have an internal GPS, and have the assigned MMSI number (unique to the boat) programed into the VHF.
- A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. This radio shall have DSC/GPS capability with an MMSI number properly registered to the vessel.
- Effective January 1, 2021, a boat shall have either an AIS transponder or an AIS receiver, properly installed and permanently connected to a suitable antenna. If a transponder is installed, it shall meet the requirements of 3.9.
- Effective January 1, 2021, each crew member shall have a dedicated AIS personal crew overboard beacon. This shall be on the crew member's person at all times while on deck.
- A boat shall carry a GPS receiver.
- A boat shall carry an electronic means to record the position of a man overboard within ten seconds. This may be the same instrument listed in 3.14.
- A boat shall carry either a 406MHz EPIRB which is properly registered to the boat, or a floating 406MHz Personal Locator Beacon, registered to the owner with a notation in the registration that it is aboard the boat. This device shall be equipped with an internal GPS.

## ABSTRACT FROM THE 2021 SER REQUIREMENTS

### MULTIHULL

- A boat shall have a knotmeter or alternatively a handheld GPS, in addition to the primary GPS referenced in 3.14
- A boat shall have a permanently installed depth sounder that can measure to depths of at least 200 ft. (61m).
- A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.
- A boat shall have non-electronic charts that are appropriate for the race area.
- A boat shall carry soft plugs of an appropriate material, tapered and of the appropriate size, attached or stowed adjacent to every through-hull opening.
- A boat shall carry one anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, with a suitable combination of chain and line.
- A boat shall carry a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance.
- A boat shall carry at least two watertight flashlights with spare batteries in addition to the requirement of 3.24.1.
- A boat shall carry a first aid kit and first aid manual suitable for the likely conditions of the passage and the number of crew aboard.
- A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.
- A boat shall carry two sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.
- A boat shall post a durable, waterproof diagram or chart locating the principal items of safety equipment and through hulls in the main accommodation area where it can be easily seen.
- A boat shall carry tools and spare parts, including an effective means to quickly disconnect or sever the standing rigging from the hull.
- All lifesaving equipment shall bear retro-reflective material and be marked with the yacht's or wearer's name. The exception would be for new equipment or rented equipment (e.g. life rafts) that would require the unpacking of sealed equipment in order to meet this requirement. The boat name shall be added during the first servicing of any new equipment.
- A boat shall carry at least one strong, sharp knife, sheathed and securely restrained on deck which is readily accessible from each trampoline in the event of inversion In addition, A boat shall carry a second knife meeting the requirements above which is accessible from the underside of the boat.
- A boat shall have a mainsail with reefing capable of reducing the luff length by at least 50%.
- The crew of a boat must be able to manually release sufficient mainsheet or traveler to cause the end of the boom to move at least 15 degrees in arc in under two (2) seconds from all steering or consistently manned trimming station while racing. Hydraulics manufacturer design specifications or video are acceptable compliance.
- A boat must display a one square meter area of highly visible pink, orange or yellow showing if the boat is inverted.
- A single roller-furling headsail of no larger than 125% LP may be lashed to the swivel at the top of the forestay, thus requiring a person to go aloft to hoist or drop this sail. No other sail, either headsail or mainsail, may be rigged so that someone has to go aloft to hoist or drop it.
- Crews must be aware of methods of steering the yacht with the rudder disabled.
- Annually, two-thirds of a boat's racing crew shall practice man-overboard procedures appropriate for the boat's size and speed. The practice shall consist of marking and returning to a position on the water and demonstrating a method of hoisting a crewmember back on deck, or other consistent means of reboarding the crewmember.

## **ABSTRACT FROM THE 2021 SER REQUIREMENTS**

### **MULTIHULL**

- At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single-handed, including the person in charge, shall have a valid Coastal, Offshore, or International Offshore Certificate from US Sailing, or the equivalent from another national authority.
- As required in 1.2 above the person in charge shall ensure that all crew members know where all emergency equipment is located and how to operate the equipment. In addition, the person in charge and crew shall discuss how to handle various emergency situations including Crew Overboard, Grounding, Loss of steering, Flooding, Fire, Dismasting, and Abandon Ship.