



**2021 PORT ARTHUR TWO-STEP REGATTA  
(and Cajun Jitterbug Day Races)  
May 28 through May 31, 2021**



**NOTICE OF RACE (NOR)**

**DESCRIPTION:** Three days of racing are planned for this event.

- **Day 1: THE PORT ARTHUR TWO-STEP, Race 1.** Friday May 28, 2021. This is a Pursuit race from Bolivar Roads G 11 to the finish line off Sea Rim State Park (vicinity of the Port Arthur (Sabine Lake) channel) for all TOMA multihull classes.
- **Day 2: The Cajun Jitterbug.** May 29, 2021. This will be a series of possibly three, day-races on Sabine Lake featuring Rule 26 starts and a windward/leeward (with a possible reaching leg) course around fixed and floating marks for all TOMA and **US Sailing Yardstick multihull classes. All beach cats welcome!**
- **Day 3: THE PORT ARTHUR TWO-STEP, Race 2.** Sunday May 30. This is a Pursuit race from the start line offshore of Sea Rim State Park (vicinity of the Port Arthur channel) to the finish line at Bolivar Roads G 11 for all TOMA multihull classes.
- **Day 4: Monday, May 31.** Awards at the HYC pool. Enjoy the Memorial Day festivities!



**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 TOMA of 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. 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).
- j. The Friday race will feature a Pursuit start with pre-defined start times. This changes Rule 26.
  - i. For the Offshore Catamaran Class, starts will be within a 2-hour starting window. This changes Rule 26.
- k. The Saturday race (The Cajun Jitterbug Series):
  - i. Will feature Rule 26 starts on windward/leeward, or triangle courses.



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- ii. Beach cats are welcome!
  - l. The Sunday race will feature a Pursuit start with pre-defined start times. This changes Rule 26.
    - i. For the Offshore Catamaran Class, starts will be within a 2-hour starting window. This changes Rule 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 multihull sailing yachts whose overall length is at least 19 feet.
    - i. The Saturday Cajun Jitterbug race also welcomes beach cats of any size.
  - b. A copy of the safety equipment regulations may be downloaded from [www.ussailing.org](http://www.ussailing.org) and searching “SER”. Or by clicking here: <https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/>
  - c. Single, and double-handed entries are urged to employ full harness, tethers and jack lines regardless of weather conditions.
  - d. 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.
  - e. 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.
  - f. Potential classes will be:
    - i. TOMA Trimaran pursuit
    - ii. TOMA Catamaran pursuit
    - iii. Beach Cat Yardstick
  - g. Boats may enter at [www.regattanetwork.com](http://www.regattanetwork.com) using the on-line entry form.
  - h. Thank you for registering:
    - i. The first five participants will receive a FREE race package from our sponsor Weather Routing Inc. (WRI)



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- ii. The first five participants will receive a FREE Certificate good for \$50 of purchases at Blackburn Marine, in Seabrook Texas.

**3. FEES**

- a. The entry fee for TOMA boats is \$200. This includes registration for the Saturday Cajun Jitterbug regatta. The fee also includes.
  - i. Light dinner for up to 4 people at the Saturday evening shrimp boil. Times are TBD.
  - ii. The entry fee for beach cats is \$50. This includes registration for the Saturday Cajun Jitterbug regatta only. The fee also includes two tickets to the Saturday evening Shrimp boil.
- b. Late entries may be accepted at the discretion of the race committee.

**4. SCHEDULE (all 2020 dates)**

Friday	<u>May 21</u>	2400	Regatta entry deadline.
Wednesday	May 26	2400	Refund deadline. No entry fee refunds after this point.
Thursday	May 27	0900	Deadline for emailing final Sailing Instructions to registered competitors
Thursday	May 27	1900	Optional Skipper’s meeting at Willie G’s in Galveston. Review final Sailing Instructions. RSVP to get a seat.
Friday	May 28	0800	Scratch start time at GA marker 11 for the pursuit fleet race to Sea Rim State Park. Individual start times are as listed in the sailing instructions. As an aid in planning, sample start times will be posted on the event site on Regatta Network.
Friday	May 28	0800 to 1000	Starting Window for Offshore Catamaran class.
Friday	May 28	18:00-20:00	Hot grill feast! Bring your own protein and sides. Free rum.
Friday	May 28	24:00	Time limit expires at the Sea Rim finish line
Saturday	May 29	08:30	Cajun Jitterbug Skipper’s Meeting hosted by PRO Billy Richnow.
Saturday	May 29	10:00	Cajun Jitterbug Event. No starts announced before 10 am.
Saturday	May 29	15:00	No starts announced after 3 pm.
Saturday	May 29	Evening	Party with the HYC Mosquito Fleet. Shrimpboil, music by BAYOU SOUNDS. Free rum. Awards for Cajun Jitterbug regatta in the clubhouse.
Sunday	May 30	11:00	Scratch start time off Sea Rim State Park for the pursuit fleet race to GA marker 11. Individual start times are as listed in the sailing instructions. As an aid in planning, sample start times are posted on the FAQ document at <a href="http://Houstonyachtclub.com">Houstonyachtclub.com</a>
Sunday	May 30	1100 to 1300	Starting Window for Offshore Catamaran class.
Sunday	May 30	24:00	Time limit expires at the GA marker 11 finish line
Sunday	May 30	24:00	Protest deadline
Monday	May 31	13:00	Awards ceremony poolside at HYC. Register for a guest card at the HYC front desk. Bring your swimsuit, please...



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**5. MEASUREMENT**

- a. ALL yachts racing must have a valid 2020 or 2021 TOMA handicap certificate. Any yachts without such a rating must contact the TOMA Handicapper ([michaelzotzky@gmail.com](mailto:michaelzotzky@gmail.com) or call 832-656-4123) “sooner, rather than later”...
- b. Beach cats racing in the Saturday Cajun Jitterbug race must be rated under US Sailing Yardstick.
- c. The Offshore Catamaran Class will race under a GBCA Handicap established by the GBCA Handicapper ([texastuma@comcast.net](mailto:texastuma@comcast.net)). He should be contacted “sooner, rather than later”...

**6. SAILING INSTRUCTIONS**

- a. Draft Sailing Instructions will be posted on the event Regatta Network site..
- b. Final SI’s will be sent to registered competitors via email no later than the time listed in the “SCHEDULE” section above. They will be very similar to the example set available upon request from the race committee ([billvanrav@gmail.com](mailto:billvanrav@gmail.com))

**7. VENUE**

- a. All races will be sailed offshore in the waters between Galveston GA marker 11 and Sea Rim State Park.

**8. THE COURSES**

- a. For Races 1 and 2 of the offshore series – Friday and Sunday:
  - i. Courses will be detailed in the Sailing Instructions (SIs)
  - ii. All boats will race between Galveston and Sea Rim State Park
  - iii. Courses will be approximately 40.7 nm in length
- b. For the Cajun Jitterbug series, Saturday race
  - i. Courses will be detailed in a separate set of SIs
  - ii. There will be a windward/leeward course with an optional reaching leg on the waters of Sabine Lake just in front of the PAYC.

**9. SCORING:**

- a. Appendix A of the RRS applies.
- b. Races 1 and 3 (Friday and Sunday) will be scored as a series.
- c. Race 2 (Saturday) will be scored as a separate series.

**10. BERTHING**

- a. Thursday evening HYC: All competitors are welcome to rig and launch their boats at HYC. Non-leased slips will be available for overnight storage at no charge. Competitors participating in the HYC Offshore Regatta and the Port Arthur Two-Step are welcome to leave their trailered boat in an assigned parking space at HYC at no charge.
- b. Friday evening Port Arthur: Competitors are welcome to dock in unused slips / T-heads with full power and water at no charge all weekend. Ice is free. Reservations will not be accepted; first come – first served.
  - i. Beach cats will beach launch

**11. PRIZES:**



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- 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. If, due to late registrations more trophies are required, winners will be awarded trophy IOU's; the actual trophy will be delivered later at a mutually agreed date/time/place.
- c. Planned trophies are: Overall Offshore (2 races) Trimaran, Overall Offshore Catamaran, and Overall Multihull (tri and cat). Total of 3 first place trophies
- d. The Cajun Jitterbug races will be scored as a separate "event".
  - i. Beach cats will be a separate class.

**12. REQUIRED CHARTS:**

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

**13. 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.

**14. FURTHER INFORMATION**

- a. Please note that the bridge height at Sabine Pass is 65 feet. Yachts which cannot negotiate the Sabine Pass Bridge must continue North up the ICW to One Thousand Foot Cut to enter Sabine Lake. They shall then navigate South to the Pleasure Island Marina.
- b. The event chair will post an FAQ with detailed information on the News section of the HYC Website as details evolve.
- c. For further information please contact the Port Arthur Two-Step Event Chairman at [billvanrav@gmail.com](mailto:billvanrav@gmail.com)

**HOTEL INFORMATION**

- HYC: Hotel rooms are also available in the clubhouse with a reservation. Please check with the club staff (281.471.1255) for availability and rates.
- Port Arthur: Entrants are welcome to overnight in the Port Arthur marina as transients at no charge. There are restrooms and shower facilities available. If you bring an air mattress you are welcome to crash in the PAYC clubhouse youth-hostel style. For hotel accommodations please see:
  - Home2 Suites by Hilton: 2750 Home Two Plaza, Port Arthur, TX 77640 (409) 999-3464
  - TownePlace Suites by Marriott: 2700 Port Plaza Dr, Port Arthur, TX 77642 (409) 722-2700
- Cheddar's Scratch Kitchen and the Saltgrass Steak House are walking distance from both hotels.

**SOCIAL EVENTS:**



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- Meals and parties
  - Friday night: Hot grill feast! Bring your own protein and sides, free rum, bring your own mixer.
  - Saturday: Feasting with the HYC Mosquito Fleet!!! Shrimp boil prepared and presented by the HYC Mosquito Fleet. Music and dancing by BAYOU SOUNDS, Port Arthur's premier Cajun, Zydeco and Swamp Pop Musicians! Admission included with entry (4 tickets for offshore registrants, 2 for beach cat registrants. Additional tickets available for \$20 each). Free keg beer and rum, (or BYOB) bring your own mixer.
  - Additional meals may be purchased for \$20 per person.
  - Monday: Awards at HYC in the Porthole poolside bar. Showers and changing areas available. Guests are encouraged to enjoy HYC Labor Day poolside activities.

## ABSTRACT FROM THE 2021 SER REQUIREMENTS

### MULTIHULL

The 2021 Port Arthur Two-Step 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.