

Safety Equipment Requirements				
Note: Organizing Authorities may add or delete items based on the conditions of their specific races.				
Effective Date: March 1, 2023, revision 2023.1 with Monterey Bay Yacht Racing Association (MBYRA) changes included.				
Section Name	#	Requirement	Coastal	Nearshore (Recommended)
Definition	1.0.2	MBYRA races have elements of both Coastal and Nearshore conditions. Coastal: Races not far removed from shorelines, where rescue is likely to be quickly available. Nearshore: Races primarily sailed during the day, close to shore, in relatively protected waters.		
Overall	1.1	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 Organizing Authority bears no responsibility for the effectiveness or completeness of these Safety Equipment Requirements. MBYRA Change.	X	X
Overall: Responsibility	1.2	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.	X	X
Overall: Responsibility	1.2.1	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.	X	X
Overall: Inspections	1.3	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.	X	X (as required by Sis for a specific race)
Overall: Equipment and Knowledge	1.4	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.	X	X
Overall: Secure Storage	1.5	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.	X	X
Overall: Strength of Build	1.6	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.	X	X
Overall: Watertight Integrity	1.7	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.	X	X
Hull and Structure: Hull Openings	2.1.1	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.	X	
Hull and Structure: Hull Openings	2.1.2	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.	X	

Hull and Structure: Lifelines	2.4.8	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.	X	X
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Section Name	#	Requirement	Coastal	Nearshore (recommended)
Hull and Structure: Lifelines	2.4.9	Trimarans are exempted from the lifeline and toerail requirements where there is a crossbeam or 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 and toerail requirements. All catamarans are exempted from the need for pulpits and lifelines across the bow. SF-YRA and MBYRA change	X	
Hull and Structure: Dewatering pumps	2.5.1	Recommended that a boat be equipped with 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. Unsinkable multihull designs with positive buoyancy are exempted from the permanently mounted manual bilge pump requirement, but are required to carry a portable manual bilge pump of at least 10 gallons-per-minute (GPM) capacity for use in any of the hulls, and it shall be secured to the boat via a lanyard. MBYRA and SF YRA change	X	X
Hull and Structure: Mechanical Propulsion	2.7.2	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. MBYRA Change. Boats are required to carry the motor with which they are rated.	X	
Hull and Structure: Mechanical Propulsion	2.7.3	The boat's engine and generator installation (if so equipped) must conform to ABYC, ISO, or U.S. Coast Guard standards.	X	
Safety Equipment: Personal	3.1.1	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.	X	X (Required)
Safety Equipment: Personal	3.1.2	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.	X	
Safety Equipment: Personal	3.1.4	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.	X	X (as required by the OA/RCs for specific races)
Safety Equipment: Deck Safety	3.2.1	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.	X	X (as required by the OA/RCs for specific races)
Safety Equipment: Deck Safety	3.2.3	Multihulls must have jacklines or attachment points that are accessible when the vessel is inverted.	X	X
Safety Equipment: Navigation	3.3.1	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.	X	X

Safety Equipment: Emergency Communications	3.8.2	A boat shall have either: 1) 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, or 2) a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. Either the permanently mounted or handheld radio shall have DSC/GPS and dual band capability with an MMSI number properly registered to the vessel. MBRYA Change	X	X
Safety Equipment: Emergency Communications	3.9	All boats shall have an AIS Transponder, sharing a masthead VHF antenna via a low loss AIS antenna splitter. An acceptable alternative is a dedicated AIS antenna that is a minimum of 0.9 meters long, mounted with its base at least 3 meters above the water, and fed with coax that has a maximum 40% power loss. AIS requirement for Coastal is effective January 1, 2024. The ability to transmit an AIS signal is not required by MBRYC but the ability to receive an AIS signal is recommended. MBYRA change	X	
Safety Equipment: Emergency Communications	3.14	A boat shall carry a GPS receiver.	X	X
Safety Equipment: Emergency Communications	3.15	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. or 3.8.2 MBYRA Change	X	X
Safety Equipment: Emergency Communications	3.16.2	Recommended that a boat carries 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. MBYRA Change	X	

Skills: Man Overboard	4.2	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.	X	X
Skills: Safety at Sea Training	4.3.2	At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single or double* handed, including the person in charge, shall have attended a half-day, one-day, or two-day US Sailing Safety at Sea Seminar within the last 5 years, including online courses when available, or other courses as accepted by US Sailing or other national authority. MBYRA change		
Section Name	#	Requirement	Coastal	Nearshore Recommended
Skills: Crew Training	4.4	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.	X	X
Skills: Crew training	4.6	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.	X	X