

Schooner Creek Boat Works Pacific NW Offshore

Ilwaco, WA to Victoria, BC  48th International Yacht Race

Corinthian Yacht Club of Portland

May 16-19, 2024

NOTICE OF RACE (NoR)

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. RULES

- 1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.
- 1.2. The *US Sailing Safety Equipment Requirements (USSER)* of NoR Addendum A1 (Monohull) or NoR Addendum A2 (Multihull) apply.
- 1.3. The prescriptions of *US Sailing* apply, except that the *US Sailing* prescriptions to RRS 63.1 and RRS 63.2 do not apply.
- 1.4. Under World Sailing Test Rule DR21-01, change the definition of Start as follows:
Start A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, and part of her hull crosses the starting line from the pre-start side to the course side either
 - (a) at or after her starting signal, or
 - (b) during the last 4 minutes before her starting signal.
- 1.5. When a boat starts in accordance with item (b) of the definition Start, she may return to the pre-start side of the line to comply with item (a) of the definition of Start, but, if she does not the starting penalty shall be two (2) hours added to her elapsed time.
- 1.6. World Sailing has approved the following rule for use in the 2024 Pacific Northwest Offshore Race under Regulation 28.1.5(b):
“The location of a boat’s hull as defined in start and finish, will be determined by the position provided by the OA supplied transponder. The Race Committee may determine if a boat started or finished by using other evidence. If requested, a boat shall provide the Race Committee evidence as to their location. This evidence can be, but is not limited to, a boat’s navigation software log file, testimony or evidence from other boats, personal race tracker or AIS logs.”

- 1.7. RRS 26 is changed as follows: delete and replace with:

The race shall be started by utilizing GPS times UTC -7 hours (PDT). No visual or sound signals will be made.

Minutes after the warning	Means
0	Warning
1	Preparatory
5	Start

- 1.8. RRS 27.3 is changed as follows: delete and replace with:

Before the start, the race committee may for any reason postpone or abandon the race by making a VHF radio announcement that the race is postponed, and verbally provide a new time for the warning, or announce that the race is abandoned.

- 1.9. RRS 29 is deleted.

- 1.10. There will be no penalty for losing overboard non-synthetic sail stops used for reasons of safety or proper seamanship, or discarding organic materials such as table scraps. This changes RRS 47, Trash Disposal.

- 1.11. Boats are permitted to move sails not in use while racing, however, all sails not being flown must remain within a boat's lifelines. This changes RRS 51, Movable Ballast.

- 1.12. Auto pilot use is permitted for double handed boats. This changes RRS 52, Manual Power.

- 1.13. [RRS Appendix RV, Reduced Visibility](#), replaces RRS Part 2 from sunset until sunrise and during any other period of reduced visibility.

- 1.14. [RRS Appendix TS, Traffic Separation Schemes, Version 2, Section A and TS1](#) shall apply to the following TSS: Strait of Juan de Fuca Precautionary Area, Strait of Juan de Fuca Entrance and Strait of Juan de Fuca. This changes RRS 56.2.

- 1.15. [RRS Appendix WP, Rules for Racing Around Waypoints](#), shall apply.

- 1.16. [DP] [NP] Competitors and support persons shall comply with any reasonable requests from an event official. Such requests, even if they later prove to have been unnecessary, are not improper actions or omissions. Failure to comply with requests may be considered misconduct.

2. SAILING INSTRUCTIONS

- 2.1. The Sailing Instructions will be available after 1800 hours on 15 April 2024 at: http://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=27201.

3. COMMUNICATION

- 3.1. The official notice board is located online at: http://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=27201.

- 3.2. [DP] [NP] While racing, all boats shall monitor VHF channel 16, and, while in the Strait of Juan de Fuca and its approaches, all boats shall additionally monitor VHF channels 74 while north of 48° N and 5A while east of 124° 40' W.

- 3.3. [DP] [NP] The race committee may make courtesy broadcasts to competitors on VHF channel 71. Boats will use this channel when notifying the RC when on approach to finish.

- 3.4. [DP] [NP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. ELIGIBILITY AND ENTRY

- 4.1. The event is open to all boats of at least 24 feet LOA sailing in a One-Design, Level, Multihull or Cruising class of at least 3 boats and boats with a valid ORC certificate or with a valid PHRF-NW handicap > 100.
- 4.2. The ORC rating system applies to boats racing in the ORC class(es) and for overall placing. PHRF-NW handicap system applies to boats racing in the PHRF class(es).
- 4.3. Eligible boats may enter the event by registering online at: https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=27201 by 2100 hours on 15 April 2024. No entry will be accepted after this time.
- 4.4. [NP] To be considered an entry in the event, a boat shall complete all registration requirements below and pay all fees.
 - 4.4.1. Complete boat and owner/skipper information as required by the online entry system.
 - 4.4.2. Complete crew list with phone numbers, email addresses, and emergency contacts as required by the online entry system.
 - 4.4.3. Submit a completed and signed copy of the applicable *USSER* of NoR Addendum A1 (Monohull) or NoR Addendum A2 (Multihull).
 - 4.4.4. Submit a copy of the valid rating certificate if sailing in an ORC or PHRF class.
 - 4.4.5. Submit proof of insurance as required by the NoR.

5. FEES

- 5.1. Entry fees are as follows:

Entry Fee	
Event Entry	\$350
Event Tracker	\$125

- 5.2. No entry fee will be returned by reason of withdrawal after 15 April 2024.

6. SCHEDULE

- 6.1. The schedule of events are as follows:

Event	Date/Time
“Kickoff” and final entry party in Portland, OR	15 April 2024 from 1830 – 2100
Registration at the Salt Hotel and Restaurant in Ilwaco, WA	15 May 2024 from 1500 – 1700
Equipment inspection for SER compliance	13 – 14 May from 1000 – 1800
Dates of racing	16 – 19 May 2024
Scheduled time of the warning signal	16 May 2024 at 0955

6.2. One race is scheduled for each class.

7. EQUIPMENT INSPECTION

- 7.1. [DP] Boats shall comply with RRS 78.1 from when presented for inspection and until 24-hours after finishing.
- 7.2. [NP] [DP] Boats shall be available for equipment inspection for compliance with NoR Addendum A1/A2 from registration until 24-hours after finishing.
- 7.3. [DP] [NP] All boats are required to install, activate and maintain a position transponder (YB Tracker) supplied by the OA.
- 7.3.1. [DP] [NP] The YB Tracker shall be installed on deck, within 5' of the stern of the boat. It shall be mounted to a stable, secure fixture on the boat, with antennae pointing skyward. It shall not be placed under any cover, instrument, or platform of any material type. The YB Tracker must remain on, as installed, and capable of transmitting & receiving operations for the duration of the race.
- 7.3.2. [DP] [NP] Any boat that willfully reports a false position, impedes the transmission of the YB Tracker or its position reports, or remains unreported or unresponsive for an extended period of time will be considered in violation of RRS 2, Fair Sailing and shall be protested by the Race Committee.
- 7.3.3. [DP] [NP] It will be the responsibility of the person in charge of the boat (see RRS 46) to ensure that the provided YB position transponder remains properly installed, and must make every effort to ensure it is functional and in operation for the entire race.
- 7.3.4. Boats are responsible for returning the tracker in working order.

8. VENUE

- 8.1. NoR Addendum B shows the event venue prior to the start in Ilwaco, WA, USA.
- 8.2. NoR Addendum C shows the event venue after the finish in Victoria, BC, Canada.
- 8.3. NoR Addendum D shows the location of the racing area including the entrance of the Columbia River, the Pacific Coast of Washington State and the Straits of Juan de Fuca.

9. COURSE

- 9.1. The course to be sailed will be as follows:
- 9.1.1. Start near the Columbia River Entrance between the virtual waypoints.
- 9.1.2. Leave Tatoosh Island to starboard.
- 9.1.3. Leave the Duntze Rock Virtual AtoN Radio Station V-AIS 2 MMSI 993692201 waypoint located at N 48° 24.807' W 124° 44.695' to starboard.
- 9.1.4. Finish near the Victoria Harbour Entrance between the virtual waypoints.
- 9.2. The race time limit will be 72 hours after the start time or 1000 on 19 May 2024, whichever is earliest.
- 9.3. The start line near the Columbia River Entrance is shown in NoR Addendum E and the coordinates of each virtual waypoint are:
- 9.3.1. 46° 12.700' N, 124° 08.130' W.
- 9.3.2. 46° 12.700' N, 124° 08.850' W.
- 9.3.3. [NP] [DP] A boat shall log her time in UTC -7 hours (PDT) by taking a photo or screen shot of her navigation equipment clearly showing her crossing time and position

simultaneously and must be able to provide that information to the race committee upon request.

- 9.4.** The course may be shortened at the Duntze Rock virtual waypoint shown in NoR Addendum F.
- 9.4.1.** Each boat shall record the time she passes north of 48° 24.807' N and east of 124° 44.695' W, and her position in relation to nearby boats.
- 9.4.2.** [NP] [DP] A boat shall log her time in UTC -7 hours (PDT) by taking a photo or screen shot of her navigation equipment clearly showing both her rounding time and position, and must be able to provide that information to the race committee upon request.
- 9.4.3.** A shortened course will not be signaled by the race committee, but may be announced on VHF channel 71 or relayed by other means, and the course may be shortened after boats have finished the course. This changes RRS 32.2.
- 9.5.** The finish line near the Victoria Harbour Entrance is shown in NoR Addendum G and the coordinates of each virtual waypoint are:
- 9.5.1.** 48° 24.420' N, 123° 24.100' W
- 9.5.2.** 48° 24.550' N, 123° 24.820' N.
- 9.5.3.** [NP] [DP] A boat shall log her time in UTC -7 hours (PDT) by taking a photo or screen shot of her navigation equipment clearly showing both her crossing time and position, and must be able to provide that information to the race committee upon request.

10. PENALTY SYSTEM

- 10.1.** RRS 64.2 is changed as follows: Replace the first sentence with, "When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule* and is not exonerated, it may impose an elapsed time penalty." If an elapsed time penalty is imposed, its magnitude will be at the protest committee's discretion unless otherwise specified in the NoR or SI.
- 10.2.** RRS Appendix T, Arbitration, applies except that T1(b) is modified to read: The post-race penalty shall be two (2) hours added to her elapsed time.

11. SCORING

- 11.1.** A boat's score shall be her race score calculated from her elapsed time including any time penalties.
- 11.2.** One-Design and Level classes will be scored in order of elapsed time.
- 11.3.** ORC Classes will be scored utilizing the wind speed rating values, determined by the race committee from wind speed reporting stations throughout the course, that best reflect the sailing conditions over the majority of the course. This decision shall not be grounds for redress. This changes RRS 62.1(a).
- 11.4.** Cruising class(es) will be scored in order of elapsed time including any time penalties and any time adjustments for propulsion.
- 11.5.** A time adjustment for propulsion for the Cruising class(es) will be applied as follows:
- 11.5.1.**[DP] [NP] Each boat in the Cruising class(es) shall log their engine hour meter at the start of the race and report it to the race committee after starting.
- 11.5.2.**[DP] [NP] Each boat in the Cruising class(es) shall log their engine hour meter at the finish of the race and report it to the race committee after finishing.
- 11.5.3.**[DP] [NP] Engine hour meter reports shall be provided by email to:
Eric@Gladiatorsailing.com.
- 11.5.4.**Boats in the Cruising class(es) are allowed four (4) hours of propulsion while racing. This

change is a class rule and changes RRS 42.3(i).

11.5.5. While under power, only the mainsail may be set.

11.5.6. Any boat exceeding the allowance for propulsion while racing shall have five (5) minutes added to her elapsed time for each one (1) minute of propulsion. No time shall be deducted for using less than the allowance for propulsion.

12. PRIZES

- 12.1.** The “First to Finish” trophy will be awarded to the monohull in any class, excluding the Cruising Class, with the fastest elapsed time.
- 12.2.** The “First Overall” trophy will be awarded to the monohull with the fastest corrected time in an ORC class.
- 12.3.** Additional prizes will be awarded by the Organizing Authority based upon the number of entries in each class.

13. SAFETY REGULATIONS

- 13.1.**[DP] [NP] A boat that retires from the race shall notify the race committee at the first reasonable opportunity on VHF radio channel 71 or by texting 503-799-8718.
- 13.2.**[DP] [NP] Each boat shall check in with MCTS Prince Rupert on VHF radio channel 74 when transiting north of N 48° latitude and prior to entering the Strait of Juan de Fuca, shall monitor VHF radio channel 74 while north of N 48° latitude, and shall comply with any instructions provided to the boat by MCTS Prince Rupert.
- 13.3.**[DP] [NP] Each boat shall check in with Seattle Vessel Traffic (VTS) on VHF radio channel 5A when they enter the Strait of Juan de Fuca and are transiting east of W 124° 40' longitude, shall monitor VHF radio channel 5A while east of W 124° 40' longitude, and shall comply with any instructions provided to the boat by Seattle Vessel Traffic.

14. RISK STATEMENT

- 14.1.** RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

15. INSURANCE

- 15.1.** Yachts shall be insured and provide proof thereof with valid third-party insurance with a minimum cover of US \$500,000 per occurrence, liability coverage that does not contain an exclusion from sailboat racing, and which covers property damage, personal injury, and death.

16. FURTHER INFORMATION

- 16.1.** For further information please contact CYC Race Captain, Dennis Damore, at race.captain@cycportland.org.

ADDENDUM A1

US Safety Equipment Requirements—Monohull	
This SER is based upon the USSER of January 1, 2022, version 2022.0	
Boat Name:	Boat Name:
Skipper/Owner:	Skipper/Owner:
1	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.
1.2 Responsibility	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.
1.2.1 Responsibility, Investigations	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.
1.3 Inspections	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.
1.4 Equipment and Knowledge	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.
1.5 Secure Storage	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.
1.6 Strength of Build	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.

US Safety Equipment Requirements—Monohull	
1.7 Watertight Integrity	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.
2	Hull and Structure
2.1.1 Hull Openings	A boat's companionway(s) shall be capable of being blocked off to main deck level (sheer line). The method of blocking should be solid, watertight, and rigidly secured, if not permanent.
2.1.2 Hull Openings	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.
2.1.3 Cockpit	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.
2.1.4 Cockpit Drains	A boat's cockpit drains shall be capable of draining six inches of water in 5 minutes. One square inch (645mm ²) of effective drain per eight square feet (0.743m ²) of cockpit sole will meet this requirement.
2.1.5.2 Cockpit Volume	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.
2.1.6 Through Hulls	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.
2.2.3 Stability	A boat with moveable or variable ballast (water or canting keel) shall comply with the requirements of Appendix K.
2.3.1 Head	A boat shall be equipped with a head or a fitted bucket.
2.3.2 Bunks	A boat shall have bunks sufficient to accommodate the off-watch crew.
2.3.3 Stove	A boat shall have a stove with a fuel shutoff.
2.3.3.1 Fire Blanket	A boat shall have a fire blanket adjacent to each stove.
2.3.5 Hand Holds	A boat shall have adequate hand holds below decks.
2.4.1 Lifelines	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.
2.4.2 Lifeline Stanchions	A boat's stanchion and pulpit bases shall be within the working deck.
2.4.3 Bow Pulpit	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).
2.4.4 Lifelines	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.

US Safety Equipment Requirements—Monohull	
2.4.4.1 Lifeline Deflection	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.
2.4.5 Lifeline Stanchion Spacing	The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).
2.4.6 Lifelines	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).
2.4.7 Lifelines	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).
2.4.8 Toe Rails	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 toe rails.
2.5.1 Dewatering pumps	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.
2.6 Mast and Rigging	A boat shall have the heel of a keel-stepped mast securely fastened to the mast step or adjoining structure.
2.7.1 Mechanical Propulsion	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.
2.7.3 Mechanical Propulsion Installation	The boat's engine and generator installation (if so equipped) must conform to ABYC, ISO, or U.S. Coast Guard standards.
3	Safety Equipment
3.1.1 Lifejackets	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.

US Safety Equipment Requirements—Monohull	
3.1.2 Lifejacket Features	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.
3.1.4 Harness	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.
3.2.1 Jacklines	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.
3.2.2 Clipping Points	A boat shall have adequate clipping points or jacklines that allow the crew to clip on before coming on deck and unclip after going below.
3.3.1 Navigation Lights	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.
3.3.2 Navigation Lights	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.
3.4 Fire Extinguishers	A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.
3.5 Sound Producing Equipment	A boat shall carry sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable.
3.6.5 Raft Flares	Boat flares stored inside of life rafts may not be used to satisfy the flare requirement.
3.6.6 Flares	A boat shall carry U.S. Coast Guard (or applicable government entity) flares meeting day-night requirements not older than the expiration date.
3.7.1 Crew Overboard Sling	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.
3.7.2 Crew Overboard Equipment	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".
3.7.3 Throw Line	A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit.
3.7.4 Throwable Device	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.

US Safety Equipment Requirements—Monohull	
3.8.1 Fixed Mount VHF	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) programmed into the VHF.
3.8.2 Handheld 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.
3.8.4 VHF Emergency Antenna	A boat shall have an emergency VHF antenna with sufficient coax to reach the deck, and have a minimum antenna length of 15" (381mm).
3.9 AIS	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.
3.14 GPS	A boat shall carry a GPS receiver.
3.15 Crew Overboard Button	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.
3.16.1 EPIRB	A boat shall carry a 406MHz EPIRB that is properly registered to the boat. This device shall be equipped with an internal GPS.
3.17 Knot Meter	A boat shall have a knot meter and/or distance-measuring instrument.
3.18 Depth Sounder	A boat shall have a permanently installed depth sounder that can measure to depths of at least 200 ft. (61m).
3.19.1 Compass	A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.
3.19.2 Second Compass	A boat shall have a second magnetic compass suitable for steering at sea which may be handheld.
3.20 Charts	A boat shall have non-electronic charts that are appropriate for the race area.
3.22 Plugs	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.
3.23 Anchor	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.
3.24.1 Searchlight	A boat shall carry a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance.
3.24.2 Flashlights	A boat shall carry a watertight flashlight for each crewmember with spare batteries in addition to the above.
3.25 Medical Kits	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.

US Safety Equipment Requirements—Monohull	
3.26 Radar Reflectors	A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.
3.27.1 Buckets	A boat shall carry two sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.
3.28 Safety Diagram	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.
3.29.1 Emergency Tiller	A boat shall have an emergency tiller, capable of being fitted to the rudder stock.
3.30 Spare Parts	A boat shall carry tools and spare parts, including an effective means to quickly disconnect or sever the standing rigging from the hull.
3.31 Identification	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.
3.32 Cockpit Knife	A boat shall carry a strong, sharp knife, sheathed and securely restrained which is readily accessible from the deck and/or cockpit.
3.33.1 Mainsail Reefing	A boat shall have a mainsail reefing capable of reducing the luff length by at least 10%.
3.35 Halyards	A boat shall not be rigged with any halyard that requires a person to go aloft in order to lower a sail.
3.36 Boom Support	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.
3.39 Life Rafts	A boat shall carry adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing the entire crew. The raft shall be SOLAS, ISAF, ISO 9650-1 or ORC approved. The raft shall be stored in such a way that it is capable of being launched within 15 seconds. Boats built after 01/06/2001 shall have the life raft stowed in a deck mounted rigid container or stowed in watertight or self-draining purpose built rigid compartment(s) opening adjacent to the cockpit or the working deck. Boats built prior to 01/06/2001 may alternatively stow the life raft in a valise not weighing over 88 lbs. securely below deck and adjacent to the companionway. The life raft(s) shall hold current certificate(s) of inspection.
3.40 Life Rafts	A boat shall have a grab bag with a lanyard and clip for each life raft. The grab bag shall have inherent flotation and be of a bright fluorescent color containing at least an EPIRB, and a watertight handheld VHF radio. The VHF radio and EPIRB need not be in addition to the prior requirements.

US Safety Equipment Requirements—Monohull

4	Skills
4.1.1 Emergency Steering	A boat's crew shall be aware of multiple methods of steering the boat with the rudder disabled, and shall have chosen and practiced one method of steering the boat with the rudder disabled and be prepared to demonstrate said method of steering both upwind and downwind.
4.2 Man Overboard Practice	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.
4.3.1 Safety at Sea Training	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 Offshore or International Offshore Certificate from US Sailing, or the equivalent from another national authority.
4.4 Crew Training	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.
4.6 Crew Training	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.

Owner/Skipper Signature acknowledging that the boat complies with the above USSER:

ADDENDUM A2

US Safety Equipment Requirements—Multihull	
This SER is based upon the USSER of January 1, 2022, version 2022.0	
Boat Name:	
Skipper/Owner:	
1	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.
1.2 Responsibility	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.
1.2.1 Responsibility, Investigations	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.
1.3 Inspections	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.
1.4 Equipment and Knowledge	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.
1.5 Secure Storage	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.
1.6 Strength of Build	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.
1.7 Watertight Integrity	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.

US Safety Equipment Requirements—Multihull

2	Hull and Structure
2.1.1.1 Exits	Exits: A boat shall have at least 2 exits in each hull which contains accommodation.
2.1.1.2 Escape hatches	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 capsize.
2.1.2 Hull Openings	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.
2.1.3 Cockpit	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.
2.1.6 Through Hulls	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.
2.1.7 Floatation	A boat shall be designed to ensure that the boat is effectively unsinkable.
2.3.1 Head	A boat shall be equipped with a head or a fitted bucket.
2.3.2 Bunks	A boat shall have bunks sufficient to accommodate the off-watch crew.
2.3.3 Stove	A boat shall have a stove with a fuel shutoff.
2.3.5 Hand Holds	A boat shall have adequate hand holds below decks.
2.5.1 Dewatering pumps	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.
2.7.1 Mechanical Propulsion	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 10 hours.
2.7.3 Mechanical Propulsion Installation	The boat's engine and generator installation (if so equipped) must conform to ABYC, ISO, or U.S. Coast Guard standards.
2.8 Nets or Trampolines	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.

US Safety Equipment Requirements—Multihull	
2.9 Nets or Trampolines	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).
2.10 Nets or Trampolines	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).
2.11 Nets or Trampolines	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
3	Safety Equipment
3.1.1 Lifejackets	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.
3.1.2 Lifejacket Features	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.
3.1.4 Harness	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.
3.2.1 Jacklines	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.
3.2.2 Clipping Points	A trimaran with a rudder on the outrigger must have clipping points available for a crewmember to repair the steering mechanism while clipped in.
3.2.3 Deck Safety	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.
3.3.1 Navigation Lights	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.

US Safety Equipment Requirements—Multihull	
3.3.2 Navigation Lights	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.
3.4 Fire Extinguishers	A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.
3.5 Sound Producing Equipment	A boat shall carry sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable.
3.6.5 Raft Flares	Boat flares stored inside of life rafts may not be used to satisfy the flare requirement.
3.6.6 Flares	A boat shall carry U.S. Coast Guard (or applicable government entity) flares meeting day-night requirements not older than the expiration date.
3.7.1 Crew Overboard Sling	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.
3.7.2 Crew Overboard Equipment	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".
3.7.3 Throw Line	A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit.
3.7.4 Throwable Device	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.
3.8.1 Fixed Mount VHF	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) programmed into the VHF.
3.8.2 Handheld 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.
3.8.4 VHF Emergency Antenna	A boat shall have an emergency VHF antenna with sufficient coax to reach the deck and have a minimum antenna length of 15" (381mm).
3.9 AIS	A boat 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.
3.10 AIS COB Beacon	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.
3.14 GPS	A boat shall carry a GPS receiver.

US Safety Equipment Requirements—Multihull	
3.15 Crew Overboard Button	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.
3.16.1 EPIRB	A boat shall carry a 406MHz EPIRB that is properly registered to the boat. This device shall be equipped with an internal GPS.
3.17 Knot Meter	A boat shall have a knotmeter or alternatively a handheld GPS, in addition to the primary GPS referenced in 3.14
3.18 Depth Sounder	A boat shall have a permanently installed depth sounder that can measure to depths of at least 200 ft. (61m).
3.19.1 Compass	A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.
3.19.2 Second Compass	A boat shall have a second magnetic compass suitable for steering at sea which may be handheld.
3.20 Charts	A boat shall have non-electronic charts that are appropriate for the race area.
3.22 Plugs	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.
3.23 Anchor	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.
3.24.1 Searchlight	A boat shall carry a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance.
3.24.2 Flashlights	A boat shall carry a watertight flashlight for each crewmember with spare batteries in addition to the above.
3.25 Medical Kits	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.
3.26 Radar Reflectors	A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.
3.27.1 Buckets	A boat shall carry two sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.
3.28 Safety Diagram	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.
3.29.1 Emergency Steering	A boat must be able to be steered after the failure of any one component in the steering system.
3.30 Spare Parts	A boat shall carry tools and spare parts, including an effective means to quickly disconnect or sever the standing rigging from the hull.
3.31 Identification	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.

US Safety Equipment Requirements—Multihull	
3.32 Cockpit Knife	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.
3.32.1 Cockpit Knife	A boat shall carry a strong, sharp knife, sheathed and securely restrained adjacent to each escape hatch.
3.33.1 Mainsail Reefing	A boat shall have a mainsail with reefing capable of reducing the luff length by at least 50%.
3.33.5 Mainsheet Release	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.
3.33.4 Search & Rescue Visibility	A boat must display a one square meter area of highly visible pink, orange or yellow showing if the boat is inverted.
3.35 Halyards	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.
3.39 Life Rafts	A boat shall carry adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing the entire crew. The raft shall be SOLAS, ISAF, ISO 9650-1 or ORC approved. The raft shall be stored in such a way that it is capable of being launched within 15 seconds. Boats shall have the life raft stowed in a deck mounted rigid container or stowed in watertight or self-draining purpose-built rigid compartment(s) opening adjacent to the cockpit or the working deck.–The life raft(s) shall hold current certificate(s) of inspection. The boat may alternatively stow the life raft in a valise not weighing over 88 lbs. securely below deck adjacent to the escape hatch(es) so long as the valise fits through the escape hatch without force. The life raft(s) shall be readily deployable whether or not the boat is inverted.
3.40 Life Rafts	A boat shall have a grab bag with a lanyard and clip for each life raft. The grab bag shall have inherent flotation, be of a bright fluorescent color, and contain at least an EPIRB or PLB, a watertight handheld VHF radio, a waterproof flashlight, and cutting tools if required per 2.1.1.2. The VHF radio and EPIRB or PLB are in addition to the prior requirements and shall be properly registered to the boat in the case of the EPIRB, or to the owner with a notation that it is carried on the boat in the case of a PLB.
4	Skills
4.1.1 Emergency Steering	A boat's crew shall be aware of multiple methods of steering the boat with the rudder disabled and shall have chosen and practiced one method of steering the boat with the rudder disabled and be prepared to demonstrate said method of steering both upwind and downwind.
4.1.2 Emergency Steering	Crews must be aware of methods of steering the yacht with the rudder disabled.

US Safety Equipment Requirements—Multihull

<p>4.2 Man Overboard Practice</p>	<p>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.</p>
<p>4.3.1 Safety at Sea Training</p>	<p>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 Offshore or International Offshore Certificate from US Sailing, or the equivalent from another national authority.</p>
<p>4.3.2 Safety at Sea Training</p>	<p>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.</p>
<p>4.4 Crew Training</p>	<p>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.</p>
<p>4.6 Crew Training</p>	<p>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.</p>

Owner/Skipper Signature acknowledging that the boat complies with the above USSER: