

The World's Most Challenging Freshwater Yacht Race

Saturday, July 22, 2017

Safety Equipment Requirements (SER)

MULTI-HULL

2017 SAFETY EQUIPMENT AND REQUIREMENTS

MULTIHULL

1. GENERAL REQUIREMENTS

1.1 Purpose - The SER establishes uniform minimum equipment, accommodation and training standards for boats racing in the 2017 Bell's Beer Bayview Mackinac (the 'Race'). The SER do not replace, but rather supplement, the requirements of governmental authorities, the Racing Rules of Sailing (RRS), the rules of Class Associations and all applicable rating rules. Canadian boats operating temporarily in waters subject to U.S. jurisdiction shall at all times be in compliance with Canadian laws and regulations governing recreational boats operating in waters subject to Canadian jurisdiction.

1.2 Responsibility of Person-In-Charge – 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. The Person-In-Charge shall be satisfied as to the soundness of hull, spars, rigging, sails, and all gear. The Person-In-Charge 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.

1.3 Inspections - A boat may be inspected at any time by an inspector or measurer of the organizing authority. 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 by the SER shall function properly, be regularly checked, cleaned and serviced, and be of a type, size and capacity suitable and for the intended use and size of the boat and the size of the crew, who will have practiced with the use of equipment. 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 - Ballast, ballast tanks and associated equipment shall be permanently installed. A boat's heavy items such as batteries,

stoves, toolboxes, anchors and chain 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, built to resist capsize 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 hull, including decks, coach roofs, 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.

1.8 Crew eligibility – Minimum Crew for a multihull is three. At least 50% of the crew must have completed two prior races or two documented non-stop passages under sail, on a multihull of a minimum of one hundred (100) nautical miles and twenty-four (24) hour minimum duration.

1.9 Boat eligibility – Multihull boats shall meet each of the following conditions:

1.9.1 Minimum length - 24 feet (7.315m) LOA

1.9.2 LOA/BOC Ratio

A) Catamarans – LOA/BOC = 2.30 or less

B) Trimarans – LOA/BOC = 3.30 or less

A boat failing to meet condition of section 1.9.2 above herein may apply for entry conditioned on:

i) That boat having a proven self-righting system allowing the crew to right the boat when capsized, without outside assistance. Any such system must be demonstrated to successfully function in at least 25 knots of wind; or

ii) That boat having a sufficient Luff/BOC ratio

a) If catamaran, Luff/BOC = 3.20 or less

b) If trimaran, Luff/BOC = 4.00 or less

Notwithstanding these exceptions (A and B above herein), all entries are subject to review and acceptance or rejection by the organizing authority.

Boat Eligibility Definitions:

A. LOA - Length overall of the longest hull, excluding equipment (bow sprit, outboard engine, et cetera).

- B. BOC – Beam on centerline**
1. If catamaran, the perpendicular distance between the centerline of one hull to the centerline of the other hull, measured at deck level.
 2. If trimaran, the perpendicular distance between the centerline of the main hull and the centerline of either ama, measured at deck level.
- The centerline for 1. and 2. here immediately above shall be established at the mid-point between the sides of the hull, excluding hull flares or extensions.
- C. Luff** - The luff of the mainsail measured as the distance between two points along a line parallel to the sail luff from which lines drawn at 90 degrees intersect the highest point on the head and the lowest point of the foot respectively.

2. HULL AND STRUCTURE REQUIREMENTS

2.1 Hull Openings, Cockpit and Through-hull Fittings

- 2.1.1 Companionways** - A boat's companionway(s) shall be capable of being blocked off to a main deck level. The method of blocking should be solid, watertight and rigidly secured, if not permanent.
- 2.1.2 Hatch Boards** – A boat's hatch boards, whether or not in position in the hatchway, shall be secured to the boat in a way that prevents their being lost overboard.
- 2.1.3 Cockpit Construction** – A boat's entire cockpit shall be solid, watertight, strongly fastened and/or sealed. Weathertight 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 (645mm²) of effective drain per eight square feet (0.743m²) of cockpit sole will meet this requirement.
- 2.1.5 Cockpit Dimensions** – 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 L above LWL.

- 2.1.6 Through-hull Fittings** – 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 Centerboard/Dagger-board Trunks** - Centerboard and dagger-board trunks, and the like, shall not open into the interior of a hull except via a watertight inspection/maintenance hatch of which the opening shall be entirely above the waterline of the boat when floating level in normal trim.

- 2.1.8 Exits** - Each hull with accommodation shall have at least two exits. At least one exit shall be located forward of the foremost mast except where structural features prevent its installation in this location.

- 2.1.9 Inverted Escape** – Multihull boats shall have either:
- a.) an escape hatch for access to and from each hull with accommodation in the event of an inversion, or
 - b). appropriate tools for cutting an escape opening stowed securely in a location accessible from outside of the boat in the event of a capsizing.

- 2.2 Stability and Flotation** - Adequate watertight bulkheads and compartments which may include permanently installed flotation material in each hull shall be provided to ensure that a multihull is effectively unsinkable and capable of floating in a stable position with at least half the length of one hull flooded.

2.3 Accommodations

- 2.3.1 Marine Sanitation Device (MSDs)** - A boat shall be equipped with a MSD permanently installed or properly secured. Michigan law and Canadian law prohibits discharge of sewage, treated or untreated, into the fresh waters of the Great Lakes. All installed MSDs shall be U.S. Coast Guard or Canadian Coast Guard (for boats registered in Canada) certified and working properly. The 'Y' valve must be secured so that waste cannot be discharged into the water.

2.3.2 Bunks - A boat shall have bunks sufficient to accommodate the off-watch crew.

2.3.3 Cooking Facilities - A boat shall have a stove with a fuel shutoff.

2.3.4 Hand Holds - A boat shall have adequate hand holds below decks.

2.4 Pulpits, Lifelines, Nets and Trampolines

2.4.1 Lifeline Enclosure – A trimaran shall have a pulpit forward of the head-stay on the main hull with lifelines and/or jackstays supported on stanchions. Lifelines may be interrupted where there are nets or crossbeam wings present outboard of the main hull. A boat's crew working area enclosures shall be suitably strong, typically consisting of lifelines, pulpits and jackstays, meeting the requirements in 2.4.2 to 2.4.7.

2.4.2 Stanchions and Pulpits – A boat's stanchion and pulpit bases shall be within the working deck. Stanchions used with HMPE (high molecular weight polyethylene) shall have rounded openings to reduce chafe. **Note: HMPE may not be allowed after 1/1/2018.**

2.4.3 Bow Pulpits – Bow pulpits may be open to allow access to spinnaker pole or bowsprit, 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 Stern Pulpits – A boat shall have a stern pulpit, or lifelines arranged as an adequate substitute. Boats with a cabin structure aft of the aftermost cockpit are exempt from this requirement.

2.4.5 Lifelines/Jackstays - All crew working areas shall be protected by lifelines or jackstays and safety harness attachment points. Jackstays may be substituted for lifelines and pulpits.

2.4.6 Lifeline/Jackstay Material - Lifelines and jackstays may be either stainless steel wire or HMPE line with spliced terminations or terminals specifically intended for the purpose. A multipart lashing segment not to exceed 4" per end termination for the purpose of attaching lifelines and jackstays to pulpits is allowed. Lifelines and jackstays shall be taut. When HMPE is used, the

load-bearing portion (core) shall meet or exceed minimum diameter requirements. **Note: HMPE may not be allowed after 1/1/2018.**

2.4.7 Stanchion Spacing - The maximum spacing between the bases of lifeline supports (e.g., stanchions and pulpits) shall be 87" (2.2m).

2.4.8 Nets and Trampolines - Nets and trampolines shall be:

1. Essentially horizontal.
2. Made from durable woven webbing, water permeable fabric or mesh with openings not larger than 2 inches in any dimension. Attachment points shall be planned to avoid chafe. The junction between a net and a yacht shall present no risk of foot trapping.
3. Solidly fixed at regular intervals on transverse and longitudinal support lines and shall be fine stitched to a bolt rope.
4. Able to carry the full weight of the crew either in normal working conditions at sea, or in case of capsized, when the yacht is inverted.

It is recommended that the lines used to tie the nets should be individually tied and not continuously connected to more than four attachment points per connecting line.

Trimarans with double crossbeams shall have nets on each side covering:

1. the rectangles formed by the crossbeams, central hull and outriggers,
2. the triangles formed by the aft end of the central pulpit, the mid-point of each forward crossbeam, and the intersection of the crossbeam and the central hull,
3. the triangles formed by the aftermost part of the cockpit or steering position whichever is furthest aft, the midpoint of each after crossbeam, and the intersection of the crossbeam and the central hull, except when cockpit coamings and/or lifelines are present that adequately protect this area.

Trimarans with single crossbeams 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.

Catamarans: on a catamaran the total net surface area shall be limited:

1. Laterally by the hulls.
2. Longitudinally by transverse stations through the forestay base and the aftermost part of the boom lying fore and aft. However, a catamaran with a central nacelle (non-immersed) may satisfy the rules for a trimaran.

2.5 Dewatering Pumps - A boat shall have a portable or permanently installed manual bilge pump(s) capable of pumping out all compartments in all hulls. Unless permanently attached to the pump, the bilge pump handle shall be securely attached to the boat 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 Mechanical - A boat shall have a mechanical propulsion system that is permanently installed or mounted in an immediately deployable position and capable of driving the boat upwind with positive progress in a Force 5 (Beaufort Wind Scale) wind condition (16 to 20 knots) without any sails for 10 hours. The boat's engine and generator installation (if so equipped) must conform to ISO, U.S. Coast Guard or Canadian Coast Guard standards.

3. REQUIRED SAFETY EQUIPMENT

A boat registered in the United States shall at all times be in compliance with all United States Federal Requirements for Recreational Boats and the laws of the State of Michigan. Canadian boats operating temporarily in waters subject to U.S. jurisdiction shall at all times be in compliance with Canadian laws and regulations governing recreational boats operating in waters subject to Canadian jurisdiction.

It is important to understand that the U.S. Federal Requirements for Recreational Boats and the boating laws of the State of Michigan, enforced by officers of the Law Enforcement Division of the Michigan Department of Natural Resources, County Sheriff's Department, U.S. Coast Guard and any other authorized law enforcement agency provide the laws and minimum requirements for recreational boats, these are considered the MINIMUM requirements and DO NOT guarantee the safety of your vessel or its passengers.

The United States Coast Guard sets minimum standards for recreational vessels and associated safety

equipment. To meet these standards, required equipment must be U.S. Coast Guard 'approved' or 'certified'. This means that it meets U.S. Coast Guard specifications, standards and regulations for performance, construction, or materials.

For a copy of 'A Boater's Guide to the Federal Requirements for Recreational Boats and Safety Tips', visit:

<http://www.uscgboating.org/assets/1/AssetManager/Boaters-Guide-to-Federal-Requirements-for-Recreational-Boats.pdf>

For a copy of 'The Handbook of Michigan Boating Laws and Responsibilities – The Official Boating Handbook of the Michigan Department of Natural Resources', visit:

https://www.boat-ed.com/assets/pdf/handbook/mi_handbook_entire.pdf.

U.S. Sailing prescribes that every boat shall carry life-saving equipment conforming to government regulations that apply in the racing area. Go to <http://www.ussailing.org/safety/equipment-and-requirements/>.

http://www.ussailing.org/wp-content/uploads/DARoot/US_SER_2016.1%20with%20cx.pdf

3.1 Personal Safety Equipment

3.1.1 Lifejackets - A boat shall have at least one (1) wearable U.S. Coast Guard approved Personal Flotation Device (PFD) in good and serviceable condition of appropriate size and type for each person on board. If inflatable, the PFD shall be regularly checked for air retention.

3.1.2 PFD Equipment – Each PFD shall be equipped a whistle and a waterproof light.

3.1.3 Safety 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 lbs. (20Kn). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end.

3.1.4 Personal Safety Knife - Each crewmember shall have a personal safety knife preferable straight blade or,

if folding, able to be opened with one hand, to be attached to or carried on each crewmember at all times. The personal safety knife should be readily accessible at all times including while wearing foul weather gear and PFD/safety harness. This is in addition to the requirement of section 3.25 below herein.

3.2 Deck Safety Equipment

3.2.1 Jack-lines - A boat shall carry jack-lines with a breaking strength of at least 4500 lbs. (20Kn) which will allow the crew to reach all points on deck, connected to similarly strong attachment points, in place while racing.

3.3 Navigation Lights

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. **Boats shall display navigation lights between sunset and sunrise, and at any other time deemed appropriate by the Person-In-Charge.**

3.3.2 A boat shall have a second set of navigation lights that comply with U.S. 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 fully charged Marine Type B fire extinguishers that meet U.S. Coast Guard or other applicable government requirements.

3.5 Sound-Making Devices - A boat shall carry a sound-making device that meets U.S. Coast Guard or other applicable government requirements.

3.6 Visual Distress Signals (VDSs)

3.6.1 A boat shall carry one (1) SOLAS orange smoke flare not older than the expiration date.

3.6.2 A boat shall carry three (3) SOLAS red hand flares not older than the expiration date.

3.6.3 Boat flares stored inside of life rafts may not be used to satisfy the visual distress signals requirement.

3.6.4 VDSs shall be in serviceable condition and readily accessible. Check the expiration date. Expired VDSs may be

carried as extra equipment, but cannot be counted toward meeting the visual distress signals requirement.

3.7 Man Overboard Equipment

3.7.1 Throw-able Device – A boat shall carry one U.S. Coast Guard or applicable government approved ‘throw-able device’. If the device carried under 3.7.2 satisfies this requirement, then no additional device is needed.

3.7.2 Pole, Flag, Lifebuoy, Light, Whistle and Drogue - 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 should be tested and serviced in accordance with the manufacturer’s specification. 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 Heaving 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 MOB Recording – 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 section 3.9 below herein.

3.8 Emergency Communications Equipment

3.8.1 VHF Radio - 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 (Digital Selective Calling) capability, have an antenna of at least 15” (381mm) in length, be connected to or have an internal GPS, and have the assigned MMSI (Marine Mobile Service Identity) number (unique to the boat) programmed into the VHF.

3.8.2 Handheld VHF radio - A boat shall have a watertight handheld VHF radio with a waterproof cover. **Note: after 1/2018, this radio will be required to have DSC/GPS capability and or AIS capability.**

3.8.3 Cellular Phone - A boat shall carry a working cellular telephone in a water proof container, and shall provide the cellular number to the Race Committee on the entry form.

3.9 Global Positioning System - A boat shall carry a GPS receiver.

3.10 Depth Sounder - A boat shall have a permanently installed depth sounder than can measure to depths of at least 200 ft. (61m).

3.11 Compass - A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.

3.12 Charts - A boat shall have non-electronic charts that are appropriate for the race area. Boats must carry the non-electronic editions of U.S. Chart 14860, U.S. Chart 14864 and either U.S. Chart 14880 or U.S. Chart 14881 or their paper equivalents.

3.13 Reflective Sailboard - Boats shall carry a reflective sailboard displaying its sail number. The sailboard shall be constructed to display easily as prescribed by the Race's Sailing Instructions. Each character shall be at least ten (10) inches high and made of a contrasting marine-grade reflective material mounted on a black background.

3.14 Soft 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.

3.15 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.

3.16 Lights

3.16.1 Searchlight - A boat shall carry a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance.

3.16.2 Flashlights - A boat shall carry at least two watertight flashlights with spare batteries and bulbs in addition to the requirement of section 3.16.1 above herein.

3.17 Medical kit - 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.

3.18 Radar Reflector - A boat shall carry an 11.5" (292 mm) diameter or greater octahedral radar reflector or one of equivalent performance.

3.19 Dewatering - A boat shall carry two (2) sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.

3.20 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.

3.21 Emergency Steering - Wheel steered boats shall have an emergency tiller, capable of being fitted to the rudder stock.

3.22 Tools and Spares - A boat shall carry tools and spare parts, including an effective means to quickly disconnect or sever the standing rigging from the hulls.

3.23 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 stenciled on during the first servicing of any new equipment.

3.24 Cockpit Knife - A boat shall carry a strong, sharp knife, sheathed and securely restrained which is readily accessible from the deck and/or cockpit.

3.25 Mainsail Reefing or Trysail - A boat shall have a mainsail reefing capable of reducing the luff length by at least 10%. In lieu of this requirement, a boat shall carry a trysail, with the boat's sail number displayed on both sides, which can be set independently of the main boom, has an area less than 17.5% of E x P, and which is capable of being attached to the mast. Storm sails manufactured after 1/01/2014 shall be constructed from a highly visible material.

3.26 Halyards - A boat shall not be rigged with any halyard that requires a person to go aloft in order to lower a sail.

3.27 Boom Support - A boat shall have a means to prevent the boom from dropping if support from the mainsail or halyard fails.

3.28 Calamity Pack - A Multihull boat shall have either in a pack or compartment accessible from outside of the boat when inverted the following items:

1. Pyrotechnic VDSs per section 3.6 above herein,
2. a handheld VHF radio, in addition to that required by sections 3.8.2 and 3.8.3 above herein,
3. a handheld GPS in a waterproof container. This is in addition to the requirement in section 3.9 above herein,
4. a waterproof flashlight,

5. cutting tools if required per section 2.1.9 above herein,
6. an EPIRB per section 6.3.2 below herein.

4. REQUIRED SKILLS

4.1 Emergency Steering - A boat's crew 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 Training - 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 re-boarding the crew member. A Crew Overboard Drill Certificate of such practice shall be signed by participating crew members and kept aboard the boat. The certificate shall be downloaded from the 'Documents/Forms' section of the Race website, www.bycmack.com. Practice of the 'Quick-Stop' man-overboard procedure is strongly recommended.

4.3 Safety at Sea – These safety options set forth below are required for all boats, but especially for those crewmembers who are participating in this race for the first time and for those boats which are participating in the race for the first time. At least one of the following criteria must be completed:

- 4.3.1** At least 30% of those aboard the boat, but not fewer than two members of the crew, including the Person-In-Charge, shall have completed and hold a current U.S. Sailing Safety at Sea Certification (Coastal or Offshore within the last 5 years); **or**
- 4.3.2** At least 30% of those aboard the boat, but not fewer than two members of the crew, including the Person-In-Charge, shall have attended four (4) DRYA (Detroit River Yachting Association or BYC Winter Seminar Series); **or**
- 4.3.3** At least 30% of those aboard the boat, but no fewer than two members of the crew, including the Person-In-Charge, shall read a minimum of eight (8) Safety articles posted under the 'Safety' tab of the Race website.

GEAR, AND THEIR USE WHICH YOU MAY WISH TO HAVE ON BOARD DURING THE RACE. THOUGH NOT REQUIRED, THE ORGANIZING AUTHORITY STRONGLY RECOMMENDS THE FOLLOWING:

5. HULL AND STRUCTURE RECOMMENDATIONS

5.1 Dewatering Pumps - It is **STRONGLY RECOMMENDED** that a boat shall have a second permanently installed manual or electrically operated bilge pump operable from below deck, otherwise meeting the same criteria as in section 2.5 above herein.

5.2 Boat Batteries - It is **STRONGLY RECOMMENDED** that a boat shall carry a separate battery, the primary purpose of which is starting the engine, when an electric starter is the only method for starting the engine.

6. RECOMMENDED SAFETY EQUIPMENT

6.1 Personal Safety Equipment

6.1.1 Wearing of PFDs – It is **STRONGLY RECOMMENDED** that each crewmember shall wear a PFD at all times while underway, unless the Person-In-Charge directs that they may be put aside.

A lifejacket can save your life, but only if you wear it.

6.1.2 Recommended PFD - It is **STRONGLY RECOMMENDED** that each crewmember shall wear either a U.S. Coast Guard approved PFD or an inflatable PFD having at least 33.7 lbs. buoyancy, intended to be worn over the shoulders, meeting either U.S. Coast Guard or ISO specifications. All inflatable PFDs shall have a compressed gas inflation system.

6.1.3 PFD Equipment - In addition to the requirements of section 3.1.2 and 3.23 above herein, it is **STRONGLY RECOMMENDED** that each PFD shall be equipped with crotch or leg straps and be compatible with the wearer's safety harness. If the PFD is inflatable, it shall be regularly checked for air retention.

6.2 Man Overboard Equipment

6.2.1 Lifesling® - It is **STRONGLY RECOMMENDED** that a boat shall carry a Lifesling® or equivalent man overboard rescue device equipped with a self-

THE FOLLOWING SECTIONS PROVIDE RECOMMENDATIONS FOR ADDITIONAL EQUIPMENT,

igniting light stored on deck and ready for immediate use.

6.3 Communications Equipment

6.3.1 Emergency Antenna – It is **STRONGLY RECOMMENDED** that a boat shall have an emergency VHF antenna with sufficient coax to reach the deck, and have a minimum antenna length of 15: (381mm).

6.3.2 EPRIB – It is **STRONGLY RECOMMENDED** that a boat shall carry either a 405MHZ EPRIB 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. After 01/01/2016, this device shall be equipped with an internal GPS.

6.4 Life raft(s) - It is **STRONGLY RECOMMENDED** that a boat shall carry an adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing entire crew. The raft shall be stored in such a way that it is capable of being launched within 15 seconds. Boats built after 1/06/2001 shall have the life raft stowed in a deck mounted rigid container or stored in watertight or self-draining purpose built rigid compartment(s) opening adjacent to the cockpit of the working deck. Boats built prior to 01/06/2001 may alternatively stow the life raft in a valise not weighing over 88 lbs. (39.9kg) securely below deck and adjacent to the companionway. The life raft shall hold a current certificate of inspection. **Note: after 1/2018, a life raft may become required equipment**

6.5 Flashlights - It is **STRONGLY RECOMMENDED** that a boat shall carry a watertight flashlight for each crewmember with spare batteries and blubs in addition to the requirement of section 3.16.2 above herein. Total number of flashlights need not exceed the total number of crewmembers.

6.6 Storm Jib - It is **STRONGLY RECOMMENDED** that a boat shall carry a storm jib of area not greater than 5% height of the fore triangle squared, with luff maximum length 65% height of the fore triangle. This sail shall have means to attach the luff to the stay independent of any luff-groove device. Boats shall have sheeting positions on the deck for this sail.