



2024 Bayview Mackinac Race

Presented By National Fleet Services

Safety Equipment Requirements (SER)

REVISED 1/17/24

All participants must follow these requirements. Additional requirements for multihull and double-handed requirements are specified below, starting on page 6. *** apply only to monohull**

1	General Requirements
1.1 Purpose	The SER establishes uniform minimum equipment, accommodation, and training standards for boats racing in the 2024 Bayview Mackinac Race (the "Race"). The SER does not replace, but rather supplements, 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	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.
1.2.1 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 agree 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 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 Race Committee (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 *	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chains, 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, built to resist capsizes, 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, 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	General Hull and Structure
2.1.1 Hull Openings	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.
2.1.2 Hatch Boards	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 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 LOA 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 Canting Keel *	A canting keel pivot shall be completely contained within a watertight enclosure, which shall comply with section 2.1.7 above herein. Access points in the watertight enclosure for control and actuation systems or any other purpose shall comply with section 1.7 above herein.
2.1.9 Movable Ballast *	Movable ballast systems shall be fitted with manual control and secondary actuation systems, which shall be capable of controlling the full sailing load of the keel in the event of a failure of the primary system. Such failures may include electrical and hydraulic failure and mechanical failure of the components and the structure to which it mounts. The system must be quickly operated and shall be operated at any angle of heel. It would be desirable if this system were capable of securing the keel on the centerline.
2.2.2 Stability *	A boat with a movable or variable ballast (water or canting keel) shall comply with the requirements of Appendix K of the U.S. Sailing Safety Equipment Requirements and have a knockdown recovery factor greater than or equal to 0.8.
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 the discharge of sewage, treated or untreated, into the waters of the Great Lakes. All installed MSDs shall be U.S. Coast Guard certified or Canadian Coast Guard certified (for boats registered in Canada) 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	If a boat has a fixed stove, it shall have a fuel shutoff.
2.3.4 Hand Holds	A boat shall have adequate handholds below decks.

2.4.1 Lifeline Enclosure *	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 2.4.5 and 2.5.
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.
2.4.3 Bow Pulpits	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 Lifeline Material	Lifelines 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 to pulpits is allowed. Lifelines shall be taut. When HMPE is used, the load-bearing portion (core) shall meet or exceed minimum diameter requirements.
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 Stanchion Spacing	The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).
2.5 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.
2.6 Specific Requirements for Boats Less Than 30' *	It is required that boats less than 30 feet (9.14m) shall meet the requirements of 2.4.1 through 2.5 above and: (a) 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); or (b) If not meeting the requirements of 2.4.1 through 2.5 above herein, each crew member shall wear a safety harness and tether complying with section 3.1.3 below herein at all times while not in the cabin, which tether shall be attached to strong point on the boat.
2.7 Specific Requirements for boats 30' and over *	Boats 30' (9.14m) and over shall meet the requirements of 2.4.1 through 2.4.5 and 2.5 above herein and: (a) 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).
2.8 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.
2.9 Mast and Rigging *	A boat shall have the heel of a keel-stepped mast securely fastened to the mast step or adjoining structure.
2.10 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 sails for 10 hours. The boat's engine and generator installation (if so equipped) must conform to ISO and/or U.S. Coast Guard or Canadian Coast Guard standards.
3	Safety Equipment
	A boat 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' https://www.uscgboating.org/images/420.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://assets.kalkomey.com/boater/pdfs/handbook/michigan-handbook-entire.pdf
	US Sailing prescribes that every boat shall carry lifesaving equipment conforming to government regulations that apply in the racing area. https://www.ussailing.org/competition/offshore/safety-information/
	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 a 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 boat shall have a Coast Guard approved PFD or a PFD that meets ISO standards equipped with a whistle and a light for each member of the crew.
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. This snap hook requirement may also be accomplished with a safety harness that has an integral snap hook to quickly disconnect the tether at the chest end of the tether.
3.1.4 Personal Safety Knife	Each crewmember shall have a personal safety knife, preferably a straight blade or, if folding, able to be opened with one hand, to be attached to or carried on each crew member 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 recommendation is in addition to the requirement of section 3.24 below herein.
	Deck Safety Equipment
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.

Navigation Lights	
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. Boats shall display navigation lights between sunset and sunrise, and at any other time deemed appropriate by the Person-In-Charge.
3.3.2 Navigation Lights	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, when applicable.
3.5 Sound -Making Devices	A boat shall carry sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable.
Visual Distress Signals	
3.6.2 Visual Distress Signals (VDSs)	A boat shall carry three (3) SOLAS red hand flares not older than the expiration date or shall carry both the USCG approved non-Pyrotechnic electric distress light, marked with an indication that it meets 46 CFR 161.013 and is operational, and an orange distress flag, marked with an indication that it meets 46 CFR 160.072.
3.6.3 Visual Distress Signals (VDSs)	Boat flares stored inside of life rafts shall not be used to satisfy the visual distress signals requirement.
Man Overboard Equipment	
3.7.1 Throw-able Device	A boat shall carry a 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 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 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.
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 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 number (unique to the boat) programmed into the VHF.
3.8.2 Handheld VHF Radio	A boat shall have a watertight handheld VHF radio or a handheld VHF radio with a waterproof cover. Note: After 1/1/2025, this radio may be required to have DSC/GPS capability.
3.8.3 Cellular Phone	A boat shall carry a working cellular telephone in a waterproof 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 that 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. https://www.charts.noaa.gov/interactiveCatalog/nrnc.shtml
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.
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 in addition to the requirement of section 3.16.1 above herein
Additional Requirements	
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" (292mm) 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-hull fittings 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 hull.
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 added 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 reefing mainsail 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 01/01/2014 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 the means to prevent the boom from dropping if support from the mainsail or halyard fails.

4	Skills
4.1.2 Emergency Steering	A boat's crew shall be aware of multiple methods of steering the boat with the rudders disabled and shall have chosen and practiced one method of steering the boat with the rudders 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. Crew Overboard Drill Documentation of such practice shall be signed by participating crew members and kept aboard the boat. A document can be downloaded from the 'Safety and other Docs' section of the "Official Board" tab of the Race website, https://bycmack.com/ . The practice of the 'Quick-Stop' man-overboard procedure is strongly recommended. https://bycmack.com/
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 30% of those aboard, but not fewer than two members of the crew including the person in charge shall have: Completed and hold a valid, current US Sailing Safety at Sea Certification (Coastal or Offshore or an equivalent level certificate; or view online at least four (4) of the seven (7) "Bayview MAC Safety Seminars" listed in the racing tab on the DRYA (Detroit Regional Yacht Racing Association) website or the link below; or Read a minimum of eight (8) safety articles posted under the 'Safety' tab on the Race website. https://www.drva.org/byc-mac-safety-seminars
4.4 Safety at Sea	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 shall discuss with at least 2/3 of the crew how to handle various emergency situations including Crew Overboard, Grounding, Loss of Steering, Flooding, Fire, Dismasting, and Abandon Ship.
THE FOLLOWING SECTIONS PROVIDE RECOMMENDATIONS FOR ADDITIONAL EQUIPMENT, GEAR, AND THEIR USE WHICH YOU MAY WISH TO HAVE ONBOARD 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 2.8 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	RECOMENDED SAFETY EQUIPMENT
Personal Safety Equipment	
6.1.1 Wearing of Personal Flotation Devices (PFD's)	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. <i>A lifejacket can save your life, but only if you wear it.</i>
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 sections 3.1.2 and 3.23 above herein, it is STRONGLY RECOMMENDED that each PFD shall be equipped with crotch or leg straps, a whistle, a waterproof light, be fitted with marine-grade retroreflective material, and be clearly marked with the boat's or wearer's name, and be compatible with the wearer's safety harness. If the PFD is inflatable, it shall be regularly checked for air retention.
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-igniting light stored on deck and ready for immediate use.
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 406MHZ 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. 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 a designed capacity for containing the 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.
6.5 Flashlights	It is STRONGLY RECOMMENDED that a boat shall carry a watertight flashlight for each crewmember with spare batteries and bulbs in addition to the requirement of section 3.16.2 above herein. The total number of flashlights need not exceed the total number of crew.
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 foretriangle squared, with luff maximum length 65% height of the foretriangle. This sail shall have the 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.
6.7 Reflective Sailboard	It is STRONGLY RECOMMENDED that a boat shall carry a reflective sailboard displaying its sail number. Each character shall be at least ten (10) inches high and made of contrasting marine-grade reflective material mounted on a black background.
6.8 Race Committee Review	A boat that does not exactly meet an item in these SERs but has a component or design with a proven safety record for the SER in question, may make a request to the Race Committee for a review of that item. The Race Committee may review that item and has the sole discretion to accept that deviation from the SER.

7 & 8	<h2 style="text-align: center;">Double Handed Requirements</h2> <p style="text-align: center;">(applicable to Double Handed Class entrants only)</p>
7 Autopilot	Boats must carry an autopilot or tiller-pilot, installed and ready for immediate use, which may be used while racing. This modifies RRS 52.
8 Wearing of Safety Harnesses and Tethers	Each crew member shall wear a safety harness and tether complying with section 3.1.3 above herein at all times while not in the cabin, which tether shall be attached to a strong point on the boat.
<h2>Multihull General</h2> <p>(applicable to Multihull Boats only)</p>	
1.5 Secure Storage	Internal ballast, ballast tanks, and associated equipment shall be permanently installed. A boat's heavy items such as batteries, stoves, toolboxes, anchors, and chains shall be secured.
1.8 Multihull Crew Eligibility	Minimum crew for a multihull is three. At least 50% of the crew must have completed a minimum of two overnight 50 nm passages under sail on a multihull, or two 50 nm overnight races on a multihull to be eligible to enter.
1.9 Multihull Boat Eligibility	Multihull boats shall meet each of the following conditions:
1.9.1 Multihull Minimum Length	24 feet (7.315m) LOA
1.9.2 Multihull LOA/BOC Ratio	<p>A) Catamarans – LOA/BOC = 2.30 or less B) Trimarans - LOA/BOC = 3.30 or less</p> <p>A boat failing to meet the condition of section 1.9.2 above herein may apply for entry conditioned on:</p> <p>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</p> <p>ii) That boat having a sufficient Luff/BOC ratio</p> <p>a) If catamaran, Luff/BOC = 3.20 or less b) If trimaran, Luff/BOC = 4.00 or less</p> <p>Notwithstanding these exceptions (a and b above herein), all entries are subject to review and acceptance or rejection by the Organizing Authority.</p> <p>Boat Eligibility Definitions:</p> <p>A. LOA - Length overall of the longest hull, excluding equipment (bowsprit, outboard engine, et cetera). B. BOC – Beam on centerline</p> <ol style="list-style-type: none"> If catamaran, the perpendicular distance between the centerline of one hull to the centerline of the other hull, measured at deck level. If trimaran, the perpendicular distance between the centerline of the main hull and the centerline of either ama, measured at deck level. <p>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.</p> <p>C. Luff - The luff of the mainsail is 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.</p>
<h2>Multihull Hull and Structure</h2>	
2.1.1.1 Exits	A boat shall have at least 2 exits in each hull which contains accommodation.
2.1.1.2 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. If a boat does not have permanent mounted escape hatches in each hull, it is STRONGLY RECOMMENDED cutting lines shall be clearly marked both inside and outside with an outline and the words "ESCAPE CUT HERE" and 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.
2.1.1.2.4 Escape hatches	Escape hatches shall be above the waterline when the boat is inverted.
2.1.1.2.5 Escape hatches	Escape Hatches shall have sufficient minimum clearance of 450mm (approximately 18") in diameter or when an escape hatch is not circular, sufficient clearance to allow a crew member to pass through fully clothed.
2.1.1.2.6 Escape hatches	Each Escape Hatch shall have been opened both from the inside and outside within six (6) months prior to the race.
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.
2.4.1 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 2.4.4 to 2.4.5.
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.
2.8 Nets or Trampolines	Nets and 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. 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.

2.8.2 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). 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 the 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.
2.8.3 Nets or Trampolines	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.
2.9 Dewatering Pumps	A boat shall have a portable or permanently installed manual bilge pump(s) of at least 10 GPM (37.8 liters per minute) capacity 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.

Multihull Safety Equipment

3.2.3 Deck Safety	Multihulls must have jacklines or attachment points that are accessible when the boat is inverted.
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 3.6.2 above herein, 2. a handheld VHF radio and cellular phone 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 2.1.1.2 above herein, 6. an EPIRB or PLB per section 6.3.2 above herein.

Changes

2023	Date Change HMPS Lifelines may not be allowed - Extended one year
	Date Change Handheld VHF radio may be required to have DSC/GPS Capability - Extended one year
	Language changed boat needing a stove with a fuel shut off to if a boat has a stove, it shall have a fuel shut off
	Reflective sail board changed from required to strongly recommended
	Change suggesting life raft requirement in future date to strongly recommended
2024	Removed requirement that boats shall carry one SOLAS orange smoke flare not older than the expiration date
	HMPE Lifelines Removed Note "may not be allowed after"
	Safety at Sea Skill Requirement update from winter seminar to videos as an option
	Date Change Handheld VHF radio may be required to have DSC/GPS Capability - Extended one year
	Multihull crew eligibility changed from 100 nm passaged to two 50 nm passages. Removed 24 hr passage requirement
Multihull Escape Hatches "Escape Cut Here" clearly marked	

Safety Equipment Requirements (SER)

Appendix K

Movable and Variable Ballast

Memo: References in BYC Mackinac Monohull SER 2.2.2

Notwithstanding the maximum length limit of 24m in the standard, this Appendix invokes International Standard ISO 12217-2, Small Craft – Stability and buoyancy assessment and categorization – Part 2: Sailing boats of hull length greater than or equal to 6m. The functions KFR (Knockdown Recovery Factor) and FIR (Inversion Recovery Factor) are defined in ISO 12217-2, except as modified by this Appendix.

This Appendix applies to Monohull Yachts only. Unless specifically stated, a requirement applies to SER categories Ocean, Coastal, and Nearshore.

1. Stability

1.1 Boat Condition

In the calculation of stability data:

- (a) Deck and other enclosed volume above the sheerline and cockpit volume shall be taken into account.
- (b) Mass shall be taken as the most restrictive case of either Minimum Operating Mass and Loaded Arrival Condition as defined by ISO 12217-2, paragraph 3.5.

1.2 General Standards

In the assessment of ISO category for yachts fitted with moveable and/or variable ballast, ISO 12217-2, paragraph 6.1.4 b) shall not apply. Boats shall comply with paragraphs 6.2.3, 6.3.1, and 6.4. Calculations shall be for the ballast condition that results in the most adverse result when considering each individual stability requirement. ISO 12217-2 Annex C, paragraph C.3.3, first sentence, the word 'may' is replaced with 'shall.' ISO 12217-2 Annex C, paragraph C.3.4 shall not be used in the calculation of righting lever.

1.3 Knockdown Recovery

Boats with moveable/variable ballast shall comply with the following minimum values of Knockdown Recovery Factor (KRF) calculated in accordance with ISO 12217-2 paragraph 6.4.4 with the modification that the reference to ISO 8666 paragraph 5.5.2 changed to incorporate actual mainsail area and center of effort. The lesser of FKR90 and FKR-90 shall be used:

SR Category	Ocean	Costal	Nearshore
FKR	0.9	0.8	0.7

Boats with age date prior to 11/04 may seek dispensation from this section 1.3 by application to World Sailing.