



NEW YORK YACHT CLUB QUEEN'S CUP July 22, 2018

NOTICE OF RACE ADDENDUM 2

US SAFETY EQUIPMENT REQUIREMENTS (USSER)

US Sailing's Safety at Sea Committee has conducted an overhaul of ISAF's Offshore Special Regulations (OSR), which describes the gear required to be used on sailboats when racing in most local and offshore races in the U.S. The U.S. Safety Equipment Requirements (USSER) document is intended to be used by race organizers, owners and boat inspectors in place of the OSR.

US Nearshore

The US Nearshore requirements are for races intended to be sailed during the day, close to shore, and in relatively protected waters.

Minimum Equipment and Safety Requirements

It is the purpose of these requirements to establish a uniform minimum equipment and accommodation standard for regattas run by the New York Yacht Club Regatta Association. These requirements are intended to supplement, rather than replace, government requirements and the *Racing Rules of Sailing*. The responsibility for providing and maintaining a safe and seaworthy vessel rests entirely on the owner. The establishment of these requirements, their use by race organizers, or inspection of a boat under these requirements do not in any way limit or reduce the complete and unlimited responsibility of the owner or owner's representative.

One-Design Minimum Equipment Requirements

One-Design classes are expected to provide their own equipment requirements in their respective class rules and where there is a conflict with these equipment requirements, the Class Rules shall apply.

Safety Rules

All competitors should be familiar with *The Racing Rules of Sailing* fundamental rules concerning the safety of crews while racing:

1 SAFETY

1.1 Helping Those in Danger

A boat or competitor shall give all possible help to any person or vessel in danger.

1.2 Life-Saving Equipment and Personal Flotation Devices

A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, unless her class rules make some other provision. Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions.

4 DECISION TO RACE

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

USSER NEARSHORE

Effective Date: January 1, 2018, revision 2018.0

Section Name	#	Requirement	Nearshore
Definition	1.0.3	Nearshore: Races primarily sailed during the day, close to shore, in relatively protected waters.	x
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.	x
Overall: Responsibility	1.2	The safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge", as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used.	x
Overall: Inspections	1.3	A boat may be inspected at any time by an equipment inspector or measurer appointed for the event. If she does not comply with these regulations, her entry may be rejected or she will be subject to a protest filed by the RC. A Violation of the Safety Equipment Requirements may result in a penalty other than disqualification.	x
Overall: Equipment and Knowledge	1.4	All equipment required shall function properly, be regularly checked, cleaned and serviced, and be of a type, size and capacity suitable for the intended use and size of the boat and the size of the crew. This equipment shall be readily accessible while underway and, when not in use, stored in such a way that deterioration is minimized.	x
Overall: Secure Storage	1.5	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.	x
Overall: Watertight Integrity	1.7	A boat's hull, including, deck, coach roof, windows, hatches and all other parts, shall form an integral watertight unit, and any openings in it shall be capable of being immediately secured to maintain this integrity.	x
Hull and Structure: Hull Openings	2.1.1	A boat's companionway(s) shall be capable of being blocked off to main deck level (sheerline). The method of blocking should be solid, watertight, and rigidly secured, if not permanent.	x
Hull and Structure: Hull Openings	2.1.2	A boat's hatch boards, whether or not in position in the hatchway, shall be secured in a way that prevents their being lost overboard.	x
Hull and Structure: Cockpit	2.1.3	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.	x
Hull and Structure: Cockpit	2.1.4	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.	x
	2.1.5.2	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.	x
Hull and Structure: Stability	2.2.3	A boat with moveable or variable ballast (water or canting keel) shall comply with the requirements of Appendix K.	x
Hull and Structure: Lifelines	2.4.2	A boat's stanchion and pulpit bases shall be within the working deck.	x

Hull and Structure: Lifelines	2.4.3	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).	x
Hull and Structure: Lifelines	2.4.4	<i>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.</i>	x
Hull and Structure: Lifelines	2.4.4.1	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.	x
Hull and Structure: Lifelines	2.4.5	The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).	x
Hull and Structure: Lifelines	2.4.6	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).	x
Hull and Structure: Lifelines	2.4.7	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).	x
Hull and Structure: Lifelines	2.4.8	Toe rails shall be fitted around the foredeck from the base of the mast with a minimum height of 3/4" (18mm) for boats under 30' (9.14m) and 1" (25mm) for boats over 30'. An additional installed lifeline that is 1-2" (25-51mm) above the deck will satisfy this requirement for boats without toerails.	x
Hull and Structure: Lifelines	2.4.9	Trimarans are exempted from the lifeline requirement where there is a trampoline outboard of the main hull, except that a lifeline must run from the top of a bow pulpit to the forward crossbeam at the outboard edge of the bow net or foredeck. Catamarans with trampoline nets between the hulls are exempted from the lifeline requirement. All catamarans are exempted from the need for pulpits and lifelines across the bow.	x
Hull and Structure: Dewatering pumps	2.5.3	A boat shall have a manual bilge pump of at least a 10 GPM (37.8 liter per minute) capacity.	x
Safety Equipment: Personal	3.1.3	Each crewmember shall have a life jacket intended for small boat sailing or other active boating. Each such life jacket shall be USCG, ISO, or applicable government approved or shall meet the ocean requirement of 3.1.1.	x
Safety Equipment: 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.	x
Safety Equipment: Navigation Lights	3.3.2	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.	
Safety Equipment: Fire Extinguishers	3.4	A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.	x
Safety Equipment: Sound Producing Equipment	3.5	A boat shall carry-sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable.	x

Safety Equipment: Visual Distress Signals	3.6.4	A boat shall carry U.S. Coast Guard (or applicable government entity) flares meeting day-night requirements not older than the expiration date.	x
Safety Equipment: Man Overboard	3.7.1	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.	x
Safety Equipment: Man Overboard	3.7.3	A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit.	x
Safety Equipment: Man Overboard	3.7.4	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.	x
Safety Equipment: Emergency Communications	3.8.2	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.	x
Safety Equipment: Emergency Communications	3.8.3	<i>A boat shall have a VHF radio which may be fixed or handheld.</i>	x
Safety Equipment: Navigation	3.19.1	A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.	x
Safety Equipment: Navigation	3.20	A boat shall have non-electronic charts that are appropriate for the race area.	x
Gear: Anchoring	3.23	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.	x
Gear: Lights	3.24.3	A boat shall carry at least two watertight flashlights with spare batteries in addition to the requirement of 3.24.1.	x
Gear: Medical Kits	3.25	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.	x
	3.27.2	A boat shall carry one sturdy bucket of at least two gallons (8 liters) capacity with lanyards attached.	x
Skills: Man Overboard	4.2	Annually, two-thirds of the boat's racing crew shall practice man-overboard procedures appropriate for the boat's size and speed. The practice shall consist of marking and returning to a position on the water, and demonstrating a method of hoisting a crewmember back on deck, or other consistent means of reboarding the crewmember.	x
Skills: Crew Training	4.4	<i>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.</i>	x

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