

SEGUIN	Safety Equipment Requirements	Notes
	1.0.2 Definition	Coastal: Races not far removed from shorelines, where rescue is likely to be quickly available
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	1.5 Secure Storage	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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		
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	2.2.2 Stability	The boat must have a stability index greater than or equal to 103 or meet the requirements of ISO 12217-2B.
<input type="checkbox"/>	2.2.3 Stability	A boat with moveable or variable ballast (water or canting keel) shall comply with the requirements of Appendix K.
<input type="checkbox"/>	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.
<input type="checkbox"/>	2.4.2 Lifeline Stanchions	A boat's stanchion and pulpit bases shall be within the working deck.
<input type="checkbox"/>	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).
<input type="checkbox"/>	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.
<input type="checkbox"/>	2.4.5 Lifeline Stanchion Spacing	The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).
<input type="checkbox"/>	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).
<input type="checkbox"/>	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).
<input type="checkbox"/>	2.4.9 Lifelines on Trimarans	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.
<input type="checkbox"/>	2.5.3 Dewatering pumps	A boat shall have a manual bilge pump of at least a 10 GPM (37.8 liter per minute) capacity.

3 Safety Equipment		
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	3.14 GPS	A boat shall carry a GPS receiver.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	3.2.3 Deck Safety	Multihulls must have jacklines or attachment points that are accessible when the boat is inverted.
<input type="checkbox"/>	3.20 Charts	A boat shall have non-electronic charts that are appropriate for the race area.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	3.24.3 Flashlights	A boat shall carry at least two watertight flashlights with spare batteries in addition to the requirement of 3.24.1.
<input type="checkbox"/>	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.
<input type="checkbox"/>	3.26 Radar Reflectors	A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.
<input type="checkbox"/>	3.27.2 Bucket	A boat shall carry one sturdy bucket of at least two gallons (8 liters) capacity with lanyards attached.
<input type="checkbox"/>	3.29.2 Emergency Tiller	Wheel steered boats shall have an emergency tiller, capable of being fitted to the rudder stock.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	3.4 Fire Extinguishers	A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.
<input type="checkbox"/>	3.5 Sound Producing Equipment	A boat shall carry sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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".
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	3.8.3 VHF	A boat shall have a VHF radio which may be fixed or handheld.
4 Skills		
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.