

Bridge to Bridge Safety Equipment Requirements

Effective Date: 03/01/2015			For use by Inspectors		
			Vessel Compliance Y/N		Inspector Comments
Section Name	#	Requirement	Y	N	
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 the US Coast Guard or other national authority for boating regulations, the Racing Rules of Sailing (RRS), the rules of Class Associations and all applicable rating rules.			
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.			
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 Regulations may result in a penalty other than disqualification.			
Overall: Equipment	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.			
Overall: Secure Storage	1.5	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.			
Overall: Strength of Build	1.6	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.			
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.			

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Hull and Structure: Hull Openings	2.1.1	A boat's companionway(s) shall be capable of being blocked off to main deck level. The method of blocking should be solid, watertight and rigidly secured, if not permanent.			
Hull and Structure: Hull Openings	2.1.2	A boat's hatch boards, whether or not in position in the hatchway, shall be secured to the boat (e.g. by a lanyard) for the duration of the race to prevent their being lost overboard.			
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.			
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.			
Hull and Structure: Cockpit	2.1.5.1	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 0.06 x LOA x Max. Beam x Freeboard aft. The cockpit sole shall be at least 0.02 x L above LWL.			
Hull and Structure: Through Hulls	2.1.6	A boat's through-hull openings below the waterline shall be equipped with sea cocks or valves, except for speed transducers, depth finder transducers and the like; however a means of closing such openings shall be provided.			
Hull and Structure: Stability	2.2.1	The boat must have a stability index greater than or equal to 115, or meet the requirements of ISO 12217-2A.			
Hull and Structure: Stability	2.2.2	The boat must have a stability index greater than or equal to 103 or meet the requirements of ISO 12217-2A.			
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 of the Offshore Special Regulations(OSR). http://www.sailing.org/tools/documents/OSR2012AppK09122011-[11760].pdf .			
Hull and Structure: Accommodations	2.3.1	A boat shall be equipped with a head or a fitted bucket.			
Hull and Structure: Accommodations	2.3.2	A boat shall have bunks sufficient to accommodate the off-watch crew.			

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Hull and Structure: Accommodations	2.3.5	A boat shall have adequate hand holds below decks.			
Hull and Structure: Lifelines	2.4.1	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.			
Hull and Structure: Lifelines	2.4.2	A boat's stanchion and pulpit bases shall be within the working deck. Stanchions used with HMPE lifelines shall have rounded openings to reduce chafe.			
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).			
Hull and Structure: Lifelines	2.4.4	Lifelines SHALL be either uncoated stainless steel wire or high molecular weight polyethylene (HMPE) line with spliced terminations or terminals specifically intended for the purpose(see appendix-Lifelines for requirements). 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 (see appendix-Lifelines for requirements).			
Hull and Structure: Lifelines	2.4.5	The maximum spacing between the bases of lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).			
Hull and Structure: Lifelines	2.4.6	Boats under 28 feet (8.5m) 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 as per Appendix- Lifelines.			
Hull and Structure: Lifelines	2.4.7	Boats 28 feet and over (8.50m) shall have at least two lifelines with 24" (762mm) minimum height above deck, and a maximum vertical gap of 15" (381mm). The minimum diameter shall be as per Appendix- Lifelines.			
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 between 1-2" (25-51mm) above the deck will satisfy this requirement for boats without toerails.			

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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.			
Hull and Structure: Dewatering pumps	2.5.1	A boat shall have a permanently installed manual bilge pump of at least a 10 gallons per minute (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.			
Hull and Structure: Mast and Rigging	2.6	The heel of a keel-stepped mast shall be securely fastened to the mast step or adjoining structure.			
Hull and Structure: Mechanical Propulsion	2.7.1	A boat shall have a mechanical propulsion system that is ready for immediate use and capable of driving the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.81 times the square root of the waterline in meters) for at least 10 hours.			
Hull and Structure: Mechanical Propulsion	2.7.3	The boat's engine and generator installation (if so equipped) must conform to ABYC, ISO or U.S. Coast Guard standards.			
Safety Equipment: Personal	3.1.1	Each crewmember shall have a life jacket that provides at least 33.7lbs (150N) of buoyancy, to be worn over the shoulders (no belt pack), meeting either Coast Guard/National Safety Authority of the OA or ISO specifications. Life jackets shall be equipped with crotch or leg straps, a whistle, a waterproof light, be fitted with marine-grade retro-reflective material, and be clearly marked with the boat's or wearer's name, and be compatible with the wearer's safety harness. If the life jacket is inflatable, it shall be regularly checked for air retention. Alternatively, each crewmember shall have a U.S. Coast Guard approved inherently buoyant off-shore life jacket /National Safety Authority of the OA approved inherently buoyant off-shore life jacket equipped with crotch or leg straps, a whistle, a waterproof light, retro-reflective material, marked with the boat or owner's name, which is compatible with a safety harness.			

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Safety Equipment: Personal	3.1.4	Each crewmember shall have a safety harness and compatible safety tether not more than 7 feet (2.13m) 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 while under load.			
Safety Equipment: Deck Safety	3.2.1	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.			
Safety Equipment: Deck Safety	3.2.3	Multihulls must have jacklines or attachment points that are accessible when the vessel is inverted.			
Safety Equipment: Navigation Lights	3.3.1	A boat racing between sunset and sunrise shall carry navigation lights that meet Coast Guard/National Safety Authority of the OA requirements mounted so that they will not be obscured by the sails nor be located below deck level.			
Safety Equipment: Fire Extinguishers	3.4	A boat shall carry fire extinguisher(s) that meets Coast Guard/National Safety Authority of the OA requirements, when applicable.			
Safety Equipment: Sound Producing Equipment	3.5	A boat shall carry a sound-making device that meets Coast Guard/National Safety Authority of the OA requirements, when applicable.			
Safety Equipment: Visual Distress Signals	3.6.1	A boat shall carry 1 SOLAS orange smoke flares not older than the expiration date.			
Safety Equipment: Visual Distress Signals	3.6.2	A boat shall carry 2 SOLAS red parachute flares not older than the expiration date.			
Safety Equipment: Visual Distress Signals	3.6.3	A boat shall carry 2 SOLAS red hand flares not older than the expiration date.			
Safety Equipment: Visual Distress Signals	3.6.5	Boat flares stored inside of life rafts may not be used to satisfy the flare requirement.			

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Safety Equipment: Man Overboard	3.7.1	A boat shall carry a LifeSling™ or equivalent man overboard rescue device stored on deck and ready for immediate use.			
Safety Equipment: Man Overboard	3.7.2	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 MOB 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".			
Safety Equipment: Man Overboard	3.7.3	A boat shall have a heaving line of 50' (15m) or greater of floating line stored on deck and ready for immediate use.			
Safety Equipment: Man Overboard	3.7.4	A boat shall carry a Coast Guard/National Safety Authority of the OA approved "throwable device". If the device carried under 3.7.1 satisfies this requirement, then no additional device is needed.			
Safety Equipment: Emergency Communications	3.8.1	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. Radios manufactured after 01/01/2015 shall have DSC capability, have an antenna of at least 15" (381mm) in length, be connected to or have an internal GPS, and have the assigned MMSI number (unique to the boat) programed into the VHF.			
Safety Equipment: Emergency Communications	3.8.2	A boat shall have the listed number of watertight handheld VHF radios or handheld VHF radios with waterproof cover. Radios manufactured after 01/01/2015, shall have DSC/GPS capability. Note: for Nearshore and Inshore, a boat which complies with Rule 3.8.1 shall be considered compliant with 3.8.2			
Safety Equipment: Emergency Communications	3.8.3	A boat shall have an emergency VHF antenna. After 01/01/2015 the emergency antenna shall be equipped with sufficient coax to reach the deck, and have a minimum antenna length of 15" (381mm).			
Safety Equipment: Navigation	3.14	A boat shall carry a GPS receiver.			
Safety Equipment: Navigation/MOB	3.15	A boat shall carry an electronic means to record the position of a man overboard within ten seconds. This may be the same instrument listed in 3.14.			

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Safety Equipment: Emergency Communications	3.16.2	A boat shall carry either a 406MHz EPIRB 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.			
Safety Equipment: Navigation	3.17	A boat shall have a knotmeter and/or distance-measuring instrument.			
Safety Equipment: Navigation	3.18	A boat shall have a permanently installed depth sounder that can measure to depths of at least 200 ft. (61m).			
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.			
Safety Equipment: Navigation	3.19.2	A boat shall have a second magnetic compass suitable for steering at sea which may be handheld.			
Safety Equipment: Navigation	3.20	A boat shall have non-electronic charts that are appropriate for the race area.			
Safety Equipment: Damage Control	3.22	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.			
Gear: Anchoring	3.23	A boat shall carry one commercially made anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, with a suitable combination of chain and line.			
Gear: Lights	3.24.1	A boat shall carry a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance.			
Gear: Lights	3.24.2	A boat shall carry a watertight flashlight for each crewmember with spare batteries in addition to the above.			
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.			
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.			
Gear: Radar Reflectors	3.26.1	A boat shall carry an octahedral passive radar reflector with circular sector plates of minimum diameter 30 cm (12") or a reflector with a documented minimum Radar Cross Section (RCS) of area of 2 m2.			

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Gear: Radar Reflectors	3.26.2	A radar reflector shall be displayed at all times at least 13 feet (4 meters) above the waterline.			
Gear: Dewatering	3.27	A boat shall carry 2 sturdy bucket(s) of at least two gallons (8 liters) capacity with lanyards attached.			
Gear: Safety Diagram	3.28	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.			
Gear: Emergency Steering	3.29.1	A boat shall have an emergency tiller, capable of being fitted to the rudder stock. Boats with twin rudders and twin tillers connected directly to the rudders are exempt from this requirement.			
Gear: Spare Parts	3.30	A boat shall carry tools and spare parts, including an effective means to quickly disconnect or sever the standing rigging from the hull.			
Gear: Identification	3.31	All safety 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.			
Gear: Cockpit Knife	3.32	A boat shall carry a strong, sharp knife, sheathed and securely restrained which is readily accessible from the deck and/or cockpit.			
Sails: Mainsail Reefing	3.33.1	A boat shall have a mainsail reefing capable of reducing the luff length by at least 10%.			
Sails: Headsails	3.33.3	A boat shall carry a heavy-weather jib (or heavy-weather sail in a yacht with no forestay) of area not greater than 13.5% height of the fore triangle squared.			
Rigging: Halyards	3.35	A boat shall not be rigged with any halyard that requires a person to go aloft in order to lower a sail.			
Rigging: Boom Support	3.36	A boat over 30' LOA (9.14m) shall have a means to prevent the boom from dropping if support from the mainsail or halyard fails.			
Gear: Life Rafts	3.39	A boat shall carry adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing entire crew. The raft shall be SOLAS, ISAF, ISO 9650, or ORC approved. The raft shall be stored in such a way that it is capable of being launched within 15 seconds. The life raft shall hold a current certificate of inspection. Boats built after 01/06/ 2001 shall have the life raft stowed in a deck mounted rigid container or stowed in watertight or self draining purpose built, rigid compartment(s) opening adjacent to the cockpit of the working deck.			

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Gear: Life Rafts	3.40	A boat shall have for each life raft, a grab bag with a lanyard and clip. The grab bag shall have inherent flotation and be of a bright fluorescent color containing at least an EPIRB, and a watertight handheld VHF radio. The VHF Radio and EPIRB need not be in addition to the prior requirements.			
Skills: Emergency Steering	4.1.2	Crews must be aware of methods of steering the yacht with the rudder disabled.			
Skills: Man Overboard	4.2	Annually, at least 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.			
Skills: Safety Training	4.3.1	At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single-handed, including the person in charge, shall have attended a one-day or two-day Safety at Sea Seminar within the last 5 years, or other courses as accepted by their National Authority.			

Lifeline deflection shall not exceed the following:

When a deflecting force of 50 N (5.1 kg or 11.2 lb.) is applied to a lifeline midway between supports of a lifeline, the lifeline shall not deflect more than 100mm. This measurement shall be taken at the widest span between supports that are aft of the mast. For purposes of measuring sag, any elastic tensioning mechanism shall be released prior to measurement.

Lifeline Minimum Diameters, Required Materials, Specifications

(a) Lifelines shall be of :

- Stranded stainless steel wire or
- High Modulus Polyethylene (HMPE) (Dyneema/Spectra or equivalent) rope

(b) The minimum diameter is specified in table below.

(c) Stainless steel lifelines shall be uncoated and used without close-fitting sleeving, however temporary sleeving may be fitted provided it can be regularly removed for inspection.

(d) When stainless wire is used, Grade 316 is recommended

(e) When HMPE (Dyneema/Spectra) is used, it shall be spliced in accordance with the manufacturer's recommended procedures.

(f) A lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100mm (4in). This lanyard shall be replaced annually at a minimum.

(g) All wire, rope, fittings, anchorage points, fixtures and lanyards shall comprise a lifeline enclosure system which has at all points at least the breaking strength of the required lifeline.

minimum required diameter

LOA	wire	Single braid Dyneema rope	Braid on braid Dyneema cored rope
Under 8.5m (28ft)	3mm (1/8")	4mm (5/32")	4mm (5/32")
8.5m-13m	4mm (5/32")	5mm (3/16")	5mm (3/16")
Over 13m (43ft)	5mm (3/16")	5mm (3/16")	5mm (3/16")