



LandfallTM
THERE IS NO SECOND PLACE

ISAF & US SAILING

Offshore Special Regulations Guidebook

For Offshore & Coastal Racing Categories 1, 2, 3 & 4 - Summarized by Landfall



ISAF & US SAILING

Offshore Special Regulations Guidebook

Introduction

This document is reproduced by Landfall from the 2014-2015 ISAF/ORC Offshore Special Regulations and The US Sailing Offshore Prescriptions as a guide to products that help fulfill and meet these requirements.

This guide is **Not** a complete listing of the ISAF/ORC Offshore Special Regulations,

Nor shall this guide serve as a replacement of, or in lieu of, the official guidebook of offshore regulations.

This rules and regulations listed within this guidebook only contain those rules and requirements which reflect products or services that are offered by Landfall.

How To Use This Guide

Each rule or requirement section in this guidebook will include a page number to indicate where the respective items are located in Landfall's 2014 Outfitting catalog, as well as the URL for locating the product or product segment segment on the Landfall website. *An example of the product reference listing is below.*

The official complete listing of the rules and regulations can be found in the US Sailing publication:
ISAF Offshore Special Regulations Governing Offshore Racing for Monohulls & Multihulls

Page 92 in the 2014 Landfall catalogue or at www.landfallnav.com/bsr107

Each rule in this guidebook also has a side bar indicator of which category of offshore racing the specific rule will pertain to. You will need to refer to your race's specific NOR to determine which category of offshore racing requirements you should be planning to meet for safety inspections and racing.

Also, please reference the appropriate NOR for additional exceptions/requirements specific to the race in which you are participating. Some races may have additional requirements that are not included in the ISAF/ORC rules.

Finally, We at Landfall wish you the best of luck in all of your journey's, please feel free to call us with any questions related to your marine outfitting needs we're here to help.



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SECTION 1 - FUNDAMENTAL AND DEFINITIONS

- 1.02**
Responsibility of Person in Charge
- 1.02.1**
The safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used. He shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his incapacitation.
- 1.02.2**
Neither the establishment of these Special Regulations, their use by race organizers, nor the inspection of a yacht under these Special Regulations in any way limits or reduces the complete and unlimited responsibility of the person in charge.
- 1.02.3**
Decision to race -The responsibility for a yacht's decision to participate in a race or to continue racing is hers alone - RRS Fundamental Rule 4.

SECTION 2 - APPLICATION & GENERAL REQUIREMENTS

- 2.01**
Categories of Events
In many types of race, ranging from trans-oceanic sailed under adverse conditions to short-course day races sailed in protected waters, seven categories are established, to provide for differences in the minimum standards of safety and accommodation required for such varying circumstances:
- 2.01.1**
Category 0
Trans-oceanic races, including races which pass through areas in which air or sea temperatures are likely to be less than 5 degrees Celsius other than temporarily, where yachts must be completely self-sufficient for very extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.
- 2.01.2**
Category 1
US SAILING prescribes that Category 1 races are of long distance, well offshore, in large unprotected bays, and in waters where large waves, strong currents, or conditions leading to rapid onset of hypothermia are possible, where yachts must be completely self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.

Note:

Mo: Monohull

Mu: Multihull

** means the item applies to all types of yacht in all Categories except 5 for which see Appendix J or 6 for which see Appendix L.

Mo, Mu, 0

Mo, Mu, 1



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SECTION 2 - APPLICATION & GENERAL REQUIREMENTS (continued)

2.01.3

Category 2

US Sailing prescribes that Category 2 races are of extended duration along or not far removed from shorelines, where a high degree of self-sufficiency is required of the yachts but with the reasonable probability that outside assistance would be available for aid in the event of serious emergencies.

Note:

Mo: Monohull

Mu: Multihull

Mo,Mu: 2

2.01.4

Category 3

Races across open water, most of which is relatively protected or close to shorelines.

Mo,Mu: 3

2.01.5

Category 4

Short races, close to shore in relatively warm or protected waters normally held in daylight.

Mo,MU: 4

SECTION 3 - STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

3.14 Pulpits, Stanchions, Lifelines

[Page 41 - landfallnav.com/jacklines](http://landfallnav.com/jacklines)

US Sailing prescribes that all crew working areas shall be protected by lifelines or jackstays and safety harness attachment points. Lifelines or jackstays with or without safety harness attachment points may be substituted for pulpits

Mo,Mu: 0,1,2,3,4

3.21.2 Drinking Water

[Page 54 - landfallnav.com/watermaker](http://landfallnav.com/watermaker)

A.) Each yacht shall have the necessary equipment (which may include watermakers and tanks containing water) permanently installed to provide at least 3 litres of drinking water per person per day for at least the likely duration of the voyage.

Mo,Mu:0

3.21.3 Emergency Drinking Water

[Page 53 - landfallnav.com/sas01](http://landfallnav.com/sas01)

B.) In the absence of a power driven watermaker, at least 1 litre per person per day in at least two separate containers shall be provided for the expected duration of the voyage

Mo,Mu: 0,1,2,3

Mo,Mu: 0

C.) When a power-driven watermaker is on board, at least 500ml per person per day in at least two separate containers shall be provided for the expected duration of the voyage

Mo,Mu: 0

D.) Facilities shall be provided to collect rainwater for drinking purposes including when dilmasted.

landfallnav.com/desalinator

Mo,Mu: 0



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3.23 Bilge Pumps and Buckets

3.23.5

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The following shall be provided:

landfallnav.com/emergencypump

Mo: 0,1,2

A.) Two permanently installed manual bilge pumps, one operable from above, the other from below deck. Each pump shall be operable with all cockpit seats, hatches and companionways shut and shall have permanently installed discharge pipe(s) of sufficient capacity to accommodate simultaneously both pumps

3.24 Compass

[Page 71 - landfallnav.com/compasses](#)

3.24.1

The following shall be provided:-

A.) A marine magnetic compass, independent of any power supply, permanently installed and correctly adjusted with deviation card, and

**

**

B.) A magnetic compass independent of any power supply, capable of being used as a steering compass which may be hand-held

Mo,Mu:0,1,2,3

3.25 Halyards.

[Page 64 - landfallnav.com/sailinglines](#)

No mast shall have less than two halyards, each capable of hoisting a sail.

**

Boom Support

US Sailing prescribes that some means must exist to prevent the boom from dropping if support from the mainsail and/or halyard fails. Topping lifts or support vang's are acceptable for this purpose.

**

3.29 Communications Equipment, EPFS (Electronic Position-Fixing System), Radar, AIS (Automatic Identification System)

**

Provision of GMDSS is unlikely to be mandatory for small craft during the term of the present Special Regulations.

Mo,Mu:0,1,2,3

3.29.1

[Page 69 - landfallnav.com/communications](#)

The following shall be provided:

**

A.) A marine radio transceiver (or if stated in the Notice of Race, an installed satcom terminal), and

Mo,Mu:0,1,2,3

i.) an emergency antenna when the regular antenna depends upon the mast.

Mo,Mu:0,1,2,3



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3.29.1

- B.) When the marine radio transceiver is VHF: Page 69 - landfallnav.com/communications **Mo,Mu:0,1,2,3**
- i.) it shall have a rated output power of 25W **Mo,Mu:0,1,2,3**
- ii.) it shall have a masthead antenna, and co-axial feeder cable with not more than 40% power loss Page 70 - landfallnav.com/communications **Mo,Mu:0,1,2,3**
- iv.) it should include channel 72 (an international ship-ship channel which, by common use, has become widely accepted as primary choice for ocean racing yachts anywhere in the world) **Mo,Mu:0,1,2,3**
- v.) VHF transceivers installed after 31 December 2015 shall be DSC capable **Mo,Mu:1,2,3**
- vi.) DSC capable VHF transceivers shall be programmed with an assigned MMSI (unique to the boat), be connected to a GPS receiver and be capable of making distress alert calls as well as sending and receiving a DSC position report with another DSC equipped station. **Mo,Mu:1,2,3**
- E.) A hand-held marine VHF transceiver, watertight or with a waterproof cover. When not in use to be stowed in a grab bag or emergency container (See OSR 4.21) The handheld receiver should have Digital Selective Calling (DSC) and be equipped with GPS **Mo,Mu:1,2,3**
- F.) Independent of a main radio transceiver, a radio receiver capable of receiving weather bulletins ******
- H.) A D/F (direction-finding) radio receiver operating on 121.5MHz to take a bearing on a PLB or EPIRB, or an alternative device for man-overboard location when each crew member has an appropriate personal unit (see OSR 5.07); **Mo,Mu:0**
- I.) An EPFS (Electronic Position-Fixing System) (e.g. GPS) **Mo,Mu:0,1,2,3**
- N.) An AIS Transponder Page 44-45 - landfallnav.com/distresssignaling **Mo,Mu:0,1,2**
- O.) An AIS Transponder is recommended Page 45 - landfallnav.com/marineais **Mo,Mu:3**
- P.) An AIS antenna shall be mounted on top of the main mast. **Mo,Mu:0,1,2**

3.29.2 Yachts are reminded that no reflector, active or passive, is a guarantee of detection or tracking by a vessel using radar. ******

Page 45 - landfallnav.com/echomax ******

a) The attention of persons in charge is drawn to legislation in force or imminent affecting the territorial seas of some countries in which the carriage of an AIS set is or will be mandatory for certain vessels including relatively small craft.

SECTION 4 - PORTABLE EQUIPMENT & SUPPLIES for the yacht (for water & fuel see OSR 3.21 and OSR 3.28)

4.03 Soft Wood Plugs

Page 54 - landfallnav.com/s5230 ******

Soft wood plugs, tapered and of the appropriate size, shall be attached or stowed adjacent to the appropriate fitting for every through-hull opening.



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4.04 Jackstays, Clipping Points and Static Safety Lines

4.04.1 Jackstays shall be provided

Page 42 - landfallnav.com/jackline

A.) Attached to through-bolted or welded deck plates or other suitable and strong anchorage fitted on deck, port and starboard of the yacht's centre line to provide secure attachments for safety harness:

Mo,Mu: 0,1,2, 3

Mo,Mu: 0,1,2, 3

B.) comprising stainless steel 1 x 19 wire of minimum diameter 5 mm (3/16 in), high modulus polyethylene (such as Dyneema/Spectra) rope or webbing of equivalent strength

Mo,Mu: 0,1,2, 3

C.) which, when made from stainless steel wire shall be uncoated and used without any sleeving;

Mo,Mu: 0,1,2, 3

D.) 20kN (2,040 kgf or 4,500 lbf) min breaking strain webbing is recommended;

E.) at least two of which should be fitted on the underside of a multihull in case of inversion

Mo,Mu: 0,1,2, 3

Mu: 0,1,2, 3

4.04.2 Clipping Points:- Shall be provided

Page 42 - landfallnav.com/jsw6505

A.) Attached to through-bolted or welded deck plates or other suitable and strong anchorage points adjacent to stations such as the helm, sheet winches and masts, where crew members work for long periods:-

Mo,Mu0,1,2,3

B.) which, together with jackstays and static safety lines shall enable a crew member to i.) Clip on before coming on deck and unclip after going below;

ii.) Whilst continuously clipped on, to move readily between the working areas on deck and the cockpit(s) with the minimum of clipping and unclipping operations.

Mo,Mu0,1,2,3

C.) The provision of clipping points shall enable two-thirds of the crew to be simultaneously clipped on without depending on jackstays

Mo,Mu0,1,2,3

D.) In a trimaran with a rudder on the outrigger, adequate clipping points shall be provided that are not part of the deck gear or the steering mechanism, in order that the steering mechanism can be reached by a crew member whilst clipped on.

Mo,Mu0,1,2,3

4.05 Fire Extinguishers Shall be provided as follows:

4.05.1 Fire extinguishers, at least two, readily accessible in suitable and different parts of the yacht.

**

4.05.2 Fire Extinguishers, at least two, of minimum 2kgs each of dry powder or equivalent

Mo,Mu0,1,2,3

4.05.4 A fire blanket adjacent to every cooking device with an open flame

**

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4.07 Flashlight(s) and Searchlight(s)

Page 50 - landfallnav.com/flashlight

4.07.1 The following shall be provided:-

A.) A watertight, high-powered searchlight, suitable for searching for a person overboard at night and for collision avoidance with spare batteries and bulbs, and **

B.) A watertight flashlight with spare batteries and bulb **

4.08 First Aid Manual and First Aid Kit

Page 93 - landfallnav.com/booksmedicine

4.08.1 A suitable First Aid Manual shall be provided In the absence of a National Authority's requirement, the latest edition of one of the following is recommended:-

A.) International Medical Guide for Ships, World Health Organisation, Geneva **

B.) A Comprehensive Guide to Marine Medicine by Eric A. Weiss, M.D. & Michael E. Jacobs, M.D., **

4.08.2 A First Aid Kit shall be provided

Page 55 - landfallnav.com/medicalequip

4.08.3 The contents and storage of the First Aid Kit should reflect the guidelines of the Manual carried, the likely conditions and duration of the passage, and the number of people aboard the yacht. **

4.09 Foghorn

A foghorn shall be provided.

Page 55 - landfallnav.com/medicalequip **

4.10 Radar Reflector

Page 45 - landfallnav.com/echomax

4.10.1 An octahedral passive radar reflector shall be carried with circular sector plates of minimum diameter 30 cm (12") or a reflector with a documented minimum Radar Cross Section (RCS) area of 2 m² **

4.11 Navigation Equipment

4.11.1 Charts

Page 55 - landfallnav.com/charts

Navigational charts (not solely electronic), light list and chart plotting equipment shall be provided **

4.11.2 Reserve Navigation System

Pages 79-82 - landfallnav.com/tradtool

Navigators are recommended to carry a sextant with suitable tables and a timepiece or an adequate reserve navigation system so that total reliance is not placed on dead-reckoning and a single form of EPFS (Electronic Position-Fixing System)

Mo,Mu:0,1

(see *Volpe Report*: www.navcen.uscg.gov/archive/2001/Oct/FinalReportv4.6.pdf)



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4.13 Echo Sounder or Lead Line

4.13.1 An echo sounder or lead line shall be provided

Page 70 - landfallnav.com/nll04

Page 70 - landfallnav.com/nds01

Mo,Mu:0,1,2,3,4

4.16 Tools and Spare Parts

Tools and spare parts, including effective means to quickly disconnect or sever the standing rigging from the hull shall be provided.

Page 70 - landfallnav.com/dismast

**

4.18 Marine grade retro-reflective material

Marine grade retro-reflective material shall be fitted to lifebuoys, lifeslings, liferafts and lifejackets. See OSRs 5.04, 5.08.

Page 54 - landfallnav.com/ssrt1

**

4.19 EPIRBs

4.19.1 A 406 MHz EPIRB shall be provided

Page 44-45 - landfallnav.com/epirb

Mo,Mu:0,1,2

B.) It is recommended that a 406 MHz EPIRB should include an internal GPS, and also a 121.5MHz transmitter for local homing.

Mo,Mu:0,1,2

C.) Every EPIRB shall be registered with the appropriate authority associated with the country code in the hexadecimal identification (15 Hex ID) of the beacon. A beacon can be registered online with the Cospas-Sarsat IBRD if the country does not provide a registration facility and the country has allowed direct registration in the IBRD

Mo,Mu:0,1,2

D.) Every ship's 406 MHz EPIRB shall be water and manually activated.

Mo,Mu:0,1,2

E.) A list of registration numbers of 406 EPIRBs should be notified to event organizers and kept available for immediate use.

Mo,Mu:0,1,2

F.) Consideration should be given to the provision of a locator device (e.g. an "Argos" beacon) operating on non - SAR frequencies, to aid salvage if a yacht is abandoned.

Mo,Mu:0,1,2

US Sailing requires the use of 406 EPIRBs (with or without GPS input), as USCG advises that rescue efforts will be launched immediately upon receipt of a distress signal from these units. USCG also advises that some PLB and INMARSAT "E" transmissions are not monitored by U.S. Rescue Coordination Centers and that slight delays are likely to occur while the commercial ground stations forward an alert to the USCG.

Mo,Mu:0,1,2

4.20 Liferafts

4.20.2 Liferaft(s) shall be provided capable of carrying the whole crew when each liferaft shall comply with either:-

Page 56-58 - landfallnav.com/liferafts

Mo,Mu:0,1,2

A.) OSR 4.20.1 (b) (SOLAS), or

Mo,Mu:0,1,2

B.) For liferafts manufactured prior to January 2003, OSR Appendix A part I (ORC), or

Mo,Mu:0,1,2

C.) OSR Appendix A part II (ISAF) when, unless otherwise specified by a race organizer, the floor shall include thermal insulation, or

Mo,Mu:0,1,2

D.) ISO 9650 Part I Type I Group A (ISO) when each liferaft shall contain at least a Pack 2 (<24h) and-(see next page)

Mo,Mu:0,1,2



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4.20 Liferrafts

Page 56-58 - landfallnav.com/liferrafts

4.20.2.D (continued)

- i.) Shall have a semi-rigid boarding ramp, and Mo,Mu:0,1,2
- ii.) Shall be so arranged that any high-pressure hose shall not impede the boarding process, and Mo,Mu:0,1,2
- iii.) Shall have a topping-up means provided for any inflatable boarding ramp, and Mo,Mu:0,1,2
- iv.) When the liferaft is designed with a single ballast pocket this shall be accepted provided the liferaft otherwise complies with ISO 9650 and meets a suitable test of ballast pocket strength devised by the manufacturer and Mo,Mu:0,1,2
- v.) Compliance with OSR 4.20.2 (d) i-iv shall be indicated on the liferaft certificate. Mo,Mu:0,1,2

4.20.3 Liferaft Packing and Stowage

Page 56-58 - landfallnav.com/liferrafts

A Liferaft shall be either:

- A.) Packed in a transportable rigid container or canister and stowed on the working deck or in the cockpit, or: Mo,Mu:0,1,2
- B.) Packed in a transportable rigid container or canister or in a valise and stowed in a purpose built rigid compartment containing liferaft(s) only and opening into or adjacent to the cockpit or working deck, or through a transom, provided that: Mo,Mu:0,1,2
 - i.) Each compartment is watertight or self-draining (self-draining compartments will be counted as part of the cockpit volume except when entirely above working deck level or when draining independently overboard from a transom stowage - see OSR 3.09) and- Mo,Mu:0,1,2
 - ii.) The cover of each compartment is capable of being easily opened under water pressure, and- Mo,Mu:0,1,2
 - iii.) The compartment is designed and built to allow a liferaft to be removed and launched quickly and easily, or- Mo,Mu:0,1,2
 - iv.) In a yacht with age or series date before June 2001, a liferaft may be packed in a valise not exceeding 40kg securely stowed below deck adjacent to a companionway. Mo,Mu:0,1,2
 - v.) Liferaft stowage on a multihull and a monohull with moveable ballast shall be such that each liferaft may be readily removed and launched whether or not the yacht is inverted. Mo,Mu:0,1,2
- C.) The end of each liferaft painter should be permanently made fast to a strong point on board the yacht. Mo,Mu:0,1,2

4.20.4 Liferaft Launching

Page 56-58 - landfallnav.com/liferrafts

- a) Each raft shall be capable of being brought to the lifelines or launched within 15 seconds. Mo,Mu:0,1,2
- b) Each liferaft of more than 40kg weight should be stowed in such a way that the liferaft can be dragged or slid into the sea without significant lifting. Mo,Mu:0,1,2



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4.20.5 Liferaft Servicing and Inspection

IMPORTANT NOTICE *Recent evidence has shown that packaged liferafts are vulnerable to serious damage when dropped (e.g. from a boat onto a marina pontoon) or when subjected to the weight of a crew member or heavy object (e.g. an anchor). Damage can be caused internally by the weight of the heavy steel CO2 bottle abrading or splitting neighbouring layers of buoyancy tube material. ISAF has instituted an investigation into this effect and as an interim measure requires that every valise-packed liferaft shall have an annual certificate of servicing. A liferaft should be taken for servicing if there is any sign of damage or deterioration (including on the underside of the pack). Persons in charge should insist on great care in handling liferafts and apply the rules NO STEP and DO NOT DROP UNLESS LAUNCHING INTO THE SEA.*

Mo,Mu:0,1,2

A.) Certificates or copies, of servicing and/or inspection shall be kept on board the yacht. Every SOLAS liferaft and every valise-packed liferaft shall have a valid annual certificate of new or serviced status from the manufacturer or his approved service station

Mo,Mu:0,1,2

B.) A liferaft built to OSR Appendix A part I (“ORC”) packed in a rigid container or canister shall either be serviced annually or may, when the manufacturer so specifies, be inspected annually (not necessarily unpacked) provided the yacht has on board written confirmation from the manufacturer’s approved service station stating that the inspection was satisfactory.

Mo,Mu:0,1,2

C.) A liferaft built to OSR Appendix A part II (“ISAF”) packed in a rigid container or canister shall either be serviced annually or may, when the manufacturer so specifies, have its first service no longer than 3 years after commissioning and its second service no longer than 2 years after the first. Subsequent services shall be at intervals of not more than 12 months.

Mo,Mu:0,1,2

D.) A liferaft built to ISO 9650 Part 1 Type Group A, packed in a rigid container or canister shall be serviced in accordance with the manufacturer’s instructions but NOT less frequently than every three years

Mo,Mu:0,1,2

E.) A liferaft built to ISO 9650 Part 1 Type Group A packed in a valise shall be inspected annually by an approved manufacturer’s agent and serviced in accordance with the manufacturer’s instructions but NOT less frequently than every three years

Mo,Mu:0,1,2

F.) Liferaft servicing certificates shall state the specification that the liferaft was built to. See OSR 4.20.2

Mo,Mu:0,1,2

US Sailing requires the use of 406 EPIRBs (with or without GPS input), as USCG advises that rescue efforts will be launched immediately upon receipt of a distress signal from these units. USCG also advises that some PLB and INMARSAT “E” transmissions are not monitored by U.S. Rescue Coordination Centers and that slight delays are likely to occur while the commercial ground stations forward an alert to the USCG.

Mo,Mu:0,1,2

Page 44-45 - landfallnav.com/epirb



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4.21.2 Grab Bags to Accompany Liferrafts

Page 52 - landfallnav.com/abandonship

Mo,Mu:0,1,2

A.) A yacht is recommended to have for each liferaft, a grab bag with the following minimum contents. A grab bag should have inherent flotation, at least 0.1 m² area of fluorescent orange colour on the outside, should be marked with the name of the yacht, and should have a lanyard and clip.

B.) Note: it is not intended to duplicate in a grab bag items required by other OSRs to be on board the yacht - these recommendations cover only the stowage of those items

Mo,Mu:0,1,2

4.21.3 Grab Bag Recommended Contents

Page 48-49 - landfallnav.com/pyrotechnics

Mo,Mu:0,1,2

A.) 2 red parachute and 2 red hand flares and cyalume-type chemical light sticks (red flares compliant with SOLAS)

Page 44-45 - landfallnav.com/epirb

Mo,Mu:0,1,2

B.) watertight hand-held EPFS (Electronic Position-Fixing System) (eg GPS) in at least one of the grab bags carried by a yacht.

Page 44 - landfallnav.com/ssart

Mo,Mu:0,1,2

C.) SART (Search and Rescue Transponder) in at least one of the grab bags.

Mo,Mu:0,1,2

D.) A combined 406MHz/121.5MHz EPIRB registered to the boat (see OSR 4.19.1) in at least one of the grab bags

Page 53 - landfallnav.com/sas01

Mo,Mu:0,1,2

E.) Water in re-sealable containers or a handoperated desalinator plus containers for water

Mo,Mu:0,1,2

F.) A watertight hand-held marine VHF transceiver plus a spare set of batteries

Mo,Mu:0,1,2

G.) A watertight flashlight with spare batteries and bulb

landfallnav.com/acrsr203radio

Mo,Mu:0,1,2

H.) Dry suits or thermal protective aids or survival bags

Page 53 - landfallnav.com/sitp1

Mo,Mu:0,1,2

I.) Second sea anchor for the liferaft (not required if the liferaft has already a spare sea anchor in its pack) (recommended standard ISO 17339) with swivel and >30m line diameter >9.5 mm MoMu0,1,2

Page 59 - landfallnav.com/seaanchorsdrogues

Mo,Mu:0,1,2

J.) Two safety tin openers (if appropriate)

Page 44 - landfallnav.com/ssart

Mo,Mu:0,1,2

K.) First-aid kit including at least 2 tubes of sunscreen. All dressings should be capable of being effectively used in wet conditions. The first-aid kit should be clearly marked and re-sealable.

Page 55 - landfallnav.com/sfa25

Mo,Mu:0,1,2

L.) Signalling mirror

Page 47 - landfallnav.com/sa1700

Mo,Mu:0,1,2

M.) High-energy food (min 10 000kJ per person recommended for Cat Zero)

Mo,Mu:0,1,2

N.) Nylon string, polythene bags, seasickness tablets (min 6 per person recommended)

Mo,Mu:0,1,2

O.) Watertight hand-held aviation VHF transceiver (if race area warrants)

Mo,Mu:0,1,2

4.22 Lifebuoys

Page 43 & 58 - landfallnav.com/mob

**

4.22.1 The following shall be provided within reach of the helmsman and ready for instant use:

**

A.) A lifebuoy with a self-igniting light and a drogue

Mo,MU:0,1,2,3

i.) US SAILING prescribes that the lifebuoy in OSR 4.22.1 a) above shall be a Lifesling (without a drogue), equipped with a self-igniting light within easy reach of the helmsman and ready for instant use. (See Appendix D).



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4.22.1.A Lifebuoys (continued)

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- ii.) US SAILING prescribes that the lifebuoy must be inherently buoyant. **Mo,Mu:4**
- B.) In addition to a) above, one lifebuoy within reach of the helmsman and ready for instant use, equipped with the following: **Mo,Mu:0,1,2**
 - i.) A whistle, a drogue, a self-igniting light and **Mo,Mu:0,1,2**
 - ii.) A pole and flag. The pole shall be either permanently extended or be capable of being fully automatically extended (not extendable by hand) in less than 20 seconds. It shall be attached to the lifebuoy with 3 m (10 ft) of floating line and is to be of a length and so ballasted that the flag will fly at least 1.8 m (6 ft) off the water. **Mo,Mu:0,1,2**

4.22.2 When at least two lifebuoys (and/or Lifeslings) are carried, at least one of them shall depend entirely on permanent (e.g. foam) buoyancy. **Mo,Mu:0,1,2**

4.22.3 Each inflatable lifebuoy and any automatic device (e.g. pole and flag extended by compressed gas) shall be tested and serviced at intervals in accordance with its manufacturer's instructions. ******

4.22.4 Each lifebuoy or lifesling shall be fitted with marine grade retro-reflective material (4.18). ******

4.22.5 It is recommended that the colour of each lifebuoy be a safety colour in the yellow-red range. ******

4.23 Pyrotechnic and Light Signals

Page 48-49 - landfallnav.com/pyrotechnics

4.23.1 Pyrotechnic signals shall be provided conforming to SOLAS LSA Code Chapter III Visual Signals and not older than the stamped expiry date (if any) or if no expiry date stamped, not older than 4 years. ******

Red Parachute Flares LSA III 3.1	Red Hand Flares LSA III 3.2	Orange Smoke LSA III 3.3	Race Category
6	4	2	Mo,Mu:0,1
4	4	2	Mo,Mu:2,3
	4	3	Mo:4
2	4	2	Mu:4

4.24 Heaving Line

landfallnav.com/sfh1

- A.) A heaving line shall be provided 15 m - 25 m (50 ft - 75 ft) length readily accessible to cockpit. ******
- B.) The "throwing sock" type is recommended - see Appendix D ******
- C.) A Lifesling shall be provided **Mo,Mu:0,1,2,3**

4.25 Cockpit Knife

Page 51 - landfallnav.com/knives

A strong, sharp knife, sheathed and securely restrained shall be provided readily accessible from the deck or a cockpit. ******



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4.27 Drogue, Sea Anchor

Page 59 - landfallnav.com/seaanchorsdrogues

4.27.1 A drogue for deployment over the stern, or alternatively a sea anchor or parachute anchor for deployment over the bow, complete with all gear needed to rig and deploy the sea anchor or drogue, is strongly recommended to withstand long periods in rough conditions (see Appendix F).

Mo,Mu:1

4.28 Man Overboard Alarm

landfallnav.com/seamarshall

4.28.2 A yacht shall be equipped with an EPFS (e.g. GPS) capable of recording a man overboard position within 10 seconds and monitoring that position.

Mo,Mu:1,2

landfallnav.com/garminplotter

SECTION 5 - PERSONAL EQUIPMENT

**

5.01 Lifejacket

Page 38-40 - landfallnav.com/personalsafety

Mo,Mu:1,2,3

US SAILING prescription: Either a lifejacket defined in OSR 5.01.1 (See Note 1), or a USCG approved Type I non-inflatable personal flotation device (PFD), or a USCG approved yoke-type inflatable with 33lb (150N) or greater buoyancy with or without crotch strap, face guard, or buddy line. Each inflatable PFD shall be inflated and inspected annually. Service dates shall be marked on each PFD. It is recommended that all inflatable PFDs be integrated with safety harnesses (see OSR 5.02) (See Note 2).

US SAILING Note 1: ISO 12402 is not currently approved by the USCG. Boats operating in US waters are not exempt from USCG requirements.

US SAILING Note 2: Many inflatable PFD's with built-in harnesses are designed for people greater than 5' 5" in height and are potentially dangerous if you are below that height.

US SAILING Note 3: Inflatable PFDs with the required buoyancy will generally have inflation cylinders containing 33g or more of CO2.

US SAILING Note 4: "Yoke-type" is defined as a PFD that is designed to keep its wearer face-up and head-up in the water and that provides buoyancy in front of the chest and behind the neck immediately when inflated

5.01.1 Lifejacket

Page 38-40 - landfallnav.com/personalsafety

**

A.) Each crew member shall have a lifejacket as follows:

**

i.) In accordance with ISO 12402 – 3 (Level 150) or equivalent, including EN 396 or UL 1180

ii.) Lifejackets manufactured after 1 January 2012 shall be in accordance with ISO 12402–3 (Level 150) and shall be fitted with:-

**

- an emergency light in accordance with either ISO 12402-8 or SOLAS LSA code 2.2.3.
- a sprayhood in accordance with ISO 12402-8.
- a full deck safety harness in accordance with ISO 12401 (ISO 1095) including a crotch or thigh strap (holding down device) as specified in ISO 12401 (ISO 1095).
- If of an inflatable type either
 - (a) automatic, manual and oral inflation or
 - (b) manual and oral inflation

Notes: ISO 12402 requires Level 150 lifejackets to be fitted with a mandatory whistle and retroreflective material. Also, when fitted with a safety harness, ISO 12402 requires that this shall be the full safety harness in accordance with ISO 12401. Any equivalent lifejacket shall have equal requirements.



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Persons of larger than average build are generally more buoyant than those of average build and so do not require a lifejacket with greater levels of flotation. Wearing a Level 275 lifejacket may hamper entry into liferafts.

B.) Fitted with either a crotch strap(s) / thigh straps or a full safety harness in accordance with ISO 12401, **

Note: The function of lifejacket crotch/thigh straps is to hold the buoyancy element down. A crew member before a race should adjust a lifejacket to fit then retain that lifejacket for the duration of the race. Correct adjustment is fundamental to the lifejacket functioning correctly.

C.) Fitted with a lifejacket light in accordance with SOLAS LSA code 2.2.3 (white, >0.75 candelas, >8 hours). **

D.) If inflatable have a compressed gas inflation system. **

E.) If inflatable, regularly checked for gas retention. **

F.) compatible with the wearer's safety harness. **

G.) clearly marked with the yacht's or wearer's name. **

5.01.4 The person in charge shall personally check each lifejacket at least once annually. **

US SAILING prescribes for Category 4 lifejackets as above or U.S. Coast Guard approved Type III personal floatation devices **Mo,Mu:4**

US SAILING prescribes that all personnel on deck shall wear properly fitted personal floatation while starting and finishing. At other times during the race, floatation shall be worn on deck except when the Captain of the boat directs that it may be set aside **

US SAILING Note: As is true of all of these regulations, the prescriptions above do not necessarily replace the requirements of other governing authorities. **

5.02 Safety Harness, Safety Lines and Tethers **Mo,Mu:0,1,2,3**

[Page 42 - landfallnav.com/jackline](http://landfallnav.com/jackline)

5.02.1 Each crew member shall have a harness and safety line that complies with ISO 12401 or equivalent with a safety line not more than 2m in length. **Mo,Mu:0,1,2,3**

Harnesses and safety lines manufactured prior to Jan 2010 shall comply with either ISO 12401 or EN 1095.

Harnesses and safety lines manufactured prior to Jan 2001 are not permitted.

A.) **WARNING:** It is possible for a plain snaphook to disengage from a U bolt if the hook is rotated under load at right-angles to the axis of the U-bolt. For this reason the use of snaphooks with positive locking devices is strongly recommended. **Mo,Mu:0,1,2,3**



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5.02 Safety Harness, Safety Lines and Tethers *(continued)*

5.02.2 At least 30% of the crew shall each, in addition to the above be provided with either: **Mo,Mu:0,1,2,3**

A.) a safety line not more than 1m long, or **Page 41- 42 - landfallnav.com/jackline** **Mo,Mu:0,1,2,3**

B.) a mid-point snaphook on a 2m safety line **Mo,Mu:0,1,2,3**

5.02.3 A safety line purchased in January 2001 or later shall have a coloured flag embedded in the stitching, to indicate an overload. A line which has been overloaded shall be replaced as a matter of urgency. **Mo,Mu:0,1,2,3**

5.02.4 A crew member's lifejacket and harness shall be compatible **Mo,Mu:0,1,2,3**

5.02.5 It is strongly recommended that **Page 41- 42 - landfallnav.com/jackline** **Mo,Mu:0,1,2,3**

A.) Static safety lines should be securely fastened at work stations; **Mo,Mu:0,1,2,3**

B.) A harness should be fitted with a crotch strap or thigh straps. **Mo,Mu:0,1,2,3**

C.) To draw attention to wear and damage, stitching on harness and safety lines should be of a colour contrasting strongly with the surrounding material **Mo,Mu:0,1,2,3**

D.) snaphooks should be of a type which will not selfrelease from a U-bolt (see OSR 5.02.1(a)) and which can be easily released under load (crew members are reminded that a personal knife may free them from a safety line in emergency); **Mo,Mu:0,1,2,3**

E.) a crew member before a race should adjust a harness to fit then retain that harness for the duration of the race. **Mo,Mu:0,1,2,3**

US SAILING prescribes that the safety harness may be integrated with an inflatable personal floatation device (see OSR 5.01) and recommends that such devices be employed whenever conditions warrant, and always in rough weather, on cold water, or at night, or under conditions of reduced visibility or when sailing short-handed. **Mo,Mu:0,1,2,3**

US SAILING prescribes that safety harnesses and PFD's shall be worn from sundown to sun up while on deck. **Mo,Mu:0,1**

5.02.6 **WARNING:** A safety line and safety harness are not designed to tow a person in the water and it is important that the shortest safety line length possible be used with a harness to minimise or eliminate the risk of a person's torso becoming immersed in water outside the boat, especially when working on the foredeck. 1m safety lines or the midpoint snaphook on a 2m line should be used for this purpose. The diligent use of a properly adjusted safety harness and the shortest safety line practicable is regarded as by far the most effective way of preventing man overboard incidents. ******

5.03 Personal Location Lights **Page 46 - landfallnav.com/personallights** **MoMu:0**

A.) Two packs of miniflares or two personal location lights (either SOLAS or strobe) shall be provided for each crew member: one should be attached to, or carried on, the person when on deck at night.



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5.04 Foul Weather Suits

- A.) A foul weather suit with hood shall be supplied to each crew member Mo,Mu:0
[Page 3-19 landfallnav.com/wear](#)
- B.) It is recommended that a foul weather suit should be fitted with marine-grade retro-reflective material, and should have high-visibility colours on its upper parts and sleeve cuffs. See OSR 4.18 Mo,Mu:0

5.05 Knife

- A knife, one shall be supplied to each crew member to be worn on the person at all times Mo,Mu:0
[Page 51 - landfallnav.com/knives](#)

5.06 Watertight flashlight

- A buoyant watertight flashlight, one shall be supplied to each crew member. Mo,Mu:0
[Page 50 - landfallnav.com/flashlight](#)

5.07 Survival Equipment

- 5.07.1 One set of Survival Equipment shall be supplied to each crew member to include: Mo,Mu:0
[Page 41-42 - landfallnav.com/jacklines](#)

- A.) An immersion suit (attention is drawn to EN ISO 15027-1 constant wear suits, and EN ISO 15027- 2 abandonment suits and the LSA Code Chapter II, 2,3); Mo,Mu:0

- B.) A PLB (Personal Locator Beacon) equipped with 406MHz and 121.5Mhz Mo,Mu:0

- C.) A personal unit in addition to the PLB in OSR 4.07.1(b) if the location device carried by the yacht in accordance with OSR 3.29.1(h) requires it; Mo,Mu:0

- D.) Attention is drawn to the value of keeping on the person a combined 406MHz/121.5MHz PLB when on deck: this may aid location in a man overboard incident independent of the equipment carried by the parent vessel Mo,Mu:0
[Page 41-42 - landfallnav.com/plb](#)

- E.) Where possible every PLB shall be registered with the appropriate authority associated with the country code in the hexadecimal identification (15 Hex ID) of the beacon. A beacon can be registered online with the Cospas-Sarsat IBRD if the country does not provide a registration facility and the country has allowed direct registration in the IBRD. Mo,Mu:0

- 5.07.2 It is strongly recommended that an immersion suit should be supplied to each crew member in a multihull in conditions where there is a potential for hypothermia Mo,Mu:0

[Page 37 - landfallnav.com/mustang](#)

5.11 Preventer or Boom Restraining Device **

US SAILING recommends that a preventer or boom restraining device should be rigged in such a manner that attachment can be easily and quickly made, with the boom fully extended (running) without leaving the deck or leaning overboard. A process and plan for its use should be part of the crew's training and practice. Recommended for all boats in all categories.

[Page 41-42- landfallnav.com/boombrakes](#)



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Offshore Special Regulations Guidebook

Us Safety Equipment Requirements

Section Name	#	Requirement	US Ocean	US Coastal	US Nearshore
Overall	1.1	The Minimum 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, the Racing Rules of Sailing (RRS) the rules of Class Associations and all applicable rating rules.	Long distance races, well offshore, where rescue may be delayed	Races not far removed from shoreline where rescue is likely to be quickly available	Races during the day, close to shore, in relatively protected waters
Hull and Structure: Dewatering pumps	2.5.1	A boat shall have a permanently installed manual bilge pump 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 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.	X	X	X
Hull and Structure: Dewatering pumps	2.5.2	A boat shall have a second permanently installed manual bilge pump operable from below deck, meeting the same criteria as above.	X	X	X
Safety Equipment: Personal	3.1.1	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. 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. Leg or crotch straps will be required starting 01/01/2014. Alternatively, each crewmember shall have a U.S. Coast Guard approved Type I 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.	X	X	
Safety Equipment: Personal	3.1.2	Each crewmember shall have a U.S. Coast Guard approved Type III or Type V life jacket intended for small boat sailing or other active boating for each crewmember or an inflatable life jacket as described above.			X
Safety Equipment: Personal	3.1.3	Each crewmember shall have a personal safety knife.	X	X	X
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. The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end.	X	X	
Safety Equipment: Personal	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.	X	X	
Safety Equipment: Personal	3.2.2	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.	X		



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Us Safety Equipment Requirements

Section Name	#	Requirement	US Ocean	US Coastal	US Nearshore
Safety Equipment: Navigation Lights	3.3.1	A boat shall have navigation lights that meet U. S. Coast Guard requirements and mounted so that they will not be obscured by the sails nor be located below deck level.	X	X	RC
Safety Equipment: Navigation Lights	3.3.1	A boat shall have a second set of navigation lights that comply with US Coast Guard requirements and which can be connected to a different power source than the primary lights.	X	X	
Safety Equipment: Fire Extinguishers	3.4	A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard requirements, when applicable.	X	X	X
Safety Equipment: Sound Producing Equipment	3.5	A boat shall carry a sound-making device that meets U.S. Coast Guard requirements, when applicable.	X	X	X
Safety Equipment: Visual Distress Signals	3.6.1	A boat shall carry SOLAS orange smoke flares not older than the expiration date.	2	1	
Safety Equipment: Visual Distress Signals	3.6.2	A boat shall carry SOLAS red parachute flares not older than the expiration date.	6	2	
Safety Equipment: Visual Distress Signals	3.6.3	A boat shall carry SOLAS red hand flares not older than the expiration date.	4	2	
Safety Equipment: Visual Distress Signals	3.6.4	A boat shall carry U.S. Coast Guard flares meeting day- night requirements not older than the expiration date.			X
Safety Equipment: Visual Distress Signals	3.6.5	Boat flares stored inside of life rafts may not be used to satisfy the flare requirement.	X	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	X	RC
Safety Equipment: Man Overboard	3.7.2	A boat shall have a man overboard pole and flag with a lifebuoy, a self-ignitnghting light, a whistle, and a drougue attached. A self-inflating MOB module, Dan-Buoy or similar device will satisfy this requirement. Self-inflating apparatus shall be tested and services in accordance with the manufacturer's specifications. these items shall be stored on deck, ready for immeadiate use, and affixed in a manner that allows for "quick-release".	X	X	



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Us Safety Equipment Requirements

Section Name	#	Requirement	US Ocean	US Coastal	US Nearshore
Gear: 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	X	X
Safety Equipment: Emergency Communications	3.8.1	A boat shall have a permanently installed 25- watt VHF radio with a mast-head mounted antenna of at least 15" (381mm) in length (required after 01/01/2015) and co- axial feeder cable with no more than a 50% power loss. After 01/01/2015 all radios shall have DSC capability, be connected to or have an internal GPS, and have the assigned MMSI number (unique to the boat) programed into the VHF.	X	X	
Safety Equipment: Emergency Communications	3.8.2	"A boat shall have a handheld VHF radio. After 01/01/2015, this radio shall have DSC/GPS capability."	X	X	X
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).	X		
Safety Equipment: Emergency Communications	3.9	A boat shall have an AIS Class B transponder with a masthead mounted antenna at least 15" (381mm). The AIS can use the boat's VHF antenna if a low loss AIS antenna splitter is used.	X		
Safety Equipment: Emergency Communications	3.10	A boat shall carry a cellular phone in a waterproof container.	RC	RC	RC
Safety Equipment: Emergency Communications	3.11	A boat shall carry a satellite telephone in a waterproof container.	RC		
Safety Equipment: Emergency Communications	3.12	A boat shall carry man overboard alarms for each crewmember based on AIS or other method.	RC		
Safety Equipment: Emergency Communications	3.13	A boat shall have a method of receiving weather information in addition to the fixed mount and hand held VHF radio.	X		

X- Required

RC- Recommended



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Us Safety Equipment Requirements

Section Name	#	Requirement	US Ocean	US Coastal	US Near-shore
Safety Equipment: Emergency Communications	3.14	A boat shall carry a GPS receiver.	X	X	
Safety Equipment: Emergency Communications	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.	X	X	
Safety Equipment: Emergency Communications	3.16.1	"A boat shall carry a 406MHz EPIRB that is properly registered to the boat. This device shall either have an internal GPS (self-locating) or be connected to a continuously functioning external GPS. After 01/01/2016, this device shall be equipped with an internal GPS."	X	RC	
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.		X	
Safety Equipment: Emergency Communications	3.17	A boat shall have a knotmeter and/or distance-measuring instrument.	X		
Safety Equipment: Emergency Communications	3.18	A boat shall have a permanently installed depth sounder that can measure to depths of at least 200 ft. (61m).	X	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	X	X
Safety Equipment: Navigation	3.19.2	A boat shall have a second marine compass 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	X	RC
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.	X	X	
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.	X	X	
Gear: Lights	3.24.2	A boat shall carry a watertight flashlight for each crewmember with spare batteries and bulbs in addition to the above.	X		



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Us Safety Equipment Requirements

Section Name	#	Requirement	US Ocean	US Coastal	US Nearshore
Gear: Lights	3.24.3	A boat shall carry at least two watertight flashlights with spare batteries and bulbs 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	x	x
Gear: Radar Reflectors	3.26	A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.	x	x	
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.	x		
Gear: Identification	3.31	The boat or wearer's name shall be printed on all life saving equipment along with retro-reflective material. 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.	x	x	
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.	x	RC	
Supplies: Water	3.37	A boat shall carry 1 gallon (3.785 liters) per crewmember of emergency drinking water in sealed containers in addition to any other water carried aboard the boat and it shall be aboard after finishing.	x		
Supplies: Rations	3.38	A boat shall carry adequate food, energy bars, and snacks to maintain crew stamina as described in the Notice of Race.	RC	RC	
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.	x	RC	
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 florescent color containing at least an EPIRB, and a waterproof handheld VHF radio. The VHF Radio and EPIRB need not be in addition to the prior requirements.	x	RC	
Skills: Emergency Steering	4.1	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.	x	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.	x	x	x
Skills: Safety at Sea 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 US Sailing Safety at Sea Seminar within the last 5 years, or other courses as accepted by US Sailing.	x		
Skills: Safety at Sea Training	4.3.2	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 half-day, one-day, or two-day US Sailing Safety at Sea Seminar within the last 5 years, or other courses as accepted by US Sailing (required after 01/01/2015).		x	



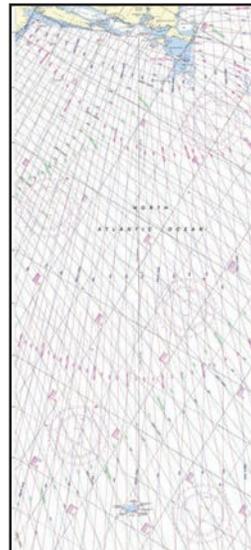
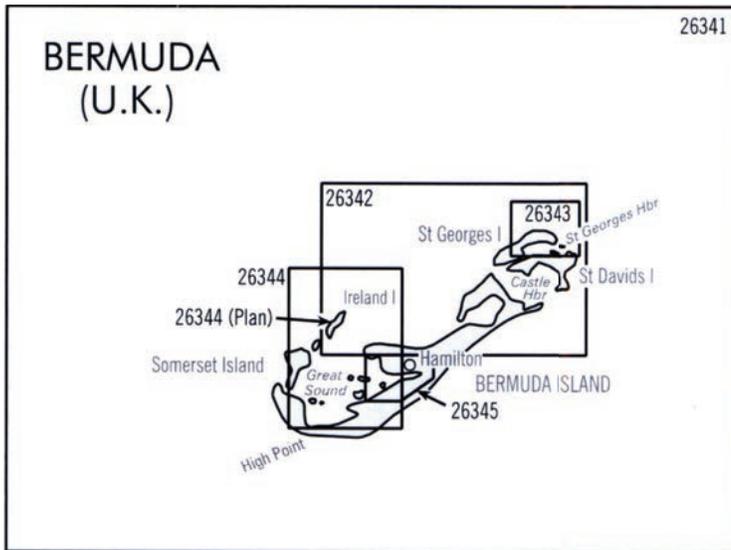
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NAVIGATION BOOKS & CHARTS APPENDIX

<u>ITEM #</u>	<u>TITLE</u>	<u>PRICE</u>
BSR107	ISAF Offshore Special Regulations	\$25.00
BEN044	U.S.C.G. Light List Vol. 1	\$53.00
PD110	NIMA Light List 110	\$50.00
PN200	U.S. Coast Pilot Vol. 2	\$30.00
PD147	NGA Sailing Directions Vol. 147	\$30.00
BHC088	2010 Commercial Almanac	\$29.95
BP001	2010 Eldridge Tide & Pilot Book	\$14.95
BPN001	2010 Atlantic Current Tables	\$16.95
BPN060	2010 Tide Tables East Coast of N. & S. America	\$16.95
BPA014	Navigation Rules	\$14.00

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108	Southeast coast of North America including The Bahamas and the Greater Antilles 3,500,000	\$25.95
26341	Bermuda Islands 50,135	\$25.95
26342	The Narrows to Grassy Bay (Bermuda) 17,500	\$25.95
26343	Saint George's Harbour 5,000	\$25.95
26344	Great Sound (Bermuda Island) Plan: North & South Basins 4,000	\$25.95
26345	Hamilton Harbour (Bermuda Island) 5,000	\$25.95
NOAA CHART NO.	NOAA CHART NAME	PRINT ON DEMAND PRICE
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13223	Narragansett Bay, Including Newport Harbor 20,000	\$25.95

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 inflatable
 MOB device

MAN OVERBOARD RESCUE | PAGE 43

OCEAN SIGNAL RESCUE ME PLB1



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 and GPS
 enabled PLB



DISTRESS SIGNALS | PAGE 45

ADVENTURE MEDICAL KITS

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MEDICAL KITS | PAGE 55

MUSTANG & SPINLOCK OFFSHORE SAFETY

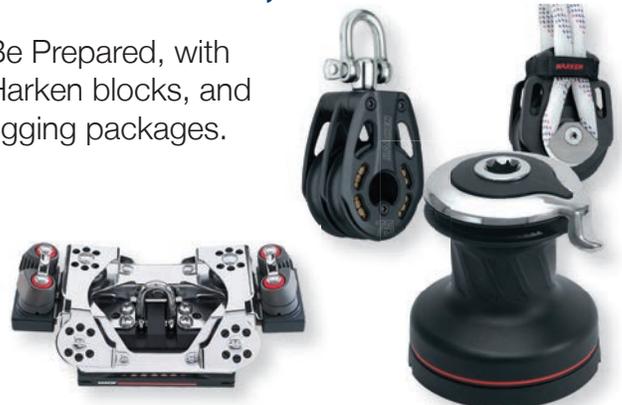


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PERSONAL PFD SAFETY KITS | PAGE 38

HARDWARE, LINE & RIGGING

Be Prepared, with
 Harken blocks, and
 rigging packages.



SAILBOAT HARDWARE | PAGE 60-65