

PREMIERE RACING'S SPECIAL EQUIPMENT & SAFETY REGULATIONS

for

Acura Miami Race Week 2005

March 10 - 13, 2005

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NOTICE

These regulations cover boats participating in short races, close to shore in relatively warm and protected waters, held in daylight with support and Race Committee boats on the race course. They are based on the 2004 – 2005 ISAF Special Regulations Governing Offshore and Oceanic Equipment and Preparation for Category 4.

WITH THE EXCEPTION OF SECTION 1.02, CLASS RULES FOR AN ELIGIBLE ONE DESIGN CLASS TAKE PRECEDENCE OVER THESE SPECIAL REGULATIONS. SECTION 1.02 APPLIES FOR ALL RACE BOATS PARTICIPATING IN THIS EVENT

With the exception of the requirement for an engine (Section 3.13), a Marine Radio (Section 3.14), and a MOB Practice (Section 5.02), boats that meet all of the requirements of ISAF Category 4 will meet the requirements of Premiere Racing's Special Equipment & Safety Regulations for Acura Miami Race Week 2005.

The Owner/Skipper shall obtain and refer to the complete 2004 – 2005 ISAF Special Regulations for Category 4 for all of the referenced appendices. This publication is available from US SAILING (phone: 401-683-0800) or the Offshore Racing Council.

Section 4.17 applies only to those boats racing on the Ocean Courses.

Yacht Name _____

Sail Number _____ LOA _____

Number of Crew (including skipper) _____

A copy of these safety regulations, signed by the Owner or Skipper, should be kept aboard the boat during the regatta.

SECTION 1 FUNDAMENTAL DEFINITIONS FUNDAMENTAL REGULATIONS

1.01 These special Regulations do not replace, but rather supplement, the requirements of governmental authority, the Racing Rules and the rules of Class associations and Rating Systems.

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 owner or owner's representative, 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 knows where it is kept and how it is to be used.
- 1.02.2 Neither the establishment of these Safety Regulations, their use by the race organizers, nor the inspection of a yacht under these Regulations in any way limits or reduces the complete and unlimited responsibility of the owner or owner's representative.
- 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.

1.03 Definitions

Age Date	Month/year of first launch
Coaming	The term "coaming" includes the transverse after limit of the cockpit, over which water would run in the event that the boat is floating level and the cockpit is flooded or filled to overflowing
FA Station	The transverse station at which the upper corner of the transom meets the sheerline
Hatch	The term hatch includes the entire hatch assembly and also the lid or cover as part of that assembly (the part itself may be described as a hatch)
LOA	Length overall between perpendiculars, not including pulpits, bowsprits, boomkins, etc.
LWL	(Length of) loaded waterline
Monohull	Hull in which the hull depth in any section does not decrease towards the center-line

1.03 Definitions (*continued*)

Permanently Installed	Means the item is effectively built in (e.g., bolting, welding, glassing) and may not be removed from their permanently installed position for or during racing
Securely Fastened	Held strongly in place by a method (e.g., rope lashings, wingnuts) which will safely retain the fastened object in severe conditions, including a 180 degree capsize, and allows for the item to be removed and replaced during racing
Series Date	Month/year of first launch of the first yacht of the production series
SOLAS	Safety of Life at Sea Convention

The terms L, B, and FA shall be taken as defined by IOR or IMS (as appropriate) when the yacht is IOR or IMS rated. When the yacht is not IOR or IMS rated, the alternative terms (in brackets) shall apply. "Shall" and "must" are mandatory; "should" and "may" are permissive.

SECTION 2 APPLICATION & GENERAL REQUIREMENTS

2.01 Inspection

A yacht may be inspected at any time. If she does not comply with these Special Regulations her entry may be rejected, or she will be liable to disqualification or other penalty as decided by the Jury.

2.02 General Requirements

2.02.1 All equipment required by the Special Regulations shall:

- (a) Function properly
- (b) Be regularly checked, cleaned and serviced
- (c) When not in use be stowed in conditions in which deterioration is minimized
- (d) Be readily accessible
- (e) Be of a type, size and capacity suitable and adequate for the intended use and size of the yacht

2.02.2 Heavy items: ballast, ballast tanks and associated equipment shall be permanently installed

- (a) heavy movable items including e.g. batteries, stoves, gas bottles, and tanks shall be securely fastened.
- (b) heavy items for which fixing is not specified in Special Regulations shall be permanently installed, securely fastened, or properly stowed, as appropriate.
- (c) Yacht equipment and fittings shall be securely fastened

2.03.3 When to show navigation lights

- (a) Navigation Lights (see 3.12) shall be exhibited at the required times

SECTION 3 STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

3.01.1 Yachts shall be strongly built, watertight and, particularly with regard to hulls, decks and cabin trunks capable of withstanding solid water and knockdowns. They must be properly rigged and ballasted, be fully seaworthy and must meet the standards set forth herein. Shrouds shall never be disconnected.

3.01.2 Watertight Integrity of Hull

The hull, including deck, coach roof, windows, hatches and all other parts shall form an integral, essentially watertight unit, and any openings in it shall be capable of being immediately secured to maintain this integrity. Centerboard and daggerboard trunks shall not open into the interior of the hull.

3.01.3 Stability

A yacht shall be designed and built to resist capsize

3.02 Emergency Exits

Yachts 28 ft and over with an earliest Age or Series Date of 1/95 and after shall have two escape exits. One shall be located forward of the foremost mast except where structural features prevent installation.

3.03 Hatches and Companionways

- (a) Hatches. No hatches forward of the maximum beam station shall open inward excepting ports having an area of less than 710 sq cm (110 sq. in.). Hatches shall be so arranged as to be above the water when the hull is heeled 90 degrees. All hatches shall be permanently attached and capable of being shut and will remain firmly shut in a 180 degree capsize.
- (b) Hatches and Companionways. Companionways, if extended below the shear line, shall be capable of being blocked off up to the level of the local shear line when the companionway shall continue to give access to the interior of the hull. If the main companionway hatch is fitted with a securing arrangement, it shall be operable from above and below including when the yacht is inverted. All blocking arrangements (e.g., washboards) shall be capable of being secured in position with the hatch open or shut and shall be secured to the yacht to prevent their being lost overboard.

3.04 Cockpits

- (a) Cockpits General. Cockpits shall be structurally strong, self draining quickly by gravity at all angles of heel and permanently incorporated as an integral part of the hull. They must be essentially watertight, that is, all openings to the hull must be capable of being strongly and rigidly secured. Every cockpit sole must be at least 2% L above LWL (2% LOA above LWL). Every bow, lateral, central or stern well will be considered as a cockpit for the purposes of 3.06(b) and 3.06(c).

3.04 Cockpits (continued)

- (b) Cockpits opening aft to the sea. The opening aft shall be not less in area than 50% maximum cockpit depth x maximum cockpit width.
- (c) Cockpit Volume. In cockpits opening aft to the sea the following limitations on volume do not apply to any volume of the cockpit which may be below the lowest coaming.

Earliest of Age or Series Date	Detail
Before 4/92	The total volume of all cockpits below lowest coamings shall not exceed 9% L x B x FA (9% LWL x maximum beam x freeboard abreast the cockpit).
4/92 and after	As above except that the determination of lowest coamings shall not include any aft of the FA station and any extension of the cockpit aft of the working deck shall not be included in the calculation of cockpit volume.

- (d) Cockpit Drains. Cockpit Drains shall not be connected to bilge pump outlet pipes and it is recommended that cockpit drains shall be readily accessible for cleaning.

LOA	Earliest of Age or Series date	Minimum Drain Size After Allowance for Screens
under 28 ft	Any	Two 25 mm diameter or equivalent
over 28 ft	Before 1/77	Two 25 mm diameter or equivalent
over 28 ft	After 1/77	Four 20 mm diameter or equivalent

3.05 Sea cocks or valves shall be permanently installed on all through-hull openings below LWL, except integral deck scuppers, shaft log, speed indicators, depth finders and the like, however a means of closing such openings shall be provided.

3.06 Sheet winches shall be mounted in such a way that an operator is not required to be substantially below deck.

3.07 Lifelines, Stanchions and Pulpits

Section 3.07 does not apply to boats that are designed without lifelines or designed with lifelines that do not meet all of the requirements under Section 3.07 and are racing in one-design classes. All people racing on such boats shall wear PFD's while the boats are on the water. (Note that in the context of this section the word "guardrail" may be taken as a substitute for the word "lifeline".)

- (a) Fixed bow pulpit (forward of headstay) and stern pulpit (unless lifelines are arranged as to adequately substitute for a stern pulpit). For yachts under 8.5 m (28 ft) it is permitted that the bow pulpit may be aft of the headstay provided the upper forward closure is within 405 mm (16 in) of the headstay.
- (b) Upper rails of pulpits shall be at no less height above the working deck than upper lifelines. Upper rails in bow pulpits shall be securely closed while racing. However, a forward pulpit with a lowered center section will be permitted if the boat is racing in or belongs to a class of boats whose Class Rules specify such a pulpit.
- (c) Lifelines shall be effectively continuous around the working deck but may be substituted by appropriate horizontal rails in pulpits. Lifelines need not be fixed to the bow pulpit if they terminate at, or pass through, adequately braced stanchions set inside and overlapping the bow pulpit provided that the gap between the upper lifeline and the bow pulpit does not exceed 150 mm (6 in).
- (d) Lifelines shall be permanently supported at intervals of not more than 2.20 m (86.6") and shall not pass outboard of supporting stanchions.
- (e) Support struts and terminals aft - Provided the complete lifeline enclosure is supported by stanchions and pulpit bases effectively within the working deck, lifeline terminals and supports struts may be fixed to the hull aft of the working deck.

3.07 Lifelines, Stanchions and Pulpits (continued)

- (f) Lifeline tension. As a guide to the requirements of RRS 49.2, when a deflecting force of 50 N (5.1 kgf, 11.2 lbf) is applied to a lifeline midway between supports, the lifeline should not deflect more than 50 mm (2 in) unless otherwise specified by class rules.
- (g) Lifeline vertical spacing, single or double

LOA	Earliest of Age/Series Date	Minimum Requirements
Under 8.5 m (28 ft)	before 1/92	Taut single lifeline, at a height of no less than 450 mm (18 in) above the working deck. No vertical opening shall exceed 560 mm (22 in)
Under 8.5 m (28 ft)	1/92 and after	As above except that when an intermediate life line is fitted, no vertical opening shall exceed 380 mm (15 in)
8.5 m (28 ft) and over	before 1/93	Taut double lifelines, with upper lifeline at a height no less than 610 mm (24 in) above the working deck. No vertical opening shall exceed 560 mm (22 in) .
8.5 m (28 ft) and over	1/93 and after	As above except that no vertical opening shall exceed 380 mm (15 in).
all	all	The intermediate line shall not be less than 230 mm (9 in) above the working deck and shall be of the same construction and general arrangements as required for the upper.

- (h) Lifeline materials. All lifeline shall be stranded stainless steel wire of minimum diameter as given below, or synthetic braided rope with equivalent strength and lack of stretch.

LOA	Minimum Wire Diameter
Under 8.5 m (28ft)	3 mm (1/8 in)
28.0 to 43.0 ft	4 mm (5/32 in)
Over 43.0 ft	5 mm (3/16 in)

- (i) A taut lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm (4 in). All wire, equivalent synthetic rope, fittings, anchor point fixtures and lanyards shall comprise a lifeline enclosure system which has at all points at least the breaking strength of the required lifeline wire.
- (j) Stanchions profile and materials. Within the first 50 mm (2 in) from the deck, stanchions shall not be displaced horizontally from the point at which they emerge from the deck or base by more than 10 mm (3/8 in). Stanchions shall not be angled at more than ten degrees from vertical at any point above 50 mm (2 in) from the deck.

Earliest of Age or Series date	Detail
before 1/87	Carbon fibre is not recommended in stanchions, pulpits and lifelines.
1/87 to 12/87	Stanchions, pulpits and lifelines shall not be made of carbon fibre.

3.07 Lifelines, Stanchions and Pulpits (continued)

- (k) Stanchions and pulpits - fixing. Pulpits and stanchions shall be permanently installed. When there are sockets or studs, these shall be through-bolted, bonded or welded. The pulpit(s) and/or stanchions fitted to these shall be mechanically retained without the help of the lifelines. Without sockets or studs, pulpits and/or stanchions shall be through-bolted, bonded or welded.

The bases of pulpits and stanchions shall not be further inboard from the edge of the working deck than 5% of maximum beam or 150 mm (6 in.), whichever is greater. Stanchion bases shall not be situated outboard of the working deck. For the purposes of this rule a stanchion or pulpit base shall be taken to include a sleeve or socket into which a stanchion or pulpit tube is fitted but shall exclude a baseplate which may carry fixings into the deck or hull.

- (l) Lifelines need not be fixed to a bow pulpit if they terminate at, or pass through, adequately braced stanchions set inside and overlapping the bow pulpit, provided that the gap between the upper lifeline and the bow pulpit does not exceed 150 mm (6 in).

3.08 Hand holds. Adequate hand holds shall be fitted below decks so that crew members may move about safely at sea.

3.09 Bilge Pumps and Buckets

- (a) No bilge pump may discharge into a cockpit unless that cockpit opens aft to the sea. Bilge pumps shall not be connected to cockpit drains.
- (b) Bilge pumps and strum boxes shall be readily accessible for maintenance and for cleaning out debris.
- (c) Unless permanently fitted, each bilge pump handle shall be provided with a lanyard or catch or similar device to prevent accidental loss.
- (d) The following shall be provided:
- (1) one manual bilge pump
 - (2) Two buckets of stout construction each with at least 9 liters (2.4 US gallons) capacity. Each bucket to have a lanyard.

3.10 Compass, marine type, properly installed and adjusted.

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

3.12 Navigation Lights (see also 2.03(c))

- (a) Navigation lights should be mounted so that they will not be masked by sails or the heeling of the yacht.

3.13 Engine and Fuel

Engine fuel and tankage. Boats shall be equipped with an appropriate, operating engine capable of propelling the yacht forward at approximately 5 knots in calm water and carry sufficient fuel to travel under power for at least 4 hours.

3.14 Marine Radio. A multi-channel marine radio capable of receiving weather bulletins.

**SECTION 4
YACHT PORTABLE EQUIPMENT & SUPPLIES
(for Fuel see 3.13)**

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

4.02 Fire extinguishers, at least two readily accessible in suitable and different parts of the boat for boats with inboard engines, and one for boats with outboard engines.

4.03 Anchors. One anchor of adequate size for the yacht and sufficient rode for the area being sailed in.

4.04 Flashlight. One watertight flashlight shall be carried.

4.05 First Aid kit and manual shall be carried that reflects the likely conditions during the racing and the number of people on board

4.06 Foghorn or other loud attention getting device.

4.07 Appropriate Charts.

4.08 Speedometer or Distance Measuring Instrument (log) and echo sounder, lead line or other method of determining water depth.

**SECTION 4
YACHT PORTABLE EQUIPMENT & SUPPLIES (continued)**

4.09 Emergency Steering

It is recommended that crews be aware of alternative methods of steering the yacht in any sea condition in the event of rudder loss. At least one method must have been proven to work on board the yacht. An inspector may require that this method be demonstrated.

4.10 Tools and spare parts, including adequate means to disconnect or sever the standing rigging from the hull in the case of need.

4.11 Marine grade retro-reflective material shall be fitted to life buoys, lifesling(s), life rafts, and life jackets. The yacht's name should also be on miscellaneous buoyant equipment such as lifejackets, oars, cushions, lifebuoys and lifeslings, etc.

4.12 Lifebuoys

- (a) Lifebuoy with a drogue, or lifesling (without a drogue), within easy reach of the helmsman and ready for instant use. (See Appendix D in the ORC Regulations).
- (b) Every inflatable lifebuoy shall be tested at intervals in accordance with its manufacturer's instructions.

4.13 Pyrotechnic signals, to meet USCG requirements.

4.14 Heaving Line

15 m-25m (50 ft-75 ft) minimum length, readily accessible to cockpit. (The "throwing sock" type is recommended by ORC - see Appendix D in the ORC Regulations.) It is recommended that the heaving line be of 1/4 in (6 mm) minimum diameter, floating, UV-inhibited and readily accessible to the cockpit.

4.15 Cockpit knife

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

4.16 Storm and Heavy Weather Sails

It is strongly recommended that owners consult their designer and sailmaker to decide the most effective size for storm and heavy weather sails. The purpose of these sails is to provide safe propulsion for the boat in severe weather.

4.17 Navigation Equipment (for those boats racing on Ocean courses only)

Navigational charts and method of determining position shall be provided

SECTION 5 - PERSONAL EQUIPMENT

5.01 Life jackets

One for each crew member. Each life jacket shall have a whistle and shall be fitted with marine grade retro-reflective material (see 4.11).

It is strongly recommended that a life jacket provide not less than 150 N (35 lb) of buoyancy, arranged so that an unconscious victim will be securely suspended face upwards at approximately 45 degrees to the water surface. A crotch strap should be fitted on each life jacket. Each inflatable life jackets should be checked regularly for air retention.

5.02 The "Quick-Stop" man-overboard procedure (see Appendix V in the ORC Regulations) shall be practiced aboard the yacht at least once by the crew racing in Acura Miami Race Week 2005 prior to the first race of the series. The signature of the Owner or Skipper below signifies that procedure was practiced.

5.03 It is recommended that at least two members of the crew be currently **certified in cardiopulmonary resuscitation**.

5.04 It is recommended that a **preventer or boom restraining device** should be rigged in such a manner that 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 a part of the crew's training and practice.

In consideration of my participation in Acura Miami Race Week 2005, I agree to comply with these Safety Regulations (including the man-overboard practice required in section 5.02). I understand this compliance and possible verification by the Premiere Racing Race Committee or its agents does not relieve my complete and unlimited responsibility to insure that all equipment is properly maintained and stowed, and that all the crew know where it is kept and how it is to be used.

I CERTIFY COMPLIANCE WITH ABOVE

Owner/Skipper (signed)

Date

A copy of these safety regulations, signed by the Owner or Skipper, should be kept aboard the boat during the regatta.