

## **SAFETY REQUIREMENTS FOR THE 2010 MIAMI GRAND PRIX**

### **IN THOSE INSTANCES WHERE CLASS RULES FOR ONE DESIGN BOATS RACING AS A ONE DESIGN CLASS CONFLICT WITH THESE SAFETY REQUIREMENTS, THE CLASS RULES SHALL TAKE PRECEDENCE**

Sailing is an inherently risky activity and it is the ultimate and final responsibility of the skipper, owner and crew to use their best judgment regarding participating in any race, continuing in a race, and use of safety equipment and procedures.

The skipper and/or owner are responsible for assuring that the yacht is seaworthy and equipped with all safety equipment appropriate for the prevailing and expected conditions. Each crewmember shall familiarize themselves with the location and proper use of all such equipment. The skipper and/or owner and crew shall utilize all appropriate safety equipment whenever conditions warrant.

The safety requirements for equipment and procedures are as follows:

1. Requirements of the applicable US Coast Guard Regulations (<http://www.uscgboating.org/> ) for type and size of vessel as specified in the US Code of Federal Regulations. Although unofficial, lists of requirements are available through various commercial boating resources. One such site is: <http://www.nyss.com/federal.html#3> Skippers are solely responsible for meeting these requirements and Premiere Racing, Inc., the Miami beach Marina, the City of Miami Beach, and all Sponsors, Suppliers and Partners, their officers, directors, members, committee personnel, volunteers, employees and agents are in no way to be held responsible for any omissions or errors in the above website.
2. Requirements as stated in one design class or applicable handicap rules
3. Requirements as stated in the regatta's Notice & Conditions of Race and Sailing Instructions
4. The 2010 - 2011 ISAF Offshore Special Regulations, Category 4, with the exception of sections 3.04.3, 3.04.4, 3.04.5, 3.04.6, and 3.04.7 (stability); 3.08.2 (hatches); 3.27.2 (position of navigation lights); 3.29.1e (VHF transceiver); 4.01.2 (display of sail numbers while sails are down); 4.10 (radar reflector), and 4.26.4.g (specific storm trysail and mainsail reefing requirements). In Section 4.22.1.a - the self igniting light on the lifebuoy device is not required. Section 4.23 (pyrotechnic signals) may be met by meeting the applicable US Coast Guard Regulations for type and size of vessel. Section 501 (lifejackets) may be met by meeting the applicable US Coast Guard Regulations for lifejackets. The Offshore Special Regulations can be found at: <http://www.isaf.org/1906.php>
5. A Man Overboard practice maneuver shall be practiced by all entries

#### **Reminder on Rendering Assistance:**

Racing Rules of Sailing Fundamental Rule 1.1 states: "A boat or competitor shall give all possible help to any person or vessel in danger."

**A SIGNED COPY OF THIS DOCUMENT SHALL BE KEPT ABOARD THE BOAT DURING THE  
2010 MIAMI GRAND PRIX AND AVAILABLE FOR INSPECTION UPON REQUEST.**

**BOAT NAME:** \_\_\_\_\_ **SAIL NUMBER:** \_\_\_\_\_

**OWNER/SKIPPER:** \_\_\_\_\_

**Signature:** \_\_\_\_\_ **DATE:** \_\_\_\_\_