The following requirements and recommendations are based on the US Safety Equipment Requirements (USSER) issued by US Sailing (effective date: 1/1/2019). OSC Races are considered to have certain characteristics of both USSER "US Coastal" and "US Nearshore" Races. Adjustments to the USSER, shown in bold, address regional racing venues and conditions as well as the nature of the OSC racing fleet and the USSER items modified have been greyed. USSER items considered not applicable have been removed. The text in the light blue BOLD Prescription section may exempt some or all boats from the items in the dark gray italic sections below it or offer choices to meet the requirement - please read carefully.

### Requirements & Recommendations

<table>
<thead>
<tr>
<th>Section Name</th>
<th>USSER #</th>
<th>Requirements &amp; Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vessel</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Coastal</strong>: Races not far removed from shorelines, where rescue is likely to be quickly available</td>
<td>1.6.2</td>
<td></td>
</tr>
<tr>
<td><strong>Nearshore</strong>: Races primarily sailed during the day, close to shore, in relatively protected waters.</td>
<td>1.6.3</td>
<td></td>
</tr>
</tbody>
</table>

| **Responsibility** | 1.1 | The Safety Equipment Requirements establish uniform minimum equipment and training standards for boat racing in differing conditions. These regulations do not replace, but rather supplement, the requirements of applicable local or national authority for boating, the Racing Rules of Sailing, the rules of Class Associations and any applicable rating rules. |
| **Equipment & Knowledge** | 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 Requirements may result in a penalty other than disqualification. |
| **Secure Storage** | 1.5 | A boat’s heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured. |
| **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. |
| **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. |

### Hull and Structure

<table>
<thead>
<tr>
<th>Hull Openings</th>
<th>2.1.1</th>
<th>A boat’s companionway(s) shall be capable of being blocked off to main deck level. The method of blocking, should be &quot;essentially&quot; watertight and rigidly secured, if not permanent.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2.1.2</td>
<td>A boat’s hatchboards, whether or not in position in the hatchway, shall be secured in a way that prevents their being lost overboard.</td>
</tr>
<tr>
<td></td>
<td>2.1.3</td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>2.1.4</td>
<td>A boat’s cockpit drains shall be capable of draining six inches of water in 5 minutes. One square inch (645mm2) of effective drain per eight square feet (0.743m2) of cockpit sole will meet this requirement.</td>
</tr>
<tr>
<td>Through Hulls</td>
<td>2.1.5</td>
<td>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 0.08 x LOA x Max. Beam x Freeboard aft. The cockpit sole shall be at least 0.02 x LOA above LWL.</td>
</tr>
</tbody>
</table>

### Accomm.

| Accomm. | 2.3.1 | A boat shall be equipped with a head or a fitted bucket. |

### Dewatering Pumps

<table>
<thead>
<tr>
<th>Dewatering Pumps</th>
<th>OSC Prescription for USSER item #s 2.4.1, 2.4.2, 2.4.3, 2.4.5, 2.4.6, 2.4.8, 2.4.9.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjustment to USSER</td>
<td>OSS Prescription for USSER item #s 2.5.1, 2.5.2, 2.5.3.</td>
</tr>
</tbody>
</table>

It is recommended that yachts have at least one permanently installed manual bilge pump that is either operable from below deck or (preferably) operable from on deck. The permanently installed pump should meet the installation criteria of USSER 2.5.1. Yachts that, by design, do not have a permanently installed manual bilge pump, shall be equipped with a portable manual bilge pump that meets the criteria of USSER 2.5.3.

| 2.5.1 | A boat shall have a permanently installed manual bilge pump of at least 10 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. |
| 2.5.2 | A boat shall have a second permanently installed manual bilge pump of at least 10 GPM (37.8 liter per minute) capacity, operable from below deck, meeting the same criteria as above. |

### Lifelines

<table>
<thead>
<tr>
<th>Lifelines</th>
<th>OSC Prescription for USSER item #s 2.4.1, 2.4.2, 2.4.3, 2.4.5, 2.4.6, 2.4.8, 2.4.9.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjustment to USSER</td>
<td>OSS Recommendation: Lifelines should be fastened per RRS 49.2.</td>
</tr>
</tbody>
</table>

1. The maximum opening between lifelines (e.g. stanchions and pulpits) shall be 87" (2.2m).
2. Lifelines shall be uncoated stainless steel wire. A multipart-lashing segment not to exceed 4" per end termination for the purpose of attaching lifelines to pulpits is allowed. Lifelines shall be taut.
3. A boat’s stanchion and pulpit bases shall be within the working deck.
4. A boat’s stanchion and pulpit bases shall be within the working deck.
### Safety Equipment

<table>
<thead>
<tr>
<th>Section Name</th>
<th>USSER #</th>
<th>Requirements &amp; Recommendations</th>
<th>Vessel Compliance (Y/N)</th>
<th>Inspector Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mechanical Propulsion</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.4.7</td>
<td>USSER</td>
<td>Boats 30' and over (9.14m) shall have at least two lifelines with 24&quot; (610mm) minimum height above deck, and a maximum vertical gap of 15&quot; (381mm). The minimum diameter will be 5/32&quot; (4mm) for boats to 43' (13.1m) and 3/16&quot; (5mm) for boats over 43' (13.1m).</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>For rails shall be fitted around the foredeck from the base of the mast with a minimum height of 3/4' (188mm) for boats under 30' (9.14m) and 1' (254mm) for boats over 30'. An additional installed lifeline that is 1-3' (25-51mm) above the deck shall satisfy this requirement for boats without toerails.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Mast &amp; Rigging</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.6</td>
<td>Recommendation</td>
<td>A boat shall have the heel of a keel-stepped mast securely fastened to the mast step or adjoining structure.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Personal &amp; Deck Safety</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1.1</td>
<td>USSER 3.1.1 is optional: Each crewmember shall have a life jacket that provides at least 31.7lbs (150N) of buoyancy, intended to be worn over the shoulders (no belt pack), meeting either U.S. Coast Guard or ISO specifications. Additionally, each crewmember shall have an inherently buoyant off-shore life jacket that provides at least 22lbs (150N) of buoyancy meeting either U.S. Coast Guard or ISO specifications.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Adjustment to USSER</td>
<td>OSC Prescription for USSER item #3.1.1, 3.2.1.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>It is strongly recommended that yachts carry jacklines and that jacklines will be rigged prior to severe weather conditions. Additionally, it is strongly recommended that all yachts be equipped with an adequate number of safety harnesses and halyards to accommodate the minimum number of crew that must be on deck during severe weather conditions.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.2.4</td>
<td>Recommendation</td>
<td>Each crewmember shall have a safety harness and compatible safety tether not more than 8'7&quot; (2.5m) long with a minimum tensile strength of 4500 ft. (20kN). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Recommendation</td>
<td>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 piece while racing.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Navigation Lights</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.3.1</td>
<td>OSC Recommendation</td>
<td>Multihulls must have jacklines or attachment points that are accessible when the vessel is inverted.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Fire Extinguishers</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.4</td>
<td>A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable. Additionally, it is recommended that the fire extinguisher(s) should be readily accessible and when two or more are required (based on LOA of yacht) they should be stored in suitable and different parts of the yacht.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Sound Producing Equipment</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.5</td>
<td>A boat shall carry sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Visual Distress Signals</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.6.4</td>
<td>A boat shall carry U.S. Coast Guard (or applicable government entity) flares meeting day-night requirements not older than the expiration date.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Man Overboard</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.7.1</td>
<td>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.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.7.3</td>
<td>A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Emergency Comm.</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.8.1</td>
<td>A boat shall have a permanently installed 25-watt VHF radio. A masthead antenna is preferred, but optional. If this is not feasible, the yacht shall be equipped with a handheld VHF radio. Additionally, if the handheld radio is the only radio on board, there shall be a means to recharge the handheld radio or there shall be a fully charged back-up battery pack on board.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.8.7</td>
<td>A boat shall have a waterproof handheld VHF radio or a handheld VHF radio with waterproof cover. The radio shall have OSC/GPS capability with an MMSI number properly registered to the vessel.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Navigation</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.18</td>
<td>OSC Recommendation</td>
<td>A boat shall have a permanently installed depth sounder that can measure to depths of at least 200 ft. (61m).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.19.1</td>
<td>A boat shall have a permanently mounted magnetic compass independent of the boat’s electrical system suitable for steering at sea.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Off Soundings Club Safety Equipment Requirements (OSC - SER) 2019 Edition

<table>
<thead>
<tr>
<th>Section Name</th>
<th>USER #</th>
<th>Requirements &amp; Recommendations</th>
<th>Vessel Compliance (√)</th>
<th>Inspector Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Damage Control</td>
<td>3.20</td>
<td>A boat shall have non-electronic charts that are appropriate for the race area.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gear</td>
<td>3.22</td>
<td>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.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anchoring</td>
<td>3.23</td>
<td>A boat shall carry one anchor, meeting the anchor manufacturer’s recommendations based on the yacht’s size, with a suitable combination of chain and line. The anchor should be readily accessible.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lights</td>
<td>3.24.3</td>
<td>A boat shall carry at least two watertight flashlights with spare batteries.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medical Kits</td>
<td>3.25</td>
<td>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.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Radar Reflectors</td>
<td>3.26</td>
<td>A boat shall carry an 11.5” (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dewatering</td>
<td>3.27.1</td>
<td>A boat shall carry two sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety Diagram</td>
<td>3.28</td>
<td>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.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emergency Steering</td>
<td>3.29.2</td>
<td>Wheel steered boats shall have an emergency tiller, capable of being fitted to the rudder stock. Additionally, it is recommended that a yacht is prepared to rig a “preventer” or boom restraining device to mitigate an “auto gybe”, as conditions warrant.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mainsail Reefing</td>
<td>3.33.1</td>
<td>Recommendation: A boat shall have mainsail reefing capable of reducing the luff length by at least 10%.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Halyards</td>
<td>3.35</td>
<td>A boat shall not be rigged with any halyard that requires a person to go aloft in order to lower a sail.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boom Support</td>
<td>3.36</td>
<td>Recommendation: A boat shall have a means to prevent the boom from dropping if support from the mainsail or halyard fails. Additionally, it is recommended that a yacht is prepared to rig a “preventer” or boom restraining device to mitigate an “auto gybe”, as conditions warrant.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Man Overboard</td>
<td>4.2</td>
<td>Annually, two-thirds of the boat’s racing crew shall practice man-overboard procedures appropriate for the boat’s size and speed. The practice shall consist of marking and returning to a position on the water, and demonstrating a method of hoisting a crewmember back on deck, or other consistent means of reboarding the crewmember.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety at Sea Training</td>
<td>4.3.2</td>
<td>RECOMMENDATION: 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, including online courses when available, or other courses as accepted by US Sailing or other national authority.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skills: Crew</td>
<td>4.4</td>
<td>As required in 1.1 above the person in charge shall ensure that all crew members know where all emergency equipment is located and how to operate the equipment. In addition, the person in charge and crew should discuss how to handle various emergency situations including Crew Overboard, Grounding, Loss of steering, Flooding, Fire, Dismasting, and Abandon Ship.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Self-Inspection Completed (Skipper/Designated Rep. Signature) _________________________ Date ____________