

**2022 Chicago Mackinac**  
**Safety Requirements - Monohulls**  
**Effective Date: February 1, 2022**

<b>Section Name</b>	<b>US Sailing SER # Reference</b>	<b>Requirement</b>
Overall	1.1	The Safety Equipment Requirements establish uniform minimum equipment and training standards for a variety of boats racing in differing conditions. These regulations do not replace, but rather supplement, the requirements of applicable local or national authorities for boating, the Racing Rules of Sailing, the rules of Class Associations and any applicable rating rules.
Overall: Responsibility	1.2	The safety of a boat and her crew is the sole and inescapable responsibility of the "Person-In-Charge", as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used.
Overall: Equipment and Knowledge	1.4	All equipment required shall function properly, be regularly checked, cleaned and serviced, and be of a type, size and capacity suitable for the intended use and size of the boat and the size of the crew. This equipment shall be readily accessible while underway and, when not in use, stored in such a way that deterioration is minimized.
Overall: Secure Storage	1.5	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.
Overall: Strength of Build	1.6	A boat shall be strongly built, watertight and, particularly with regard to hulls, decks and cabin trunks, capable of withstanding solid water and knockdowns. A boat shall be properly rigged and ballasted, be fully seaworthy and shall meet the standards set forth herein. A boat's shrouds and at least one forestay shall remain attached at all times.
Overall: Watertight Integrity	1.7	A boat's hull, including, deck, coach roof, windows, hatches and all other parts, shall form an integral watertight unit, and any openings in it shall be capable of being immediately secured to maintain this integrity.
Hull and Structure: Through Hulls	2.1.6	A boat's through-hull openings below the waterline shall be equipped with sea cocks or valves, except for integral deck scuppers, speed transducers, depth finder transducers and the like; however a means of closing such openings shall be provided.
Hull and Structure: Moveable Ballast	2.2.3	A boat with moveable or variable ballast (water or canting keel) shall comply with the requirements of US Sailing 2022 SER Appendix K for Ocean SER Category. It has also been copied to the page(s) labeled Appendix K in this document.
Hull and Structure: Accommodations	2.3.2	A boat shall have bunks sufficient to accommodate the off watch crew.
Hull and Structure: Stove	2.3.3	A boat shall have a stove with a fuel shutoff.
Hull and Structure: Hand holds	2.3.5	A boat shall have adequate hand holds below decks.
Hull and Structure: Lifelines	2.4.2	A boat's stanchion and pulpit bases shall be within the working deck.

<b>Section Name</b>	<b>US Sailing SER # Reference</b>	<b>Requirement</b>
Hull and Structure: Lifelines	2.4.3	Bow pulpits may be open, but the opening between the vertical portion of stanchion pulpit and any part of the boat shall not exceed 14.2" (360mm).
Hull and Structure: Lifelines	2.4.4.1	Lifeline deflection shall not exceed the following: a) When a deflecting force of 9 lbs (40N) is applied to a lifeline midway between supports of an upper or single lifeline, the lifeline shall not deflect more than 2" (50mm). This measurement shall be taken at the widest span between supports that are aft of the mast. b) When a deflecting force of 9 lbs (40N) is applied midway between supports of an intermediate lifeline of all spans that are aft of the mast, deflection shall not exceed 5" (120mm) from a straight line between the stanchions.
Hull and Structure: Lifelines	2.4.5	The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).
Hull and Structure: Lifelines	2.4.6	Boats under 30' (9.14m) shall have at least one lifeline with 18" (457mm) minimum height above deck, and a maximum vertical gap of 18" (457mm). Taller heights will require a second lifeline. The minimum diameter shall be 1/8" (3mm).
Hull and Structure: Lifelines	2.4.7	Boats 30' and over (9.14m) shall have at least two lifelines with 24" (762mm) minimum height above deck, and a maximum vertical gap of 15" (381mm). The minimum diameter will be 5/32" (4mm) for boats to 43' (13.1m) and 3/16" (5mm) for boats over 43' (13.1m).
Hull and Structure: Lifelines	2.4.8	Toe rails shall be fitted around the foredeck from the base of the mast with a minimum height of 3/4" (18mm) for boats under 30' (9.14m) and 1" (25mm) for boats over 30'. An additional installed lifeline that is 1-2" (25-51mm) above the deck will satisfy this requirement for boats without toerails.
Hull and Structure: Dewatering pumps	2.5.1	A boat shall have a permanently installed manual bilge pump of at least a 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.
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. Alternatively, each crewmember shall have an inherently buoyant off-shore life jacket that provides at least 22lbs (100N) of buoyancy meeting either U.S. Coast Guard or ISO specifications.
Safety Equipment: Personal	3.1.4	Each crewmember shall have a safety harness and compatible safety tether not more than 6'7" (2m) long with a minimum tensile strength of 4500 lb. (20kN). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end.
Safety Equipment: Jacklines	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.

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<b>Section Name</b>	<b>US Sailing SER # Reference</b>	<b>Requirement</b>
Safety Equipment: Navigation Lights	3.3.1	A boat racing between sunset and sunrise shall carry navigation lights that meet U.S. Coast Guard or applicable government requirements mounted so that they will not be obscured by the sails nor be located below deck level.
Safety Equipment: Navigation Lights	3.3.2	A boat shall have a second set of navigation lights that comply with U.S. Coast Guard or applicable government requirements and which can be connected to a different power source than the primary lights.
Safety Equipment: Fire Extinguishers	3.4	A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.
Safety Equipment: Sound Producing Equipment	3.5	A boat shall carry sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable.
Safety Equipment: Visual Distress Signals	3.6.3	A boat shall carry four SOLAS red hand flares not older than the expiration date.
Safety Equipment: Visual Distress Signals	3.6.5	Boat flares stored inside of life rafts may not be used to satisfy the flare requirement.
Safety Equipment: Crew 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.
Safety Equipment: Crew Overboard	3.7.2	A boat shall have a man overboard pole and flag, with a lifebuoy, a self-igniting light, a whistle, and a drogue attached. A self-inflating Man Overboard Module, Dan Buoy or similar device will satisfy this requirement. Self-inflating apparatus shall be tested and serviced in accordance with the manufacturer's specifications. These items shall be stored on deck, ready for immediate use, and affixed in a manner that allows for a "quick release".
Safety Equipment: Crew 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.
Safety Equipment: Emergency Communications	3.14	A boat shall carry a GPS receiver.
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.
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. This device shall be equipped with an internal GPS.
Safety Equipment: Navigation	3.18	A boat shall have a permanently installed depth sounder that can measure to depths of at least 200 ft. (61m).
Safety Equipment: Navigation	3.19.1	A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.
Safety Equipment: Navigation	3.20	A boat shall have non-electronic charts that are appropriate for the race area.

<b>Section Name</b>	<b>US Sailing SER # Reference</b>	<b>Requirement</b>
Safety Equipment: Damage Control	3.22	A boat shall carry soft plugs of an appropriate material, tapered and of the appropriate size, attached or stowed adjacent to every through-hull opening.
Gear: Anchoring	3.23	A boat shall carry one anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, with a suitable combination of chain and line.
Gear: Searchlight	3.24.1	A boat shall carry a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance.
Gear: Flashlights	3.24.3	A boat shall carry at least two watertight flashlights with spare batteries in addition to the requirement of 3.24.1.
Gear: Medical Kits	3.25	A boat shall carry a first aid kit and first aid manual suitable for the likely conditions of the passage and the number of crew aboard.
Gear: Radar Reflectors	3.26	A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.
Gear: Buckets	3.27.1	A boat shall carry two sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.
Gear: Safety Diagram	3.28	A boat shall post a durable, waterproof diagram or chart locating the principal items of safety equipment and through hulls in the main accommodation area where it can be easily seen.
Gear: Spare Parts	3.30	A boat shall carry tools and spare parts, including an effective means to quickly disconnect or sever the standing rigging from the hull.
Gear: Identification	3.31	All lifesaving equipment shall bear retro-reflective material and be marked with the yacht's or wearer's name. The exception would be for new equipment or rented equipment (e.g. life rafts) that would require the unpacking of sealed equipment in order to meet this requirement. The boat name shall be added during the first servicing of any new equipment.
Gear: Cockpit Knife	3.32	A boat shall carry a strong, sharp knife, sheathed and securely restrained which is readily accessible from the deck and/or cockpit.
Sails: Headsails	3.33.4	A boat shall carry a storm jib not exceeding 5% of the yacht's I dimension squared, and equipped with an alternative means of attachment to the headstay in the event of a failure of the head foil. Storm sails manufactured after 01/01/2014 shall be constructed from a highly visible material.
Rigging: Boom Support	3.36	A boat over 30' LOA (9.14m) shall have a means to prevent the boom from dropping if support from the mainsail or halyard fails.
Skills: Emergency Steering	4.1.1	A boat's crew shall be aware of multiple methods of steering the boat with the rudder disabled, and 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.

<b>Section Name</b>	<b>US Sailing SER # Reference</b>	<b>Requirement</b>
<b>Chicago Specific Requirement</b>	5.1	Centerboard/Daggerboard Trunks, Canting Keel Pivots – Centerboard and daggerboard trunks, and the like, shall not open into the interior of a hull. A watertight inspection/ maintenance hatch is permitted if located entirely above the waterline of the boat when floating level in normal trim. Canting keel pivots shall be completely contained within a watertight enclosure. Watertight access point(s) for control or actuation are permitted if located entirely above the waterline of the boat when floating level in normal trim.
<b>Chicago Specific Requirement</b>	5.2	Exits – A boat shall have at least two (2) exits from below decks, one of which shall be located forward of the foremost mast unless structural features prevent its installation in this location.
<b>Chicago Specific Requirement</b>	5.3	Halyards – A boat's main mast shall have at least two halyards capable of hoisting a sail. No halyard shall be locked, lashed or otherwise secured to the mast in a way that requires a person to go aloft in order to lower a sail in a controlled manner, except for a headsail in use with a furling device.
<b>Chicago Specific Requirement</b>	5.4	Red Parachute Flares - A boat shall carry two SOLAS red parachute flares not older than the expiration date.
<b>Chicago Specific Requirement</b>	5.5	Boat Batteries – When an electric starter is the only method for starting the engine, a boat shall carry a separate permanently installed battery, the primary purpose of which is to start the engine.
<b>Chicago Specific Requirement</b>	5.6	Engine - A boat shall have a mechanical propulsion system that is capable of starting and capable of driving the boat for 10 hours at a minimum speed in knots equivalent to the square root of LWL in feet (approximately 75% of theoretical hull speed; 1.81 times the square root of the waterline in meters) and finish the race with fuel sufficient to continue motoring at that speed for 10 hours.
<b>Chicago Specific Requirement</b>	5.7	Reflective Sailboard - A boat shall carry a reflective sailboard, capable of being attached to the boat's lifelines, with its sail number mounted on a black background. Each digit of its sail number shall be at least ten (10) inches high and displayed in a commercially available typeface giving the same or better legibility than Helvetica, and be made out of white or silver, highly retro-reflective material suitable for a marine environment. The minimum Coefficient of Retroreflection must equal or exceed 100.
<b>Chicago Specific Requirement</b>	5.8	Cellular Phone - The Invited Competitor and the Person-In-Charge (if different from the Invited Competitor) shall (each) carry a functioning cellular phone corresponding to the cellular number on the Entry Profile for the Invited Competitor, and, the cellular number on the Crew Profile for the Person-In-Charge (if different from the Invited Competitor).
<b>Chicago Specific Requirement</b>	5.9	Personal Safety Knife – A straight blade knife, or a folding blade knife able to be opened with one hand, shall be attached to or carried on each crew member at all times. The Personal Safety Knife must be readily accessible at all times including while wearing foul weather gear and PFD/Harnesses.





Section Name	US Sailing SER # Reference	Requirement
Chicago Specific Requirement	5.10	Personal MOB Device - Each crew member is required to carry a dedicated personal MOB emergency signal device that has AIS capability. If a personal MOB device also has DSC capability, it must be programmed with the boat's MMSI. This device shall be on the crewmember's person whenever a lifejacket is worn.
Chicago Specific Requirement	5.11	AIS Signals - A boat shall be equipped to receive AIS signals including those from personal MOB devices and have the technology aboard to visually monitor such signals (including displaying GPS coordinates). Such receiver may be an AIS Class A or B Transponder, a receiver integrated with a VHF radio, or a stand-alone or networked AIS receiver. The receiver shall be functioning at all times while racing. Furthermore, the receiver must either (1) utilize the masthead VHF antenna as an integrated unit or via a low-loss AIS antenna splitter or (2) utilize a dedicated AIS antenna that is a minimum of 0.9 meters long with its base fixed at least 3 meters above the water via a co-axial feeder cable with no more than a 40% power loss.
Chicago Specific Requirement	5.12	Intentionally "left blank" for possible future use.
Chicago Specific Requirement	5.13	<p>Crew Safety Drills and Certification – Within six months prior to <b>The Race</b>, at least two-thirds of a boat's crew, including the Invited Competitor, Person-in-Charge and all Watch Captains, shall have practiced safety drills aboard the boat that include but are not limited to crew overboard recovery procedures appropriate for the boat's size and speed.</p> <p>The practice(s) shall consist of crew members demonstrating the skills set forth in the Crew Safety Drills Certification form that is located on the Official Notice Board of <b>The Race</b> website.</p> <p>The practice(s) shall include marking and returning to a position on the water while under sail (both upwind and downwind) and while under power, and demonstrating a method of hoisting a crew member back on deck, or other safe and reliable means of reboarding a crew member.</p> <p>The Invited Competitor shall complete the Certification form electronically via the Entry Menu and identify those participating crew members and the drills practiced. Each identified participating crew member shall then verify their participation by completing their online certification via their individual Crew Profile.</p> <p>Note: Completion of the drills and the certification process must take place before a boat's Boarding Pass will be issued.</p>
Chicago Specific Requirement	5.14	Handheld VHF Radio – A boat shall have a watertight handheld VHF radio or handheld VHF radio with waterproof cover. The radio shall have integral DSC/GPS capability and be programmed with a properly registered MMSI number.
Chicago Specific Requirement	5.15	Toilet – Boats shall have a permanently installed operable toilet, or a portable toilet, properly secured.
Chicago Specific Requirement	5.16	Emergency Tiller - A boat shall have an emergency tiller, capable of being fitted to the rudder stock. Boats using an unbreakable metal tiller are exempt from this requirement.

Section Name	US Sailing SER # Reference	Requirement
Chicago Specific Requirement	5.17	Safety Harness and Tether -- Now at 3.1.4
Chicago Specific Requirement	5.18	Life Jackets - Life jackets shall be equipped with 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 and shall be equipped with leg or crotch strap(s).
Chicago Specific Requirement	5.19	Lifelines - Lifelines shall be stainless steel wire. A multipart-lashing segment not to exceed 4" per end termination for the purpose of attaching lifelines to pulpits is allowed.
Chicago Specific Requirement	5.20	Deck Enclosure - A boat's deck including the headstay shall be surrounded by a suitably strong enclosure, typically consisting of lifelines and pulpits, meeting the requirements in 2.4.2 to 2.4.8 (above) and 5.19.
Chicago Specific Requirement	5.21	Mainsail Reefing Equipment or Storm Trysail - A boat shall have mainsail reefing equipment that will allow the luff of the mainsail to be reduced by at least 10%. In lieu of this requirement, a boat may carry a storm trysail that is capable of being attached to the mast and sheeted independently of the boom with area not greater than 17.5% of mainsail luff length multiplied by the mainsail foot length.
Chicago Specific Requirement	5.22	VHF Radio and Antenna - A boat shall have a permanently installed 25-watt VHF radio connected to a suitable masthead antenna by a co-axial feeder cable with no more than a 40% power loss. Such radio shall have DSC capability, be connected to or have an internal GPS, and have the properly registered MMSI number assigned to the boat programmed into the permanently installed VHF radio. Channel 16 is to be continuously monitored as required by US government rules and regulations.
Chicago Specific Requirement	5.23	Emergency Antenna - A boat shall have an emergency VHF antenna that is capable of being connected to and operational with the boat's permanently installed VHF radio by a sufficient length of co-axial feeder cable to permit the antenna to be secured in an operable position above the deck.
Chicago Specific Requirement	5.24	Cruising Division boats with bulwarks and lifeline configurations not meeting the requirements of 2.4.2 - 2.4.8 may request exceptions to these requirements. The Chief Measurer may grant exceptions.
End of Monohull Requirements	N/A	Please scroll down to find additional recommendations, information and resources.

## Chicago Mackinac Safety Requirements Appendix A - Recommendations

**The following items are strongly recommended, but are not required for this running of The Race. These are NOT requirements and no competitor is subject to protest on these matters. The Mac Committee is considering imposing these as requirements in subsequent races so boat owners would be advised to take them into account in equipping their boat and/or training their crew.**

Section Name	US Sailing SER # Reference	Recommendation
Skills: Safety at Sea Training	N/A - Will be 5.xx	At least (2) members of the crew shall have completed First Aid and CPR training courses offered by the American Red Cross or the National Safety Council meeting the standards set by 46 CFR 11.201(i) for a U.S. Coast Guard original officer endorsement. For a list of recognized courses see: <a href="https://www.nsc.org/Portals/0/Documents/FirstAidDocuments/IRC/State-Approvals/National-coast-guard.pdf">https://www.nsc.org/Portals/0/Documents/FirstAidDocuments/IRC/State-Approvals/National-coast-guard.pdf</a>
Skills: Safety at Sea Training	4.3.1	It is strongly recommended that all members of the crew aboard the boat shall have U.S. Sailing Safety at Sea training and at least 30% of those aboard the boat, but not fewer than two members of the crew (unless racing single-handed), including the Invited Competitor, the Person-In-Charge and all Watch Captains have a valid U.S. Sailing International Offshore Safety at Sea with Hands-on Training Certificate or an equivalent valid Certificate of another recognized World Sailing National Authority. See NOR 4.q.4) for the minimum <b>REQUIRED</b> training and also NOR 4.s.2) for the Double-Handed Division requirements.
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 the entire crew. The raft shall be SOLAS, ISAF, ISO 9650-1 or ORC approved. The raft shall be stored in such a way that it is capable of being launched within 15 seconds. 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 or the working deck. <i>Boats built prior to 01/06/2001 may alternatively stow the life raft in a valise not weighing over 88 lbs. securely below deck and adjacent to the companionway.</i> The life raft(s) shall hold current certificate(s) of inspection.
Safety Equipment: Emergency Communications	See 5.11 for 2022 Requirements	In addition to the Requirement of CMSR 5.11 that a boat shall be equipped to receive AIS signals and have the technology aboard to visually monitor such signals (including displaying GPS coordinates), <b>it is recommended</b> that a boat shall also be equipped to send AIS signals.  An AIS Transponder that is both FCC authorized and U.S. Coast Guard approved, and which has either a built-in display or other means to display the data, will satisfy both the Requirement of CMSR 5.11 and meet this Recommendation. The AIS Transponder may be integrated within a boat's VHF radio or it may share a masthead VHF antenna via a low-loss AIS antenna splitter. Otherwise, it shall be connected by a co-axial feeder cable with no more than a 40% power loss to a dedicated AIS antenna that is a minimum of 0.9 meters long with its base fixed at least 3 meters above the water. Boats shall not disable the transmission of AIS data while racing.  The capability to send AIS signals is expected to become a Requirement in 2024.





## Chicago Mackinac Safety Requirements Appendix A - Recommendations

*The following items are strongly recommended, but are not required for this running of The Race. These are NOT requirements and no competitor is subject to protest on these matters. The Mac Committee is considering imposing these as requirements in subsequent races so boat owners would be advised to take them into account in equipping their boat and/or training their crew.*

Section Name	US Sailing SER # Reference	Recommendation
Safety Equipment: Emergency Communications	See 5.10 for 2022 Requirements	In addition to the Requirement of CMSR 5.10 that a dedicated personal MOB emergency signal device with AIS capability is to be on each crew member's person whenever a lifejacket is worn, <b>it is recommended</b> that the device also have DSC capability and that the device is then programmed with the crew member's boat's MMSI to transmit an automatic DSC alert to the boat's permanently installed VHF radio.
End of Recommendations	N/A	Competitors are reminded to carry appropriate spare equipment sufficient to maintain safety standards and seaworthiness, including but not limited to spare re-arming kits for life jackets and sufficient functional batteries that are not out-of-date.

Thank you for your interest in the Chicago Yacht Club Race to Mackinac® presented by Wintrust. The safety of all competitors is a primary concern of the Chicago Yacht Club Mackinac Committee, and the primary responsibility of each skipper. The checklist below is based on the requirements of the US Sailing Offshore Sailing course for the type of boats and offshore conditions of this race. It is the expectation of the Selections Sub-Committee that the Invited Competitor, Person-In-Charge, and appropriate crew members will be competent in these areas of seamanship and safety. We ask that you use this checklist to satisfy yourself of your competency and that of your navigator, watch captains, and other crew members prior to submitting a Request for Invitation.

**Selections Sub-Committee**  
**Chicago Yacht Club Mackinac Committee**

*The following items are strongly recommended, but are not required for an invitation to the race. These are NOT requirements and no competitor is subject to protest on these matters.*

#### **PREPARATION TO SAIL:**

Able to:

1. Recognize and forecast basic local weather conditions.
2. Describe personal preparation such as physical fitness, clothing and sun protection.
3. Check auxiliary power systems: location and operation of engine controls, fuel filters, alternator, engine mechanical and fluids check, transmission controls, shut off valves, ventilation system, and engine cooling system.
4. Check the electrical system: main battery switch, electrical control panel, battery fluids and terminals.
5. Locate the bilge pump system for manual and electrical pumps, intake maintenance, and bilge pump alarms and fuses.
6. Check and locate the anchoring system: rodes, shackles, and chains.
7. Check the sail inventory and understand the proper selection of sails for differing weather conditions.
8. Check the security and operation of all hatches, ports and companionways.
9. Check the inventory and location of all on board tools and spare parts.
10. Determine the motoring range under power and the vessel's fuel capacity.
11. Locate all required documentation for the crew and vessel.

#### **CREW OPERATION AND SKILLS:**

Able to:

1. Describe the proper wearing of life jackets and the use of throwable floatation and rescue devices.
2. Demonstrate tying and the use of: stopper knot, bowline, cleat hitch and clove hitch.
3. Describe winch types, proper operation, and the procedure for clearing a fouled winch.
4. Properly heave a line for towing or docking.
5. Describe crew responsibilities and operational communications.
6. Demonstrate proper sail trimming and shaping techniques.
7. Describe proper VHF radio procedure, operation of controls, channel usage, weather receiving, and emergency procedures.
8. Describe minimum U.S. Coast Guard safety requirements for auxiliary powered vessels.
9. Explain the purpose and proper use of a radar reflector.
10. Describe how to safely go aloft.
11. Describe proper rafting techniques at docks and anchorages and with other vessels.

12. Operate the stove and its controls and shut off valves.
13. Properly operate the head, and its controls and valves.

**NAVIGATION:**

1. Ability to use for navigation; a plotter, parallel rules, dividers, a clock, a hand bearing compass, a ship's compass, a depth sounder, a knotlog and binoculars.
2. Is familiar with the International and Inland Navigation Rules 1 through 19, and rules 20 through 31 regarding the identification of dayshapes, and rules 32 through 38 regarding sound signals.
3. Is familiar with basic chart reading and identification of chart symbols and landmarks.
4. Can describe aids to navigation: channel markers, daymarkers, regulatory markers, and other markers specific to Lake Michigan waters.
5. Can describe the two different designs for diver's flags.
6. Ability to perform basic dead reckoning, plotting, calculating speed/distance/time, and taking bearings and fixes.
7. Is familiar with the magnetic and electrical influences that may disrupt accurate compass readings.
8. Can define true and magnetic compass readings, and the application of variation and deviation.
9. Is familiar with considerations, responsibilities and special techniques for restricted visibility navigation.
10. Can use electronic navigation devices such as GPS for positioning and determining a course to steer.
11. Can demonstrate the data entry use of a navigation log.
12. Can describe the use and operation of electronic navigation instruments such as Knot meters, Depth Sounders, Wind Speed/Direction Indicators, Global Positioning Systems, VHF Radio, Chart Plotters, (and if your vessel is so equipped, Radar, Satellite weather, and Personal Computers, tablets, or phones with charting software).
13. Is familiar with sources for information and use of appropriate publications such as: NOAA Chart #1, Coast Pilots, Light Lists, Navigation Rules, Local Notice to Mariners, Federal Requirements for recreational Boaters, and local rules and regulations.
14. Can determine position on a chart based on casual observations, then confirmed by traditional piloting techniques.
15. Has an understanding of current, set and drift and its effects. Can determine current from known set and drift, then plot an estimated position.
16. Can plot a fix using two or more bearings on different objects and a fix using at least one range (transit) as a Line of Position.
17. Can plot a running fix.
18. Is familiar with bow and beam bearings, doubling the angle on the bow, and the limitations and dangers of using these methods.

**SAFETY AND EMERGENCY PROCEDURES**

1. Can locate first aid kit and identify its contents and use.
2. Knows treatment for victims of overheating, hypothermia and seasickness.
3. Can determine the location, use and regulations for safety flares.
4. Knows at least eight different distress and emergency signals.
5. Knows the U.S. Coast Guard and IRC requirements for safety equipment.
6. Can describe the common recovery methods after going aground.
7. Is familiar with fire extinguishers on board: regulations, types, location and operation.
8. Knows the location and operation of the emergency steering system and boat control during a failure of the steering system.

9. Is familiar with proper towing techniques: maneuvering onto a tow, handling and securing a towline, chafe protection, boat speed, dropping off a tow, and communications.
10. Can demonstrate proper deck safety and the use of life jackets, safety harnesses and jack lines during heavy weather conditions.
11. Can explain proper fueling techniques and potential hazards.
12. Can describe emergency procedures and equipment in the event that you have struck an obstruction and holed your vessel in deep water.
13. Can describe a plan of action in the event of a dismasting in heavy wind and sea conditions.
14. Can describe a plan of action and deployment procedure if your vessel was in danger of sinking, and you have a life raft aboard. Can describe how you were prepared for this unlikely event.
15. Can describe weather warning light and flag displays for small craft, gales, storms, and hurricane level winds.

**OVERBOARD RECOVERY METHODS:**

1. Can demonstrate Quickstop and the Reach-Tack-Reach methods of returning to a fix position; communications, recovery plan, sequence of maneuvers, boat handling, course sailed, pickup approach, bringing boat alongside crew member in the water, reboarding overboard crew member.
2. Can describe when overboard recovery should be done under power.
3. Can demonstrate use of Lifesling and throw rope as recovery methods to re-establish contact with crew member in the water.
4. Can describe deployment of MOM-8 or similar device and MAYDAY radio procedures involved when a crew member goes overboard.
5. Can demonstrate use of the VHF handheld radio, GPS or other equipment to mark crew overboard position and how to navigate back to that fix.

**BOAT CONTROL IN OPEN WATER:**

1. Knows how to control steering with weight and sails only.
2. Can describe sailing "by the lee" and explain the inherent dangers involved.
3. Can describe a plan of action if your vessel has fouled its propeller while under power near a dangerous lee shore in strong winds with sails stowed.
4. Can describe a plan of action having run solidly aground in moderate conditions on a rocky shore.

**HEAVY WEATHER SAILING:**

1. Has practiced the proper reefing techniques: determining when to reef, changing or roller furling headsails, reefing the mainsail, dropping sails, shaking out a reef and re-hoisting underway.
2. Has experienced proper helming and boat control while sailing under shortened sail.
3. Knows how to shorten sail to de-power and can explain effect on balance of boat.
4. Can describe the sky and water indications of an approaching squall and plan of action to remain safe aboard the boat when it would or would not be appropriate to seek a port of refuge.
5. Understands the use of a boom preventer and can explain overcoming its inherent dangers.
6. Can explain and perform heaving-to in heavy weather conditions and explain the considerations for crew safety.

**ANCHORING TECHNIQUES:**

1. Is familiar with anchoring for emergency situations such as loss of boat control, sudden storms, and prevention from going aground or endangered crew situations.
2. Can select an anchorage and properly anchor with single anchor under power.



3. Can explain different types of anchors and various bottom conditions suited for each type.
4. Knows the proper anchor rode scope for heavy weather, and how to calculate actual scope.
5. Knows the proper etiquette when anchoring in the vicinity of other boats.
6. Knows how to properly retrieve an anchor and depart under power.
7. Can describe the different procedures and reasons for anchoring with two anchors under sail and under power.
8. Can describe the procedures for un-fouling crossed anchors, recovering an anchor from under another boat, and recovery procedures for dragging while at anchor.
9. Has experienced anchoring the vessel under sail in difficult conditions such as darkness, fog or heavy weather both as skipper and crew.

###





*The following is list of resources for competitors. This is NOT an official race document and may not be the basis of protest of any competitor. This tab may be updated from time to time. If you have suggestions for information that should appear under this tab, please email [regattamanager@cycracetomackinac.com](mailto:regattamanager@cycracetomackinac.com).*

**The Race to Mackinac strives to be a Clean Regatta. Below are some of your statutory obligations under Illinois law:**

**No Discharge regulation:**

**(625 ILCS 45/4-9) (from Ch. 95 1/2, par. 314-9)**

**Sec. 4-9. Sealing of marine heads.** No marine head (toilet) on any watercraft used upon waters of this State may be so constructed and operated as to permit the discharge of any sewage into the waters directly or indirectly.

**(Source: P.A. 88-524.)**

<http://www.ilga.gov/legislation/ilcs/ilcs4.asp?DocName=062500450HArt%2E+IV&ActID=1826&ChapterID=0&SeqStart=7600000&SeqEnd=8900000>

**(415 ILCS 105/) Litter Control Act.**

**(415 ILCS 105/3) (from Ch. 38, par. 86-3)**

Sec. 3. As used in this Act, unless the context otherwise requires:

(a) "Litter" means any discarded, used or unconsumed substance or waste. "Litter" may include, but is not limited to, any garbage, trash, refuse, cigarettes, debris, rubbish, grass clippings or other lawn or garden waste, newspaper, magazines, glass, metal, plastic or paper containers or other packaging construction material, abandoned vehicle (as defined in the Illinois Vehicle Code), motor vehicle parts, furniture, oil, carcass of a dead animal, any nauseous or offensive matter of any kind, any object likely to injure any person or create a traffic hazard, potentially infectious medical waste as defined in Section 3.360 of the Environmental Protection Act, or anything else of an unsightly or unsanitary nature, which has been discarded, abandoned or otherwise disposed of improperly.

**(415 ILCS 105/4) (from Ch. 38, par. 86-4)**

Sec. 4. No person shall dump, deposit, drop, throw, discard, leave, cause or permit the dumping, depositing, dropping, throwing, discarding or leaving of litter upon any public or private property in this State, or upon or into any river, lake, pond, or other stream or body of water in this State, unless:

- (a) the property has been designated by the State or any of its agencies, political subdivisions, units of local government or school districts for the disposal of litter, and the litter is disposed of on that property in accordance with the applicable rules and regulations of the Pollution Control Board;
- (b) the litter is placed into a receptacle or other container intended by the owner or tenant in lawful possession of that property for the deposit of litter;
- (c) the person is the owner or tenant in lawful possession of the property or has first obtained the consent of the owner or tenant in lawful possession, or unless the act is done under the personal direction of the owner or tenant and does not create a public health or safety hazard, a public nuisance, or a fire hazard;
- (d) the person is acting under the direction of proper public officials during special cleanup days; or
- (e) the person is lawfully acting in or reacting to an emergency situation where health and safety is threatened, and removes and properly disposes of such litter, including, but not limited to, potentially infectious medical waste as defined in Section 3.360 of the Environmental Protection Act, when the emergency situation no longer exists.

**(Source: P.A. 92-574, eff. 6-26-02.)**

**ARE YOUR CRITICAL ELECTRONICS WATERPROOF?****IPX7, IPX8. or JIS7, JIS8 (a short tutorial):**

Ratings for the degree of protection provided by mechanical casings and electrical enclosures against water intrusion are specified by two regulatory schemes: the International Electrotechnical Commissions which publishes the IP Code and the Japan Industrial Standards which publishes the JIS Rating. These provide a number (from 0 to 8, or 9) that signifies how well the casing will prevent water from entering the device and thus possibly rendering it inoperable.

The IP Code (IEC Standard 60529) classifies both the degree of protection against access to hazardous parts and ingress of solid foreign objects (like hands, fingers, screwdrivers, all the way down to dust particles) and the degree of protection against ingress of liquids. The basic code consists of the letters "IP" followed by (usually) 2 digits. The first digit runs from 0 to 6 and signifies increasing protection against physical intrusion with 0 for none and 6 for "dust tight." (There might be an X in lieu of a digit for physical (dust) intrusion--which signifies there was no separate rating established for it.) The second number runs from 0 to 9 and signifies how much protection there is against liquid (water) intrusion. Again, 0 means no protection. The lowest level affording any protection is a 1, which protects against dripping water. A 3 will provide protection against splashing water; 6 protects against powerful water jets; while 7 permits immersion of the device up to 1 meter in depth and 8 is immersion of 1 meter

The JIS Rating classifies water intrusion on a similar scale as the IP Code, with 0 signifying no protection against liquids and a 7 permitting temporary immersion in water, while an 8 stands for "usable for continuous submersion." So when shopping for a handheld GPS, VHF radio or a plastic case for a cell phone or tablet, terms such as waterproof and submersible can be verified by checking for the IP Code or JIS rating of the product. A piece of equipment claiming to be waterproof should be certified with a rating of at least IPx7 or JIS7. You should be able to find this stamped somewhere on the outside casing or on the label. If it is marketed as submersible, the rating should be at least IPx8 or JIS8. (The x in these IP ratings is a placeholder for the physical intrusion rating, which may instead be a digit ranging from 0-6, although a piece of equipment that is waterproof should also have a fairly high "dustproof" rating--if it has been separately tested and rated for physical intrusion.)

**Bottom line:** You want your handheld radio and other electronics on your boat rated at least IPX7 or JIS7. If you and your crew find yourself in the water, it is better to have equipment in your ditch bag rated as IPX7 or JIS7 (waterproof) or, better yet, IPX8 or JIS8 (submersible) rather than simply IPX3 (splash proof).

**Co-axial Cable and the 40% Power Loss Limitation Requirement:**

Thanks to Stan Honey (honeynav.com) and CYC's Tom Falck, this table shows the maximum length (in feet) that various types of VHF coaxial cable (Coax) can extend without experiencing more than a 40% power loss. Many boats have an antenna that boosts the signal to compensate for the loss, but the rule measures only the power loss via the coaxial cable. The type of the Coax is printed periodically on the outside of the cable. Remember that in addition to the height of your mast, the distance the cable snakes through the cabin before hooking up with your VHF radio needs to be included in the overall length.

COAX TYPE	Max Length In Feet
RG-58	38.53
RG-8X	47.73
LMR-LW200	54.52
LMR-LW240	71.92
RG-213	88.98
RG-8	88.98
RG-8/U	88.98
LMR-LW400	141.06



## Chicago Mackinac Safety Requirements - Monohulls Change Log (since 2017)

Date	CMSR changed	New CMSR	Comment
2/1/2022	3.6.5	3.6.3	Renumbered to match US Sailing SER. No substantive change.
2/1/2022	3.6.5-1	3.6.5	Renumbered to match US Sailing SER. No substantive change.
2/1/2022	5.5	5.5	Clarified that 2nd battery must be "permanently installed."
2/1/2022	5.8	5.8	Clarified that cell phone(s) must be "functioning" devices.
2/1/2022	5.10	5.10	Requires that each crew member carry on their person, whenever a life jacket is worn, an AIS emergency MOB device. It is recommended, but not required, that the device also have DSC capability.
2/1/2022	5.11	5.11	Requires that a boat have functioning capability to receive and display AIS signals, including those from a MOB device at all times during <b>The Race</b> . It is recommended, but not required, that a boat also have the functioning capability to send AIS signals and that it be enabled at all times during <b>The Race</b> .
2/1/2022	5.13	5.13	Changed Crew Overboard Recovery Drill practice requirements and moved reporting procedures on-line. Expanded drills and conditions under which practice(s) should occur.
2/1/2022	5.18	5.18	Clarified that a single crotch strap is sufficient on inflatables.
2/1/2022	5.22	5.22	Makes explicit the requirement to continuously monitor Channel 16.
2/1/2021	5.17 deleted and replaced by 3.1.4	3.1.4	Adopts US Sailing "quick disconnect" requirement language for chest end of tether.
2/1/2021	5.21	5.21	Luff reduction requirement for mainsail reefing equipment returned to 10% minimum for Monohulls.
2/1/2020	5.3	5.3	Add restriction on halyard lock setups such that a person is not required to go aloft to drop a sail except for a headsail in use with a furling device.
2/1/2020	5.10	5.10	Add requirement that crew wearing a dedicated Personal AIS/DSC crew overboard beacon must have it properly programmed with their boat's MMSI number to transmit a DSC signal to the boat's fixed VHR radio.
2/1/2020	5.13	5.13	Clarify drills to be practiced aboard the boat.
2/1/2020	5.21	5.21	Increased required luff reduction for mainsail reefing equipment from 10% minimum to 25% minimum for Monohulls.
6/1/2019	N/A	5.24	Add bulwark and lifeline configuration allowances for Cruising Division.
5/2/2019	5.13	N/A	Add COB Recovery Drill Certificate completion and submission requirement.
2/1/2019	5.4	N/A	Delete spare bulbs requirement.

Date	CMSR changed	New CMSR	Comment
2/1/2019	3.6.4	5.4	Move Red Parachute Flare requirement to 5.4 (US Sailing SER was stricken.) No substantive change of red parachute flare requirement from prior year.
2/1/2019	3.8.2	5.14	Rewrite of 3.8.2 language to better describe MMSI requirement for handheld VHF radio. (Section 5.14 was previously not used.)
2/1/2019	5.10 and 5.12	2.2.3	Impacts boats with moveable or variable ballast (water or canting keel) by adopting US Sailing SER 2.2.3
2/1/2019	5.10 and 5.12	Appendix K	Rewrite of 5.1 to include sentences (on canting keel pivots) from 5.10. Delete remainder of Section 5.10 (Canting Keel) and Section 5.12 (Movable Ballast) by adopting SER 2.2.3 and Appendix K. [Note: Appendix K can be found at <a href="https://www.ussailing.org/resource-library/ser-appendix-2018/">https://www.ussailing.org/resource-library/ser-appendix-2018/</a> ]
2/1/2019	5.1, 5.10 and 5.12	5.1	Rewrite of 5.1 to include sentences (on canting keel pivots) from 5.10. Delete remainder of Section 5.10 (Canting Keel) and Section 5.12 (Movable Ballat) by adopting SER 2.2.3 and Appendix K.
2/1/2019	5.2	5.2	Rewrite of 5.2 to clarify where exits must be located.
2/1/2019	5.3	5.3	Rewrite of 5.3 to require a second halyard on the main mast at a minimum.
2/1/2019	5.6	5.6	Replace phrase "quickly available" with phrase "capable of starting" for better clarity.
2/1/2019	5.7	5.7	Rewrite 5.7 to clarify specifications of sailboards regarding lettering/typeface (language from RRS Appendix G) and retro-reflectivity. Professionally made sailboards from prior years may already meet these specifications.
2/1/2019	5.8	5.8	Rewrite of 5.8 to clarify both the Invited Competitor and Person In Charge need to carry their cellphones if they are different individuals.
2/1/2019	5.9	5.9	Rewrite of 5.9 to clarify the knife must be either a straight blade or a folding blade capable of being opened with one hand.
2/1/2019	5.10	5.10	Add required Safety at Sea training, as noted in NOR
2/1/2019		5.10 and 5.12	Intentionally "left blank" for possible future use. (Some contents moved to 5.1 above.)
2/1/2019	5.11	N/A	Delete 2nd GPS requirement.
2/1/2019		5.11	Intentionally "left blank" for possible future use.
2/1/2019	5.13	5.13	Rewrite of 5.13 to incorporate language from SER 4.2 and clarify drills required. Update Drill Certificate.
2/1/2019	5.19	5.19	Edit 5.19 by deleting last sentence that refers to "taut" lifelines because the minimum tension of lifelines is specified in 2.4.4.1. Insert heading.
2/1/2019	5.20	5.20	Correct reference to proper CMSR (5.19). Insert heading.
2/1/2019	5.22	5.22	Minor language change. Insert heading.
2/1/2019	5.23	5.23	Rewrite of 5.23 to bring more clarity and specificity to emergency antenna requirement. Insert heading.
2/1/2019	5.5, 5.15, 5.16, 5.17, 5.18, 5.20, 5.21	Same	Insert headings for ease of reference. Minor language formatting changes.
1/1/2018	5.19	5.19	Only stainless steel lifelines permitted - no HPME lifelines permitted to be consistent with US Sailing SERs and World Sailing OSRs (2017 versions and beyond)



Date	CMSR changed	New CMSR	Comment
6/11/2018			Formatting changes only. No change to any safety requirements. Designated version 2018.1f (f suffix for "formatting")
1/1/2018	5.1.4	3.8.2	(Was recommended 3.8.2) Insert handheld with DSC requirement.
1/1/2018	3.15	3.15	(Was recommended 3.15) Moved means for MOB recording capability to required from recommended.
1/1/2018	2.7.1	5.6	2.7.1 and 5.6 covered fuel requirements - combined the two into 5.6

The following is from US Sailing 2022 SER Appendix K for Ocean SER Category. The original document may be found on the US Sailing website.

## **Appendix K**

### **Moveable and Variable Ballast**

Notwithstanding the maximum length limit of 24m in the standard, this Appendix invokes International Standard ISO 12217-2, Small craft – Stability and buoyancy assessment and categorization – Part 2: Sailing boats of hull length greater than or equal to 6m. The functions KFR (Knockdown Recovery Factor) and FIR (Inversion Recovery Factor) are defined in ISO 12217-2, except as modified by this Appendix.

This Appendix applies to Monohull Yachts only. Unless specifically stated, a requirement applies to SER categories Ocean, Coastal and Nearshore.

### **Stability**

#### **1.1 Boat Condition**

In the calculation of stability data:

- (a) Deck and other enclosed volume above the sheerline and cockpit volume shall be taken into account.
- (b) Mass shall be taken as the most restrictive case of either Minimum Operating Mass and Loaded Arrival Condition as defined by ISO 12217-2, paragraph 3.5.

#### **1.2 General Standards**

In the assessment of ISO category for yachts fitted with moveable and/or variable ballast, ISO 12217-2, paragraph 6.1.4 b) shall not apply. Boats shall comply with paragraphs 6.2.3, 6.3.1 and 6.4. Calculations shall be for the ballast condition that results in the most adverse result when considering each individual stability requirement. ISO 12217-2 Annex C, paragraph C.3.3, first sentence, the word 'may' is replaced with 'shall'. ISO 12217-2 Annex C, paragraph C.3.4 shall not be used in the calculation of righting lever.

#### **1.3 Knockdown Recovery**

Boats with moveable/variable ballast shall comply with the following minimum values of Knockdown Recovery Factor (FKR) calculated in accordance with ISO 12217-2 paragraph 6.4.4 with the modification that the reference to ISO 8666 paragraph 5.5.2 changed to incorporate actual mainsail area and centre of effort. The lesser of FKR90 and FKR-90 shall be used:

SR Category	Ocean	Coastal	Nearshore
FKR	0.9	0.8	0.7

Boats with age date prior to 11/04 may seek dispensation from this section 1.3 by application to ISAF.