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2024 Chicago Mackinac
Safety Requirements - Monohulls
Effective Date: February 1, 2024

Section Name	US Sailing SER # Reference	Requirement
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 2023-24 SER Appendix K for Coastal SER Category. [A copy of Appendix K has been inserted at the end of these Requirements.]
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.

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Section Name	US Sailing SER # Reference	Requirement
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.
Hull and Structure: Lifelines	2.4.3	Bow pulpits may be open, but the opening between the vertical portion of the 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.

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Section Name	US Sailing SER # Reference	Requirement
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.
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.

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Section Name	US Sailing SER # Reference	Requirement
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. This includes NOAA Charts 14901 (US2Mi01M), 14902 (US2Mi9M) and 14881 (US4Mi5M).
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	Anchor -- Now at 5.25
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.

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Section Name	US Sailing SER # Reference	Requirement
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.
Chicago Specific Requirement	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.
Chicago Specific Requirement	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.
Chicago Specific Requirement	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.
Chicago Specific Requirement	5.4	Red Parachute Flares - A boat shall carry two SOLAS red parachute flares not older than the expiration date.
Chicago Specific Requirement	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.
Chicago Specific Requirement	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.

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Section Name	US Sailing SER # Reference	Requirement
Chicago Specific Requirement	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.
Chicago Specific Requirement	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).
Chicago Specific Requirement	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.
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	MMSI List - A list of each crew member and the MMSI number that corresponds to each crew member's personal MOB device shall be posted adjacent to the boat's permanently installed 25-watt VHF radio.

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Section Name	US Sailing SER # Reference	Requirement
Chicago Specific Requirement	5.13	Crew Safety Drills and Certification – Within six months prior to ***The Race,*** 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. 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 ***The Race*** website. 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. The Invited Competitor shall complete the Certification form electronically via the Entry Menu and identify those participating crew members and the drills practiced. Note: Completion of the drills and the certification process must take place before a boat's Boarding Pass will be issued.
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.
Chicago Specific Requirement	5.17	Safety Harness and Tether -- Now at 3.1.4
Chicago Specific Requirement	5.18	Life Jackets - Each crewmember shall have a life jacket 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) that are manufactured to be used as such.
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. Lifelines across the transom may be made from ultra-high molecular weight polyethylene that has a breaking strength in excess of 8000 pounds and is 5 mm or greater in diameter.

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Section Name	US Sailing SER # Reference	Requirement
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.
Chicago Specific Requirement	5.25	Anchor – A boat shall have a minimum of one anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, with a suitable combination of chain and line, all assembled, connected and ready for immediate use. (Formerly 3.23, now modified as above.)
End of Monohull Requirements	N/A	Scroll down to find additional recommendations, information and resources.

The following is from US Sailing 2023-24 SER Appendix K. 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.

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Chicago Mackinac Safety Recommendations

The following are recommended to all competitors.

The Chicago Mackinac Committee is considering imposing these as requirements in subsequent races. Invited Competitors are advised to take them into account in equipping their boat and/or training their crew.

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.

Additional information and tips on how to comply with the CMSR can be found on the Chicago Mackinac Race website. See communications from the Chief Safety Inspector and from the Chicago Mackinac Safety Subcommittee.

Recommendations

It is recommended 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: https://www.nsc.org/safety-training/first-aid/first-aid-cpr-and-aed-courses

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 U.S. Sailing SER 4.3.1)

It is recommend that a boat 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. *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.* The life raft(s) shall hold current certificate(s) of inspection. (U.S. Sailing SER 3.39)

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Chicago Mackinac Safety Recommendations

U.S. Sailing's SER 2.4.4 requires that lifelines shall be ***uncoated*** stainless steel wire. It is highly recommended that vinyl coated lifelines be replaced or stripped.

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), ***it is highly recommended*** 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.

U.S. Sailing requires this capability **to send AIS signals** for boats competing in Coastal and Ocean category races. It is the intent of the Chicago Mackinac committee to extend this capability to send AIS signals for the 2025 Race to Mackinac.

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, ***it is recommended*** 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. (See CMSR 5.10 for 2024 Requirements)

End of Recommendations

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Change Log (since 2020)

Date	CMSR changed	New CMSR	Comment
2/1/2024	2.4.3	2.4.3	The word “stanchion” was eliminated and replaced with “the” in order to correct a typographical error. No substantive change.
2/1/2024	3.20	3.20	Listed the three non-electronic charts required: NOAA Charts **14901** (US2Mi01M), **14902** (US2Mi9M) and **14881** (US4Mi5M).
2/1/2024	3.23	5.25	The provision was redrafted to make clear that at least one anchor aboard the boat must be fully assembled, including the line, chain and all parts being connected and that anchor ready for immediate use.
2/1/2024	5.18	5.18	Language clarified (to track language in 3.1.1) to make clear that each crew member’s life jacket must be in compliance.
2/1/2024	5.19	5.19	Added specifications to permit lifelines across the transom to be made from ultra-high molecular weight polyethylene that has a breaking strength in excess of 8000 pounds and is 5 mm or greater in diameter.
			Intentionally Left Blank
2/1/2023	n/a	5.12	Requires posting next to the boat's VHF 25-watt radio a list containing each crew member's name and the corresponding "972-xx-yyyy" MMSI number of their personal MOB device.
2/1/2023	5.13	5.13	Removed requirement for crew members to verify participation in Safety Drills.
2/1/2023	5.18	5.18	Allows for inflatable PFDs that have been manufactured with only a single crotch strap. Crotch strap(s) must be commercially manufactured as such.
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 ***The Race*** . 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 ***The Race*** .

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	Allows for inflatable PFDs that are manufactured with a single crotch strap.
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.