TBYC SAFETY REGULATIONS

			COASTAL RACES I (overnight or after sunset)	COASTAL RACES II (daylight)	NEARSHORE RACES
			International, Spar Channel, Thunder Bay Triangle	Around the Welcomes, Burke Shoal, Sawyer Bay, Silver Islet.	Wednesday Night Series
1		**Overall**			
1.1	APPLICATION	A checked box indicates that the regulation applies to the races listed at the head of the column, and is mandatory. An unchecked box indicates that the regulation does not apply.	☐	☑	☑
1.2	RECOMMEDED	The letter "R" indicates that the organizing authority considers the regulation to be a best practice, and compliance is strongly recommended. Boat owners and persons-in-charge should anticipate that recommended safety equipment will become mandatory in the future, and plan to upgrade accordingly.	☑	☑	☑
1.3	DEFINITION - NEARSHORE	Nearshore races are races sailed during daylight hours, close to shore, in relatively protected waters.	☐	☐	☑
1.4	DEFINITION - COASTAL	Coastal races are races sailed not far removed from shorelines, where rescue is likely to be quickly available.	☑	☑	☐

1.5	RESPONSIBILITY	Per RRS 46, the safety of a boat and her crew is the sole and inescapable responsibility of the "person-in-charge", 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.	☑	☑	☑
1.6	DECISION TO RACE	Per RRS 2 "the responsibility for a boat's decision to participate in race or to continue racing is hers alone."	☑	☑	☑
1.7	INVESTIGATIONS	Should there be an incident during a race the organizing authority may conduct an investigation to determine the facts of the incident and provide recommendations. By participating in a race conducted under these regulations, the person in charge, each competitor and boat owner agrees to reasonably cooperate with the organizing authority in the development of an independent incident report.	☑	☑	☑
1.8	INSPECTIONS: ELIGIBILITY AND PENALTIES	A boat may be inspected at any time by a person appointed by the race committee or organzing authority. If she does not comply with these regulations, her entry may be rejected, or she will be subject to a protest filed by the race committee. A violation of the Safety Regulations may result in a penalty other than disqualification.	☑	☑	☑
1.9	EQUIPMENT KNOWLEDGE	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.	☑	☑	☑
1.10	SECURE STORAGE	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.	☑	☑	☑

1.11	STRENGTH OF BUILD	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.	☑	☑	☑
1.12	LENGTH OVERALL	A boat shall have a length overall not less than 22'.	☑	☑	☐
1.13	WATERTIGHT INTEGRITY	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.	☑	☑	☑
1.14	COMPLIANCE	These regulations shall not relieve a boat from compliance with the safety and equipment regulations of the authority having jurisdiction (AHJ) in the boat's country of registry.	☑	☑	☑
2		**Hull and Structure**			
2.1.	HULL OPENINGS	A boat's companionway(s) shall be capable of being blocked off to main deck level (sheerline). The method of blocking should be solid, watertight, and rigidly secured, if not permanent.	☑	☑	☑
2.1.1	HULL OPENINGS	A boat's hatch boards, whether or not in position in the hatchway, shall be secured in a way that prevents their being lost overboard.	☑	☑	☑
2.1.2	HULL OPENINGS	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.	☑	☑	☑
2.2	COCKPIT	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.	☑	☑	☑
2.2.1	COCKPIT DRAINS	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.	☑	☑	☑

2.2.2	COCKPIT VOLUME	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.	☑	☑	☑
2.3.	STABILITY	The boat must have a stability index greater than or equal to 103 or meet the requirements of ISO 12217-2B.	☑	☑	☑
2.4	HEAD	A boat shall be equipped with a toilet connected to a holding tank, marine sanitation device, or temporary storage as required by, and meeting the specifictions of the AHJ in the boat's country of registry.	☑	☑	☐
2.5	HANDHOLDS	A boat shall have adequate handholds below deck.	☑	☑	☑
2.6	LIFELINES	A boat's deck including the headstay shall be surrounded by a suitably strong enclosure, typically consisting of lifelines, stanchions,and pulpits, meeting the requirements in 2.6.1 to 2.6.7.	☑	☑	☑
2.6.1	LIFELINES: LOA 30' OR MORE	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).	☑	☑	☑
2.6.2	LIFELINES: LOA LESS THAN 30'	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).	☑	☑	☑
2.6.3	LIFELINE STANCHIONS	A boat's stanchion and pulpit bases shall be within the working deck.	☑	☑	☑
2.6.4	STANCHION SPACING	The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).	☑	☑	☑
2..6.5	LIFELINE CONSTRUCTION	Lifelines shall be constructed of stainless steel wire or Dyneema. 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.	☑	☑	☑

2.6.6	LIFELINE DEFLECTION	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.	☑	☑	☑
2.6.7	BOW PULPIT	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).	☑	☑	☑
2.7	TOE RAILS	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.	☑	☑	☑
2,8	DEWATERING PUMPS	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.	☑	☑	☐
2.9	MECHANICAL PROPULSION	A boat shall have a mechanical propulsion system that is quickly available, and have sufficient fuel or battery capacity to drive the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.8 times the square root of the waterline in meters) for 4 hours.	☑	☑	☑
2.9.1	MECHANICAL PROPULSION INSTALLATION	The boat's engine and generator installation (if so equipped) shall conform to the Transport Canada, U.S. Coast Guard, ABYC, or ISO standards applicable at the time of build.	☑	☑	☑
3		**Safety Equipment**			

3.1.1	LIFEJACKETS and PFDs	Each crewmember shall have a life jacket or PFD intended to be worn over the shoulders (no belt pack), as required by, and meeting the specifictions of the AHJ in the boat's country of registry.	☑	☐	☐
3.1.2	LIFEJACKET and PFD FEATURES	Life jackets and PFDs shall be equipped with crotch or leg straps, 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 tested for air retention according to the manufacturer's instructions.	☑	☐	☐
3.1.3	HARNESS	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.	☑	☐	☐
3.1.4	JACKLINES	A boat shall be fitted with jacklines with a breaking strength of at least 4500 lb. (20kN) which will allow the crew to reach all points on deck, and connected to strong attachment points.	☑	☐	☐
3.1.5	DECK SAFETY	Multihulls must have jacklines or attachment points that are accessible when the boat is inverted.	☑	☐	☐
3.2	NAVIGATION LIGHTS	A boat racing between sunset and sunrise shall carry navigation lights as required by, and meeting the specifictions of the AHJ in the boat's country of registry, mounted so that they will not be obscured by the sails nor be located below deck level.	☑	☑	☑
3.3.1	FIRE EXTINGUISHER	A boat shall carry fire extinguisher(s) as required by, and meeting the specifictions of the AHJ in the boat's country of registry.	☑	☑	☑
3.3.2	FIRE BLANKET	A boat shall have a fire blanket adjacent to each stove	**R**	☐	☐
3.4	SOUND SIGNALLING DEVICES	A boat shall carry sound-signallng devices as required by, and meeting the specifiations of the AHJ in the boat's country of registry.	☑	☑	☑
	FLARES (SOLAS)	A boat shall carry three SOLAS red hand flares not older than the expiration date.	**R**	☐	☐

3.5.1	FLARES	A boat shall carry flares not older than the expiration date as required by, and meeting the specifiations of the AHJ in the boat's country of registry.	☑	☑	☑
3.5.2	LIFERAFT FLARES	Flares stored inside of life rafts shall not be counted to satisfy the requirements of 3.5.1.	☑	☑	☑
3.6.1	CREW OVERBOARD RETRIEVAL	A boat shall carry a Lifesling or equivalent crew-overboard retrieval device equipped with a self-igniting light, stored on deck and ready for immediate use.	☑	**R**	☐
3.6.2	CREW OVERBOARD EQUIPMENT	A boat shall have a crew-overboard pole and flag, with a lifebuoy, self-igniting light, and drogue attached. A self-inflating crew-overboard module 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".	☑	**R**	☐
3.6.3	HEAVING LINE	A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit.	☑	☑	☑
3.6.4	LIFERING	A boat shall carry a Transport Canada approved lifering or US Coast Guard approved "throwable device". If the device carried under 3.6.1 or 3.6.2 satisfies this requirement, then no additional device is needed.	☑	☑	☑
3.7.1	FIXED VHF RADIO (DSC + GPS + MMSI)	A boat shall have a permanently installed 25-watt VHF radio connected to a masthead antenna by a co-axial feeder cable with no more than a 40% power loss. Such radio shall be DSC capable, be connected to or have an internal GPS, and be programmed with an assigned MMSI number unique to the boat programmed.	**R**	**R**	☐
	FIXED VHF RADIO	A boat shall have a permanently installed 25-watt VHF radio connected to a masthead antenna by a co-axial feeder cable with no more than a 40% power loss.	☑	☑	☐
3.7.2.	HANDHELD VHF RADIO (WATERPROOF + DSC + GPS + MMSI)	A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. Such radio shall be DSC capable, with internal GPS, and be programmed with an MMSI number registered to the boat.	**R**	**R**	☐

	HANDHELD VHF RADIO (WATERPROOF)	A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover.	☑	**R**	☐
3.7.3	VHF RADIO	A boat shall have a VHF radio which may be fixed or handheld.	☐	☐	☑
3.8	GPS	A boat shall carry a GPS receiver.	☑	☑	☐
3.9	CREW OVERBOARD POSITION RECORDING	A boat shall carry an electronic means to record the position of a crew overboard within ten seconds. This may be the GPS receiver listed in 3.9, or a handheld VHF radio with integral GPS and rapid-access crew overboard position recording.	☑	☑	☐
	AIS	A boat shall have an AIS transponder, sharing a masthed VHF antenna via a low-los AIS antenna splitter. An acceptable alternative is a dedicated AIS antenna that is a minimum 0.9 m long, mounted with its base at least 3 m above the water, and conected by coaxial cable with a	**R**	☐	☐
	EPIRB / PLB	A boat shall carry either a 406 MHz EPIRB registered to the boat; or a floating 406 MHz PLB registered to the owner with a notation in the registratin that it is aboard the boat. Such devices shall be equipped with an internal GPS.	**R**	☐	☐
3,10	DEPTH FINDER	A boat shall have a permanently installed depth sounder that can measure to depths of at least 200 ft. (61m)	☑	☑	☐
3.11	COMPASS	A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.	☑	☑	☑
3.12	CHARTS	A boat shall have non-electronic charts that are appropriate for the race area.	☑	☑	☑
3.13	PLUGS	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.	☑	☑	☐
3.14	ANCHOR	A boat shall carry one anchor meeting the anchor manufacturer's recommendations for the yacht's size, with a suitable combination of chain and line.	☑	☑	☑
3.15	SEARCHLIGHT	A boat shall carry a watertight, high-powered searchlight suitable for searching for a person overboard at night, or for collision avoidance.	☑	☐	☐

3.16	FLASHLIGHTS	A boat shall carry at least two watertight flashlights with spare batteries in addition to the requirement of 3.15	☑	☐	☐
3.17	FIRST AID KIT	A boat shall carry a first aid kit and first aid manual suitable for the likely conditions of the race and the number of crew aboard.	☑	☑	☑
3.18	RADAR REFLECTOR	A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.	☑	☑	☐
3.19	BUCKETS	A boat shall carry two sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached	☑	☑	☐
3.21	EMERGENCY TILLER	A boat shall have an emergency tiller capable of being fitted to the rudder stock.	☑	☑	☐
3.20	SAFETY DIAGRAM	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.	☑	☑	☐
	COCKPIT KNIFE	A boat shall carry a strong, sharp knife, sheathed and securely restrained which is readily accessible from the deck and/or cockpit.	☑	R	☐
3.22	IDENTIFICATION	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.	☑	☐	☐
3.23	MAINSAIL REEF	A boat shall have a mainsail reefing capable of reducing the luff length by at least 10%.	☑	☑	☐
3.24	HALYARDS	A boat shall not be rigged with any halyard that requires a person to go aloft in order to lower a sail.	☑	☑	☑
3.25	BOOM SUPPORT	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.	☑	☑	☑
4		**Skills**			

4.1	EMERGENCY STEERING	Crews must be aware of methods of steering the boat with the rudder disabled.	☑	☐	☐
4.2	CREW OVERBOARD PRACTICE	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.	☑	**R**	☐
4.3	SAFETY AT SEA TRAINING	At least 30% of those aboard the boat including the person-in-charge, but not less than two members of the crew, unless racing single-handed, shall have a valid Coastal, Offshore, or International Offshore Certificate from a North American national authority.	**R**	☐	☐
4.4	CREW TRAINING	As required in 1.4 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.	☑	☑	☑
4.5	LIFEJACKETS and PFDs	Lifejackets or PFDs as described in 3.1.1 and 3.1.2 shall be worn by all crew on deck at all times unless the person-in-charge has indicated that they may be set aside.	☑	**R**	☐