

changes to the SERs

Date	Section	Type	Original text	Revised text	Rationale	Status
12-Feb-14	3.17	Minor	Safety Equipment: Emergency Communications	Safety Equipment: Navigation	Original category was incorrect.	Passed in 2014.
12-Feb-14	3.18	Minor	Safety Equipment: Emergency Communications	Safety Equipment: Navigation	Original category was incorrect.	Passed in 2014.
12-Feb-14	3.39	Minor	A boat shall carry adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing entire crew. The raft shall be SOLAS, ISAF, ISO 9650, or ORC approved. The raft shall be stored in such a way that it is capable of being launched within 15 seconds. The life raft shall hold a current certificate of inspection. 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 of the working deck.	A boat shall carry adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing 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. The life raft shall hold a current certificate of inspection. 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 of the working deck.	Added ISO 9650-1, which is the correct specification.	Passed in 2014.
12-Feb-14	1.0.3	Minor	Races sailed during the day, close to shore, in relatively protected waters.	Races primarily sailed during the day, close to shore, in relatively protected waters.	Allows for the possibility that races might finish after sunset.	Passed in 2014.
12-Feb-14	3.3.1	Minor	A boat shall carry navigation lights that meet U. S. Coast Guard requirements mounted so that they will not be obscured by the sails nor be located below deck level.	A boat racing between sunset and sunrise shall carry navigation lights that meet U. S. Coast Guard requirements mounted so that they will not be obscured by the sails nor be located below deck level.	Clarifies that all boats racing at night, including those in Nearshore races, must display navigation lights.	Passed in 2014.
12-Feb-14	3.4	Minor		A boat shall have a grab bag with a lanyard and clip for each life raft. The grab bag shall have inherent flotation and be of a bright fluorescent color containing at least an EPIRB, and a watertight handheld VHF radio. The VHF radio and EPIRB need not be in addition to the prior requirements.	Minor grammatical change to improve comprehension.	Passed in 2014.
12-Feb-14	3.7.4	Emergency	None	A boat shall carry a Coast Guard approved Type IV "throwable device". If the device carried under 3.7.1 satisfies this requirement, then no additional device is needed.	Added requirement for a Type IV to complete the inclusion of CG required gear.	Passed in 2014.
1-Jan-15	2.4.9	New	None.	Trimarans are exempted from the lifeline requirement where there is a trampoline outboard of the main hull, except that a lifeline must run from the top of a bow pulpit to the forward crossbeam at the outboard edge of the bow net or foredeck. Catamarans with trampoline nets between the hulls are exempted from the lifeline requirement. All catamarans are exempted from the need for pulpits and lifelines across the bow.	Adds in missing exception for trimarans that was in original NCORC list. Authored by Jim Antrim.	Passed, SASC meeting
1-Jan-15	3.2.3	New	None.	Multihulls must have jacklines or attachment points that are accessible when the vessel is inverted.	Originally, this was going to be an addendum to 3.2.1. However, it was broken out so it could be filtered for races that do not include multihulls. For Ocean and Coastal only.	Passed, SASC meeting
1-Jan-15	3.3.2	New	A boat shall have a second set of navigation lights that comply with US Coast Guard requirements and which can be connected to a different power source than the primary lights.	No change.	NCORC request: removes requirement for second set of navigation lights for Coastal category.	Passed, SASC meeting
1-Jan-15	3.36	Edit	A boat shall have a means to prevent the boom from dropping if support from the mainsail or halyard fails.	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.	Changed to only require boom support in boats over 30' in length. NCORC request. Also added metric LOA equivalent.	Passed, SASC meeting
1-Jan-15	3.39	Edit	A boat shall carry adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing 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. The life raft shall hold a current certificate of inspection. 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 of the working deck.	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. 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.	Added the ability for boats built prior to 1/6/2001 to store their life rafts below decks.	Passed, SASC meeting
1-Jan-15	3.9	Edit	A boat shall have an AIS Class B transponder with a masthead mounted antenna of at least 15" (381mm) in length. The AIS can use the boat's VHF antenna if a low loss AIS antenna splitter is used.	All boats shall have an AIS Transponder, sharing a masthead VHF antenna via a low loss AIS antenna splitter. An acceptable alternative is a dedicated AIS antenna that is a minimum of 0.9 meters long, mounted with its base at least 3 meters above the water, and fed with coax that has a maximum 40% power loss.	1. Allows the AIS antenna to be mounted in a different location than the masthead. 2. Removes "Class B" specification. 3. Adds coax loss requirement.	Passed, SASC meeting
1-Jan-15	4.1, 4.1.1, 4.1.2	Edit and Split	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.	Crews must be aware of methods of steering the yacht with the rudder disabled.	NCORC recommended simplification for Coastal Category. 1. Split 4.1 into 4.1.1 and 4.1.2. 2. Added new language for Coastal. 3. Removed x for 4.1.1 for Coastal.	Passed, SASC meeting

1-Jan-15	4.3.2	Edit	At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single handed, including the person in charge, shall have attended a half-day, one-day, or two-day US Sailing Safety at Sea Seminar within the last 5 years, or other courses as accepted by US Sailing (required after 01/01/2015).	At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single handed, including the person in charge, shall have attended a half-day, one-day, or two-day US Sailing Safety at Sea Seminar within the last 5 years, or other courses as accepted by US Sailing, including online courses when available (required after 01/01/2015).	Allows Coastal training to be taken online when available.	Passed, SASC meeting
1-Jan-15	1.1	Edit	The Minimum 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 the US Coast Guard, the Racing Rules of Sailing (RRS), the rules of Class Associations and all applicable rating rules.	<i>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 the US Coast Guard or other national authority for boating regulations, the Racing Rules of Sailing (RRS), the rules of Class Associations and all applicable rating rules.</i>	Added other national boating regulatory groups in addition to USCG; part of our effort to make the SERs apply internationally.	Added for 2016 vers.
1-Jan-15	1.3	Edit	A boat may be inspected at any time by an inspector or measurer of the Organizing Authority. If she does not comply with these regulations her entry may be rejected, or will be liable to disqualification, or such other penalty as may be prescribed by the race protest committee.	A boat may be inspected at any time by an equipment inspector or measurer appointed for the event. If she does not comply with these regulations, her entry may be rejected or she will be subject to a protest filed by the RC. A Violation of the Safety Equipment Requirements may result in a penalty other than disqualification.	Correction by Dick Rose and Kirk Brown to conform to the RRS.	Added for 2016 vers.
1-Jan-15	1.4	Edit	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, who will have practiced with the use of equipment. This equipment shall be readily accessible while underway and, when not in use, stored in such a way that deterioration is minimized.	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.	Remove reference to the training of the crew, since this is combining the structure of the boat with training.	Added for 2016 vers.
1-Jan-15	2.5.1, 2.5.2, 2.5.3	Edit	10 GPM	37.8 liter per minute	Added metric equivalent specification.	Added for 2016 vers.
1-Jan-15	2.7.3	Edit	The boat's engine and generator installation (if so equipped) must conform to ABYC, ISO and/or U.S. Coast Guard standards.	The boat's engine and generator installation (if so equipped) must conform to ABYC, ISO or U.S. Coast Guard standards.	Removed "and/" which may have been interpreted to mean that several standards needed to be met.	Added for 2016 vers.
1-Jan-15	3.1.1	Edit	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. Life jackets 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 regularly checked for air retention. Leg or crotch straps will be required starting 01/01/2014. Alternatively, each crewmember shall have a U.S. Coast Guard approved Type I life jacket equipped with crotch or leg straps, a whistle, a waterproof light, retro-reflective material, marked with the boat or owner's name, which is compatible with a safety harness.	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. Life jackets 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 regularly checked for air retention. Alternatively, each crewmember shall have a U.S. Coast Guard approved inherently buoyant off-shore life jacket equipped with crotch or leg straps, a whistle, a waterproof light, retro-reflective material, marked with the boat or owner's name, which is compatible with a safety harness.	Updates the use of a Type I to correspond with Coast Guard life jacket change which removes references to life jacket "types". Removed reference to crotch straps needing to be added by 2014.	Added for 2016 vers.
1-Jan-15	3.1.2	Edit	Each crewmember shall have a U.S. Coast Guard approved Type III or Type V life jacket intended for small boat sailing or other active boating for each crewmember or an inflatable life jacket as described above.	<i>Each crewmember shall have a U.S. Coast Guard approved life jacket intended for small boat sailing or other active boating for each crewmember or an inflatable life jacket as described in 3.1.1.</i>	Updates the use of a Type III or Type V to correspond with the Coast Guard life jacket change which removes references to life jacket "types".	Added for 2016 vers.
1-Jan-15	3.7.4	Edit	A boat shall carry a Coast Guard approved Type IV "throwable device". If the device carried under 3.7.1 satisfies this requirement, then no additional device is needed.	A boat shall carry a Coast Guard approved "throwable device". If the device carried under 3.7.1 satisfies this requirement, then no additional device is needed.	Removed the reference to "Type IV" which was eliminated by the Coast Guard in September, 2014.	Added for 2016 vers.
1-Jan-16	2.1.2	Edit	A boat's hatch boards, whether or not in position in the hatchway, shall be secured to the boat (e.g. by a lanyard) for the duration of the race to prevent their being lost overboard.	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.	Removed requirement for 'lanyard'	Added for 2016 vers.
1-Jan-16	2.3.4	Edit	A boat shall have an installed water tank and delivery system.	Vessels shall carry water as required by the Notice of Race such that a single failure of a tank or delivery system will not allow the loss of more than half the water.	Removes requirement that tanks are 'installed' requires no more than 50% in one tank/system.	Added for 2016 vers.
1-Jan-16	2.4.4.1	New	previously supposed to be in appendix but missing	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.	section was missing, used OSR's standards with US measurements added.	Added 1/1/2016.

1-Jan-16	2.4.5	Edit	The maximum spacing between the bases of lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).	The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).	Align with OSR's for stanchion spacing	Added 1/1/2016.
1-Jan-16	3.1.1	Edit	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. Life jackets 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 regularly checked for air retention. Alternatively, each crewmember shall have a U.S. Coast Guard approved inherently buoyant off-shore life jacket equipped with crotch or leg straps, a whistle, a waterproof light, retro-reflective material, marked with the boat or owner's name, which is compatible with a safety harness.	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.	Reworded and split between 3.1.1. and 3.1.2 in an attempt to make it easier to read.	Added 1/1/2016.
1-Jan-16	3.1.2	New		3.1.2 Life jackets 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 regularly checked for air retention.		Added 1/1/2016.
1-Jan-16	3.1.2	Deletion	Each crewmember shall have a U.S. Coast Guard approved life jacket intended for small boat sailing or other active boating for each crewmember or an inflatable life jacket as described in 3.1.1.		Deleted and renumbered to 3.1.3 because of addition above	Added 1/1/2016.
1-Jan-16	3.1.3	New		<i>Each crewmember shall have a life jacket intended for small boat sailing or other active boating. Each such life jacket shall be USCG, ISO, or applicable government approved or shall meet the ocean requirement of 3.1.1.</i>	Need to recognize an ISO or other national standard for sailing life jackets.	Added 1/1/2016.
1-Jan-16	3.1.4	Edit	Each crewmember shall have a safety harness and compatible safety tether not more than 7' (2.13m) 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.	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.	change tether length to align with OSR's	Added 1/1/2016.
1-Jan-16	3.3.1, 3.3.2	Edit	A boat racing between sunset and sunrise shall carry navigation lights that meet U. S. Coast Guard requirements mounted so that they will not be obscured by the sails nor be located below deck level.	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.	Internationalization	Added 1/1/2016.
1-Jan-16	3.4, 3.5	Edit	A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard requirements, when applicable.	A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.	Internationalization	Added 1/1/2016.
1-Jan-16	3.6.4	Edit	A boat shall carry U.S. Coast Guard flares meeting day-night requirements not older than the expiration date.	A boat shall carry U.S. Coast Guard (or applicable government entity) flares meeting day-night requirements not older than the expiration date.	Internationalization	Added 1/1/2016.
1-Jan-16	3.7.4	Edit	A boat shall carry a Coast Guard approved Type IV "throwable device". If the device carried under 3.7.1 or 3.7.2 satisfies this requirement, then no additional device is needed.	<i>A boat shall carry a Coast Guard or applicable government approved "throwable device". If the device carried under 3.7.1 or 3.7.2 satisfies this requirement, then no additional device is needed.</i>	Internationalization	Added 1/1/2016.
1-Jan-16	3.10	Deletion	A boat shall carry a cellular phone in a waterproof container.		Removed since advisory only	Added 1/1/2016.
1-Jan-16	3.11	Deletion	A boat shall carry a satellite telephone in a waterproof container.		Removed since advisory only	Added 1/1/2016.
1-Jan-16	3.12	Deletion	A boat shall carry man overboard alarms for each crewmember based on AIS or other method.		Removed since advisory only	Added 1/1/2016.
1-Jan-16	3.38	Deletion	A boat shall carry adequate food, energy bars, and snacks to maintain crew stamina as described in the Notice of Race.		Removed since advisory only	Added 1/1/2016.
6-Jun-16	2.4.1	Edit	A boat's stanchion and pulpit bases shall be within the working deck. Stanchions used with HMPE shall have rounded openings to reduce chafe.	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.	Reversion to 2014 version which was correct. This was an unintentional error.	Added 6/6/2016. New version 2016.1.
6-Jun-16	2.4.2	Edit	A boat's stanchion and pulpit bases shall be within the working deck.	A boat's stanchion and pulpit bases shall be within the working deck. Stanchions used with HMPE shall have rounded openings to reduce chafe.	Reversion to 2014 version which was correct. This was an unintentional error.	Added 6/6/2016. New version 2016.1.
1-Jan-17	2.4.2	Edit	<i>A boat's stanchion and pulpit bases shall be within the working deck. Stanchions used with HMPE shall have rounded openings to reduce chafe.</i>	<i>A boat's stanchion and pulpit bases shall be within the working deck.</i>	With HMPE removed as acceptable lifeline material in 2.4.4 HMPE reference is removed.	Passed in 2016

1-Jan-17	2.4.4	Edit	Lifelines may be either uncoated stainless steel wire or high molecular weight polyethylene (HMPE) line with spliced terminations or terminals specifically intended for the purpose. 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 (see appendix for requirements). When HMPE is used, the load-bearing portion (core) shall meet or exceed minimum diameter requirements.	Lifelines shall be uncoated stainless steel wire. A multipart-lashing segment not to exceed 4" per end termination for the purpose of attaching lifelines to pulpits is allowed. Lifelines shall be taut.	HMPE as acceptable lifeline material removed to be in line with ISAF OSR's.	Passed in 2016
1-Jan-17	3.6.3	Deletion	<i>A boat shall carry six SOLAS red parachute flares not older than the expiration date.</i>	<i>The requirement for SOLAS parachute flares has been removed.</i>	Requirement for parachute flares removed to be in line with ISAF OSR's. Note that requirement is removed added for clarity and can be removed at next revision. This is for Offshore category.	Passed in 2016
1-Jan-17	3.6.4	Deletion	<i>A boat shall carry two SOLAS red parachute flares not older than the expiration date.</i>	<i>The requirement for SOLAS parachute flares has been removed.</i>	Requirement for parachute flares removed to be in line with ISAF OSR's. Note that requirement is removed added for clarity and can be removed at next revision. This is for Coastal category.	Passed in 2016
1-Jan-17	3.6.6	Edit	<i>A boat shall carry two SOLAS red hand flares not older than the expiration date.</i>	<i>A boat shall carry three SOLAS red hand flares not older than the expiration date.</i>	For Coastal category only, old requirement was 2 hand flares and 2 parachute flares. Removing parachute flares left overall flare requirement less than USCG requirement in total number of nighttime flares. Third hand flare added so that SER at least matches USCG requirements in night flare count.	Passed in 2016
1-Jan-17	3.8.2	Edit	A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. This radio shall have DSC/GPS capability.	A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. This radio shall have DSC/GPS capability with an MMSI number properly registered to the vessel.	In order for the required DSC/GPS handheld to function properly it must have an MMSI number programmed in to it that is related to the vessel.	Passed in 2016
1-Jan-18	3.8.3	Edit	A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. This radio shall have DSC/GPS capability with an MMSI number properly registered to the vessel.	A boat shall have a VHF radio which may be fixed or handheld.	It was felt that the requirement of a DSC handheld for the nearshore venue was excessive and Nearshore was split off from Ocean and Coastal for this requirement and renumbered	Added 12/2017
1-Jan-18	4.4	New	none	<i>As required in 1.2 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.</i>	World Sailing added an item on discussing abandoning the vessel. We added training and other discussion topics.	Added 12/2017
1-Jan-19	3.28	Edit	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.	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.	Already a requirement in Ocean venue, added to Coastal venue	Added 01/2019
1-Jan-20	1.2.1	New	none	Should there be an incident during a race the Organizing Authority or US Sailing may conduct an investigation to determine the facts of the incident and provide recommendations. By participating in a race conducted under the SER, the person in charge, each competitor and boat owner agrees to reasonably cooperate with the organizing authority and US Sailing in the development of an independent incident report.	Investigations of incidents help us determine if our requirements are working and to decide ways to improve them. There have been incidents where witnesses or evidence were not available to those conducting an investigation making the investigation less useful. This is intended to set an expectation of cooperation by the racers	Added 12/2019
1-Jan-20	3.9	edit	All boats shall have an AIS Transponder, sharing a masthead VHF antenna via a low loss AIS antenna splitter. An acceptable alternative is a dedicated AIS antenna that is a minimum of 0.9 meters long, mounted with its base at least 3 meters above the water, and fed with coax that has a maximum 40% power loss.	All boats shall have an AIS Transponder, sharing a masthead VHF antenna via a low loss AIS antenna splitter. An acceptable alternative is a dedicated AIS antenna that is a minimum of 0.9 meters long, mounted with its base at least 3 meters above the water, and fed with coax that has a maximum 40% power loss. AIS requirement for Coastal is effective January 1, 2024.	Already a requirement in Ocean venue, added to Coastal venue	Added 12/2019
1-Jan-20	3.33.2	edit	A boat shall carry a trysail, with the boat's sail number displayed on both sides, which can be set independently of the main boom, has an area less than 17.5% of E x P, and which is capable of being attached to the mast. Storm sails manufactured after 01/01/2014 shall be constructed from a highly visible material.	A boat shall carry a trysail, with the boat's sail number displayed on both sides, which can be set independently of the main boom, has an area less than 17.5% of E x P, and which is capable of being attached to the mast. Storm sails manufactured after 01/01/2014 shall be constructed from a highly visible material. A mainsail with a reef of at least 50% of P is an acceptable substitute for a trysail.	Added mainsail with 50% reef of P as alternative to trysail	Added 12/2019
1-Jan-20	3.6	edit		correct order and numbering of section	Items in 3.6 were out of order	

1-Jan-20	4.6	New	none	Lifejackets as described in 3.1.1 – 3.1.3 should be worn by all crew on deck in any conditions where recovery may be difficult. It is recommended that lifejackets be worn by all crew on deck unless the person in charge has indicated that they may be set aside.	Makes the recommendation for PFD use while racing	Added 12/2019
8-Feb-21	4.3.1	edit	At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single-handed, including the person in charge, shall have attended a one-day or two-day US Sailing Safety at Sea Seminar within the last 5 years, including online courses when available, or other courses as accepted by US Sailing or other national authority.	At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single-handed, including the person in charge, shall have a valid Offshore or International Offshore Certificate from US Sailing, or the equivalent from another national authority.	Changed 5 year SAS expiration to "valid" due to lack of in person training under Covid-19 restrictions.	Modified 2/9/21
8-Feb-21	4.3.2	edit	At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single-handed, including the person in charge, shall have attended a half-day, one-day, or two-day US Sailing Safety at Sea Seminar within the last 5 years, including online courses when available, or other courses as accepted by US Sailing or other national authority.	At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single-handed, including the person in charge, shall have a valid Coastal, Offshore, or International Offshore Certificate from US Sailing, or the equivalent from another national authority.	Changed 5 year SAS expiration to "valid" due to lack of in person training under Covid-19 restrictions.	Modified 2/9/21