

SPECIAL REGULATIONS GOVERNING MINIMUM EQUIPMENT AND ACCOMMODATION STANDARDS

January 1, 2007

TO: ALL PHRF CLASS SKIPPERS/OWNERS:

PURPOSE: To establish minimum specifications or construction, equipment, and accommodations to provide equitable racing in our region.

REQUIREMENTS: PHRF of the Chesapeake, Inc. has subscribed to a modified version of the Offshore Racing Council (ORC) equipment and accommodations standards for all sailboats racing in PHRF. Starting in 1999, PHRF of the Chesapeake, Inc. is providing standards, which allow rating boats with minimal accommodations for "River" racing in protected waters only. You must certify compliance with either category 4P, 5P or 6P (as specified below) by completing, and signing, the following certificate for your sailboat. The certificate shall be completed by circling the appropriate specification (R, N, or A) for each element as applies to your sailboat. The completed and signed certificate must be kept on your sailboat at all times. The Equipment Category (EC) will be printed on each valid certificate and will also be shown on the Valid List under the column headed "EC". You will also indicate the category (4P, 5P, or 6P), which applies to your sailboat, on PHRF renewal forms, and new applications. All equipment required in the category listed shall be operable throughout all races conducted under PHRF class rules. Where spare equipment is required, the operation of it or of the main item is acceptable.

SAILING RACE CATEGORY DESCRIPTIONS: These regulations shall be mandatory for PHRF class sailboats in CBYRA sanctioned events and in club events on the Chesapeake Bay and tributaries. Each race sponsor is responsible for specifying the category of its races. These are MINIMUM requirements and the FINAL BURDEN AND RESPONSIBILITY FOR SAFETY RESTS ON THE SKIPPER OF EACH SAILBOAT. Listed below are the current ORC categories of sailboats, with PHRF modifications, recommended and/or required for events in this area.

<u>Category</u>	<u>Description</u>
0, 1, 2, 3	These are the current ORC requirements for racing in the ocean. Details are available from US Sailing.
4P	These are the current ORC category 4 requirements as modified by PHRF and apply to all CBYRA sanctioned races and all club races in the Chesapeake Bay, unless otherwise modified by the special sailing instructions for the particular race. Category 4P sailboats must meet category 5P requirements.
5P	These are the minimum requirements recommended by PHRF of the Chesapeake, Inc., for short races in river waters; typical of Wednesday night racing. These requirements may be modified by the sailing instructions for the particular race by the organization sponsoring the race.
6P	These are the minimum requirements recommended by PHRF of the Chesapeake, Inc., for short races in protected (rivers and creeks) waters. This category only is intended to relax accommodation requirements, not open water (i.e. Chesapeake Bay and areas of confluence with major tributaries) safety requirements. These requirements may be modified by the sailing instructions for the particular race by the organization sponsoring the race.

Category Specifications: After each requirement on the following certificate, you must circle the appropriate specification for the category in which your sailboat will compete. The specifications are:

- R - Required
- A - Advisable
- N - Not required under category.

REGARDLESS OF THESE REGULATIONS, EACH OWNER/SKIPPER IS RESPONSIBLE FOR THE SAFETY OF THEIR SAILBOAT, CREW, AND GUESTS. BY ENTERING AND PARTICIPATING IN AN EVENT, THEY WARRANT THAT THEIR SAILBOAT IS SEAWORTHY, INCLUDING, BUT NOT LIMITED TO, SOUNDNESS OF THE HULL, SPARS, RIGGING, AND ALL GEAR AND EQUIPMENT, AND THAT HIS CREW IS EXPERIENCED AND IN GOOD PHYSICAL CONDITION TO SAFELY AND PROPERLY PARTICIPATE IN THE EVENT IN ALL WEATHER CONDITIONS.

	RACE CATEGORY		
	<u>4P</u>	<u>5P</u>	<u>6P</u>
5.0 BASIC STANDARDS			
5.1 All equipment shall function properly, be readily accessible, be of a type, size, and capacity suitable and adequate for the intended use and size of the sailboat.	R	R	R
5.2 Sailboats shall be self-righting, strongly built, essentially watertight, and particularly with regard to hulls, decks, and cabin trunks capable of withstanding solid water and knockdowns. They must be properly rigged and ballasted, be fully seaworthy and must meet standards set forth herein. "Properly rigged" means that shrouds shall never be disconnected.	R	R	R
5.3 If sailboat has an inboard engine, inboard engine shall be installed so that the engine, when running, can be securely covered, and that the exhaust and fuel supply systems are securely installed and adequately protected in heavy weather. When an electric starter is the only means of starting the engine, there shall be at least one battery dedicated solely to starting the engine. Lighting shall be from a separate battery.	R	N	N
5.5 Sailboat equipment and fittings shall be securely fastened.	R	R	R
6.0 STRUCTURAL FEATURES:			
6.1 The hull, including deck, coach roof, and all other parts shall form an integral, essentially watertight unit, and any openings in it shall be capable of being immediately secured to maintain this integrity. For example, running rigging or control lines shall not compromise this watertight unit. Centerboard and dagger board trunks shall not open into the interior of the hull.	R	R	R
6.12 Hatches: No hatches forward of Max Beam position shall open inwards except ports having an area of less than 110 sq. ins.	R	N	N
6.13 Companionways: All blocking arrangements (washboards, hatch boards) shall be capable of being secured with the hatch open or shut and shall be capable of being secured to the sailboat by lanyard or other mechanical means to prevent their loss overboard.	R	R	R
6.14 Cockpit companionways, if extended below main deck level must be capable of being blocked off at main deck level, while giving access to interior.	R	N	N
6.21 Cockpits shall be structurally strong, self-draining, integral parts of the hull and watertight. Openings to the hull must be capable of being securely blocked. Anchor wells and other openings below decks are included as cockpit volume.	R	R	R
6.22 Cockpits opening aft to the sea. The lower edge of the companionway shall not be below main deck level. Openings shall not be less than 50% of the max. cockpit depth times width. Cockpits must drain at all angles of heel. A single hatch board affixed to the companionway and locked in place so as to preclude its movement in all possible attitudes of the sailboat may be added to extend the lower edge of the companionway for the purposes of this rule. If so used, the hatch board must be in place at all times the sailboat is in the starting area or racing.	R	N	N
6.23 Maximum cockpit volume below lowest coaming shall not exceed 9% of LWL x Max Beam x Freeboard aft. Cockpit sole shall be at least 2% of LOA above LWL. (Sailboats built before January 1980 shall not be required to retrofit provided that their maximum cockpit volume does not exceed 12% of LWL x Max Beam x Freeboard aft.)	R	N	N
6.31.1 Cockpit drains: For sailboats 28 ft. LOA and over, cockpit drains adequate to drain quickly but with a combined area (after allowing for screens) of not less than the equivalent of four 3/4 in. diameter drains. Sailboats built before 1-1-77 to have drains (less screens) not less than the equivalent of two 1 in. diameter drains. Cockpit shall drain at all angles of heel.	R	R	R
6.31.2 For sailboats less than 28 ft. LOA, cockpit drains as above but equal in area to not less than two 1 in. diameter drains.	R	R	R
6.51 Sea cocks or valves on all through-hull openings below LWL, except integral deck scuppers, shaft, log, speed indicators, depth finders and the like. However, a means of closing such openings when necessary to do so, shall be provided. Does not apply to sailboats built before 1-1-76.	R	R	R
6.52 Soft wood plugs of various sizes to fit all through-hull openings.	R	R	R
6.53 Ballast and Heavy Equipment: Inside ballast shall be securely fastened in position. All other heavy equipment (batteries, stoves, gas bottles, tanks, engines, outboard motors, etc.) and anchors and chains secured against capsizes.	R	R	R
6.54 Sheet winches shall be mounted so that no operator need be substantially below deck.	R	R	R

	RACE CATEGORY		
	<u>4P</u>	<u>5P</u>	<u>6P</u>
6.6 LIFELINES, STANCHIONS, and PULPITS: Sailboats built before January 1980 shall not be required to retrofit to comply with the new details of construction in relation to the bow pulpits, stern pulpits and lifelines.			
6.61 All Sailboats:			
6.61.1 Lifeline terminals - 4 in. max. length. Lanyard of synthetic rope may be used instead of turnbuckles or pins.	R	N	N
6.61.2 Stanchions shall not be angled more than 10 deg. from vertical throughout length from base.	R	N	N
6.61.3 Overlapping Pulpits: Lifelines need not be affixed to the bow pulpit, if they terminate at or pass through adequately braced stanchions (2 ft. for sailboats 28 ft. LOA and longer, 18 in. for sailboats less than 28 ft. LOA) above working deck, set inside and overlapping bow pulpit, provided that the gap between the upper lifeline and the bow pulpit does not exceed 6 inches.	R	N	N
6.61.4 Pulpit and Stanchion Bases shall be through-bolted or welded and bases not further inboard from the edge of the working deck than 5% BMAX or 6 in. whichever is greater. Stanchion bases shall not be located outside the working deck.	R	N	N
6.62 All sailboats shall be equipped with bow pulpit, stern pulpit and lifelines.	R	A	A
6.62.1 Pulpits: Fixed bow pulpit forward of headstay and stern pulpit (unless lifelines are arranged to substitute for stern pulpit). Lower lifelines need not extend through bow pulpit. Upper rails of pulpits shall be at not less height above the upper lifelines. Upper rails in bow pulpits shall be securely closed while racing. Any lifeline attachment point will be considered as a stanchion in so far as its base shall not be located outboard of the working deck.	R	N	N
6.62.2 Sailboats 28 ft. LOA and over - taut double wire lifelines with upper line not less than 2 ft. above working deck, permanently supported at intervals not exceeding 7 ft. When cockpit opens aft to the sea, additional lifelines must be fitted so that no opening is greater in height than 22 inches.	R	N	N
6.62.3 Sailboats under 28 ft. LOA - single taut wire lifeline at a height of not less than 18 in. above working deck, permanently supported at intervals of not more than 7 ft. If the lifeline is at any point more than 22 in. above the rail cap, a second intermediate lifeline must be fitted. If the cockpit opens aft to the sea, additional lifelines must be fitted so that no opening is greater in height than 22 inches.	R	N	N
6.62.4 Sailboats raced "as built" without an modifications to bow pulpits, stern pulpits, or lifelines shall be exempted from section 6.62.1.	R	N	N
7.0 ACCOMMODATIONS:			
7.12 Toilet securely installed, or fitted bucket.	R	R	R
7.2 Bunks securely installed, capable of sleeping 50% of crew.	R	R	N
7.42 Galley facilities, including one burner stove.	R	R	N
7.54 Water in suitable containers securely fastened in position.	R	R	N
8.0 GENERAL EQUIPMENT:			
8.1 Fire extinguishers, at least two (one for 6P) readily accessible in suitable and different parts of the boat.	R	R	R
8.21.3 No bilge pumps may discharge into a cockpit unless cockpit opens aft to the sea. Bilge pumps shall not be connected to cockpit drains.	R	A	A
8.21.4 Unless permanently fitted, each pump handle shall be secured by lanyard to prevent loss overboard accidentally.	R	A	A
8.23 One manual bilge pump.	R	R	R
8.24 Two stout buckets with lanyards with minimum 2 gal. capacity each.	R	A	A
8.32 One anchor and rode of size suitable for the sailboat.	R	R	R
8.42 At least two (one for 6P) flashlights, water-resistant, with spare bulb and batteries.	R	R	R
8.5 First Aid Kit and Manual.	R	R	R
8.6 Foghorn.	R	R	R
8.7 Radar reflector, if octahedral with min. 10 in. diagonal measurement.	R	R	N

	RACE CATEGORY		
	<u>4P</u>	<u>5P</u>	<u>6P</u>
8.8 Shut off valves on all fuel tanks.	R	R	R
9.1 Compass, marine type, properly installed and adjusted.	R	R	R
9.2 Lead line or echo sounder.	R	R	R
9.8 Navigation Lights to be shown as required by Intl. Regs. for preventing Collision at Sea, mounted so that they will not be masked by sails or heeling of sailboat. Sailboats under 7 meters LOA shall comply with regulations for those between 12 meters and 7 meters LOA (they shall exhibit sidelights and a stern light). Navigation lights shall not be mounted below deck level. Sailboats built before January 1980 shall not be required to retrofit provided the location of the above lights are not masked by sails or heeling of the sailboat or Navigation Lights as required by USCG. Spare bulbs shall be carried.	R	N	N
10.22 One heavy weather jib of suitable strength for the purpose with area not greater than $.135 \times l^2$ (13.5% of "l" squared) and which does not contain reef points (or equivalent heavy weather sail in boat with no forestay) or (a) a storm trysail not larger than $.175 \times (P \times E)$ in area and which is sheeted independently of the boom and shall have neither headboard nor battens and be suitable strength for the purpose and with sail numbers on both sides or (b) mainsail reefing equipment capable of reducing the effective luff to 60% of P or less.	R	N	N
10.22.1 Heavy weather jib (material equal to or heavier than that of mainsail; area no greater than fore triangle or reefable to that area). Equivalent heavy weather sail in boat with no forestay.	R	R	A
10.23 Any storm or heavy weather jib if designed for a seastay or luff groove device shall have an alternate method of attachment to the stay or a wire luff.	R	R	A
10.24 No mainmast shall have less than two halyards each capable of hoisting a sail.	R	R	R
10.32 Crews must be aware of alternate methods of steering the sailboat in any sea condition in the event of rudder failure. Inspector may require demonstration.	R	R	R
10.4 Tools and spare parts including adequate means to disconnect or sever the standing rigging from the hull in case of need.	R	R	R
10.62 Radio receiver capable of receiving weather bulletins.	R	R	R
11.1 LIFE JACKETS for every member of the crew.	R	R	R
11.51 HORSESHOE LIFE RING equipped with waterproof light and drogue within reach of helmsman and ready for instant use. (* - Category 5P/6P required at night).	R	R*	R*
11.61 Distress signals to be stowed in waterproof container and meeting USCG requirements.	R	R	R
11.7 Heaving line 50 ft. readily accessible to cockpit. (* - Category 5P/6P required at night).	R	R*	R*
100 Safety Harnesses for at least 50% of crew.	R	R	A
101 At least two people required on board during race unless specifically exempted by local clubs for non-sanctioned event.	R	R	R

*******CERTIFICATE*******

I hereby certify that my sailboat meets the requirements of Category ___P as shown in the above list and it will be maintained to this Category while racing.

1. This certificate must be kept on board your sailboat at all times and be available for inspection.
2. You must indicate on your Renewal Form or Application the compiled category.
3. A sailboat qualified under category 4P automatically qualifies under categories 5P and 6P, and a boat qualified under category 5P automatically qualifies under category 6P.

Sailboat Name _____ Owner/Skipper _____ Date _____