



BRIGHTON MARINA
YACHT CLUB

Safety Regulations



BMYC Safety Regulations

PREAMBLE

Welcome,

Racing at Brighton Marina Yacht Club is the purpose on which our Club was founded.

Since 1978 we have built a reputation for competitive year-round, mixed fleet racing. Our race calendar shows the full range of the activities we offer. These include inshore courses around our own special purpose buoys off Brighton Marina, Longshore, Coastal events, and Offshore races.

Guided by BMYC Race Committee (RaceComm), racing at Brighton aims to be at the forefront of competitive Club racing, appropriately we view the safety of all competitors very seriously; we ask you to make sure that your boat is properly equipped and seaworthy and that the safety equipment is well maintained, in date and properly stowed. Please also make sure that you are familiar with your rights and obligations under IRPCS and racing rules of sailing (RRS) and be courteous to other boats around you whether they are racing or not.

Please be sure to check all Articles of the BMYC Sailing Instructions in conjunction with these Safety Regulations – We have a new version of RRS this year and some aspects of our own documents may have changed. BMYC Racing documents can be found on the [Racing > Racing Information](#) page of BMYC website.

To help competitors these safety regulations contain guidance notes where appropriate adjacent to a rule to provide insight to that rule's reasoning and purpose. If all-else fails, and more clarity is needed please get in touch with RaceComm by email at racing@bmyc.org – we are here to help...

Greg Driver
Rear Commodore Racing

1 March 2021

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ORGANISING AUTHORITY

The Race Committee (Race Comm) of:

Brighton Marina Boat Club, Western Concourse, Brighton Marina, Brighton, East Sussex, BN2 5UP, UK

Email: racing@bmyc.uk – Website: <http://bmyc.uk>

SCOPE OF THIS DOCUMENT

BMYC Safety Regulations will prevail over all BMYC Racing events.

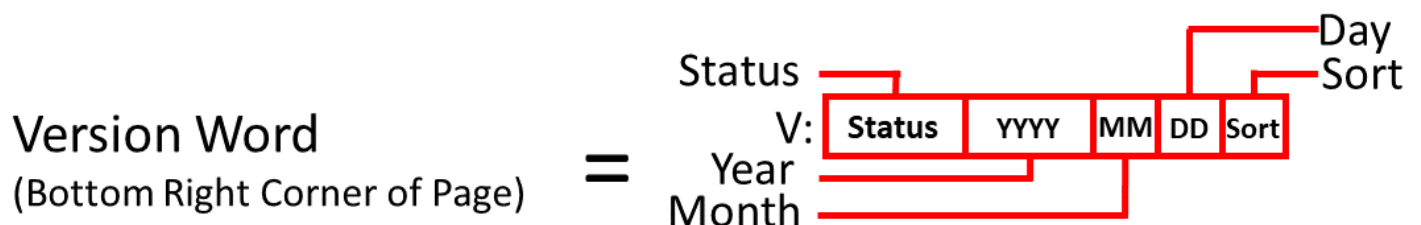
HOW TO USE THIS DOCUMENT

Articles

- Articles of this publication are formed in sections consisting of rules, guidance, and information on a common theme of the section, structured by a title with Articles and sub-Articles descending in chronological order.
- Articles of this publication are reflected in the 'Contents' table as hyperlinks to aid navigation within this publication. Double-clicking a hyperlink will change the display to the page assigned to the hyperlink.
- Hyperlinks within an Article point to:
 - [Original content referenced in this publication](#)
 - [External content referenced in this publication](#)
- Text single bordered at left and right margins marks content first published in this revision.
- Section Header double bordered at left and right margins marks all content in the section has previously been published in two or more sections in earlier revisions and combined to form a single section in this revision.
- *Italic text in this document forms guidance notes - does not form a rule of this document, the text is intended for assistance purposes only. A protest or request for redress based on guidance notes will be denied.*
- Obsolete content is removed from this revision without reference.

Version

- Version referencing of this publication is formed of individual elements assembled to form a 'Version Word':



n.b. Document Status will be Draft or Final - A 'Final' version is a version published outside of the revision team. A protest or request for redress based on content published under DRAFT status will be denied.



BMYC Safety Regulations

1. INTRODUCTION

- 1.1 The Organising Authority wishes to stress that Competing owners and crews are expected to observe and embrace the provisions of the BMYC Safety Regulations:
- a) The spirit of BMYC Racing requires that owners and/or crew shall not seek to make changes to design and fixed or portable equipment forming the boat where such changes are specifically engineered at the expense of removing or reducing safety features or may compromise Safety at sea.
 - b) Any exploitation of the provisions of BMYC Safety Regulations is discouraged; reported incidences of exploitation shall be subject to disciplinary hearing and may result in disqualification from competing in BMYC Racing events.
- 1.1 Under RRS Rule 4:
- c) the responsibility for a boat's decision to participate in a race or continue to participate is hers alone. The safety of a boat and crew is the sole and inescapable responsibility of the Person-in-Charge who shall do their best to ensure that the boat is fully found, thoroughly seaworthy and crewed by experienced and appropriately trained persons who are physically fit to perform under prevailing weather conditions. Neither the establishment of the OSR, the BMYC Safety Regulations, nor the inspection of a boat in any way limits or reduces the complete and unlimited responsibility of the Person in Charge.
 - d) the person in charge shall assign a crewmember to take over responsibilities as Person-in-Charge in the event of incapacitation of the primary Person-in-Charge.

2. GENERAL REQUIREMENTS

- 2.1 All boats entered in BMYC Racing events shall comply with the following safety requirements:
- a) The boat is fully found and seaworthy; this includes, both, construction and maintenance; shall be maintained and found such that the boat may be declared as seaworthy at all times whilst under way; under circumstances whereby the condition of a boat ceases to be seaworthy and/or found she shall retire from racing with immediate effect and make for safe haven.
 - b) A Boat shall be essentially watertight:
 - (I) all openings shall be capable of being immediately secured.
 - (II) moveable equipment passing through the hull shall not open into the interior of a hull except via a watertight maintenance hatch with the opening entirely above the waterline.
 - (III) Each crew member aboard shall be (i) skilled/experienced sufficient to warrant as competent at sea under the prevailing conditions, and:
 - (IV) familiarised with the location of safety equipment aboard.
 - (V) know how to use said equipment.
- 2.2 Where a race is classified as "BMYC Inshore", "BMYC Longshore" or "BMYC Coastal", the Application and General Requirements of [ISAF Special Regulations Category 4](#) shall apply in respect of Construction and Maintenance except under such circumstances:

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- 2.3 Where a boat of the recognised design wishes to compete in BMYC Inshore or BMYC Longshore Events the design of which renders the boat not able to comply with ISAF Special Regulations Category 4 in respect of:
- a) Pulpits Stanchions and Lifelines, each person aboard shall wear a buoyancy aid/life jacket, as defined under Article 4.1 of these safety Regulations, at all times whilst ‘under way’.
 - b) any requirement of ISAF Special Regulations Category 4 other than Pulpits, Stanchions and Lifelines the person-in-charge may submit an application in writing to RaceComm requesting dispensation stating the specific articles of the [BMYC Safety Regulations](#) and grounds forming the request for dispensation;
 - (I) such dispensation shall be considered on an individual case basis;
 - (II) where dispensation is denied she shall comply with the requirements of Article 2.2 in all respects without exception.
- 2.4 Where a race is classified as “BMYC Offshore”, the Application and General Requirements of [ISAF Special Regulations Category 3 + Category 2 life-raft](#) shall apply in respect of Construction and Maintenance.
- 2.5 In addition to the Construction and Maintenance requirements stated in Articles 2.2 of these Safety Regulations competing boats shall carry aboard Safety Equipment aligned to the race classification as specified in section 4 of these Safety Regulations; additional safety equipment may be carried aboard.
- 2.6 A boat may be inspected for compliance with the provisions of BMYC Safety Regulations at any time by a Scrutineer appointed by the Organising Authority for that purpose.

3. REFERENCE

- 3.1 RaceComm may amend race management documents as required; amended versions will be annotated in sequential order of Version Word as stated in [‘How to Use This Document’](#):
- a) It remains the sole responsibility of the person-in-charge to verify race management documents prior to competing.
 - b) Failure to observe the current version of any race management document shall not provide grounds to protest or request redress.
- n.b. Competitors are encouraged to hold a clear understanding where national rules are changed by [BMYC Race Management Documents](#) – In many situations it is simply a matter of communicating with RaceComm when considering how rules apply to your boat – If in doubt, ask - RaceComm is here to help you....*
- 3.2 Communication between Race Comm, race management team, and competitors shall be as defined in the tables of Article 3.2:
- a) Background support and admin, including but not limited to changes to documents, race results and general information will be communicated as per Table 4.2(a):

Table 3.2

Description	Primary Means	Alternative Means
Race Management Documents	BMYC Website	RM WhatsApp Group, Email , Notice Board

n.b. The full publication of the ISAF Offshore Special Regulations 2020/21 (OSR) can be found at the following web resource: [https://www.sailing.org/tools/documents/OSR20202021-\[25845\].pdf](https://www.sailing.org/tools/documents/OSR20202021-[25845].pdf).

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- 3.3 The equipment listed in section 4 of this document is arranged in 3 columns, where each of the columns confirms the minimum safety equipment to be carried aboard competing boats aligned to the race classification of Inshore, Coastal or Offshore.
- 3.4 The requirement to ensure the stated item is carried aboard is defined as:
- a) Yes = Required
 - b) Rec = Recommended
 - c) [Blank] = No Requirement
- 3.5 An Article or item of equipment marked with strong borders at left and right margins is first notified in this revision of this document.
- 3.6 Safety equipment carried aboard shall:
- a) function correctly
 - b) be regularly checked, cleaned and serviced at least once annually and in date
 - c) when not in use stowed in conditions in which deterioration is minimised
 - d) be readily accessible
 - e) be of a type, size and capacity adequate for the passage, intended use and size of boat
 - f) be commensurate with the premise of self-rescue

4. SAFETY EQUIPMENT

4.1 Identification Aids:

#	Description	BMYC Inshore	BMYC Coastal	BMYC Offshore
i	All lifebuoys and buoyant equipment marked clearly with name of boat or crew member and (marine grade) retroreflective material.	Yes	Yes	Yes
ii	Waterproof diagram showing location and stowage of safety equipment clearly displayed in a prominent place within the storage area; e.g. in cabin or cockpit.	Yes	Yes	Yes

4.2 Lifejacket

- a) Each crew member aboard shall be equipped with a lifejacket per person as follows:

#	Description	BMYC Inshore	BMYC Coastal	BMYC Offshore
	Marked clearly with the wearer's name (preferred), or the name of the boat	Yes	Yes	Yes
	At least 150N buoyancy, arranged to securely suspend an unconscious person face upwards at approximately 45 degrees to the water surface in accordance	Yes	Yes	Yes

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with ISO 12402 - 3 (level 150) or equivalent (for persons of larger than average build the ISO 12402 – 2 (level 275) jacket should be considered)			
Fitted with marine grade retroreflective material (OSR 4.18)	Yes	Yes	Yes
Include a crotch strap, thigh straps or leg-loops (ride up prevention system (RUPS))	Yes	Yes	Yes
Have a sprayhood in accordance with ISO 12402-8	Yes	Yes	Yes
If inflatable have a compressed gas inflation system	Yes	Yes	Yes
Equipped with a whistle	Yes	Yes	Yes
A safety harness or compatible with the wearer's safety harness			Yes
A lifejacket light in accordance with SOLAS LSA code 2.2.3 (white, >0.75 candelas, >8 hours)			Yes

n.b. The person-in-charge shall ensure all buoyancy aids/lifejackets aboard are serviced at least once annually and in date.

1.2 Safety Equipment

#	Description	BMYC Inshore	BMYC Coastal	BMYC Offshore
	Life Raft, complying with OSR Cat-2 (OSR 4.20.1 and OSR 4.20.2) In-date (OSR 4.20.5), with retro reflective patches, (OSR4.18).		Rec	Yes
	AIS Transponder, shares masthead VHF antenna via a low loss AIS splitter; or dedicated AIS antenna not less than 38 cm (15") in length.			Yes
	Anchor, 2 qty, un-modified meeting manufacturer's recommendation based on the boat's dimensions, ready for deployment within 5 minutes.		Rec	Yes
	Anchor, 1 qty, un-modified meeting manufacturer's recommendation based on the boat's dimensions, ready for deployment within 5 minutes.	Yes	Yes	
	Batteries, engine or auxiliary, must be sealed to prevent escape of electrolyte.	Yes	Yes	Yes
	Battery, Electric Engine Installed, sufficient to motor >= 5 hrs.		Yes	Yes
	Battery, dedicated, engine/generator starting, when electric starter is only method for starting the engine and/or separate generator.	Rec	Yes	Yes
	Bilge Pump plus Handle (adjacent & Ready).		Yes	Yes
	Bucket, 1 qty, (at least 9 litres) with lanyard.	Yes	Yes	
	Bucket, 2 qty (at least 9 litres) with lanyard.		Rec	Yes
	Compass, marine magnetic, capable of being used as a steering compass, independent of power.	Rec	Yes	Yes
	Compass, secondary, may be hand-held.	Yes	Rec	Yes

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Cooking Stove, permanently installed or securely fastened (with safe accessible fuel shutoff control and capable of being safely operated in a seaway).		Rec	Yes
Echo-sounder or lead-line.		Yes	Yes
Engine, capable of providing min speed in knots (1.8 x square root of LWL in metres).	Rec	Rec	Yes
Engine, Fuel, (for 8 hours motoring).		Rec	Yes
Fire extinguishers, dry powder 2 kg or equivalent, in different parts of the boat, in date.	1 Qty	1qty	2qty
Fire blanket, adjacent to every cooking device with an open flame.	Yes	Yes	Yes
First aid kit (contents aligned to likely conditions, duration of passage, and number of crew).	Yes	Yes	Yes
Foghorn.	Yes	Yes	Yes
Fuel, Combustion Engine Installed, sufficient for electrical charging requirements during the race.		Rec	Yes
Fuel, Combustion Engine Installed, sufficient to motor >= 5 hrs.		Yes	Yes
GPS with MOB Facility (Within reach of helm & Instant Use)	Yes	Yes	Yes
Grab-Bag (See ORS4.21(a) to 4.21(f))		Rec	Yes
Heaving line, > 6 mm (1/4") diameter, 15 - 25 m (50 - 75') long, readily accessible to cockpit.	Yes	Yes	Yes
Knife, strong, sharp, sheathed & securely restrained - readily accessible from the deck or a cockpit.	Yes	Yes	Yes
Knot meter or distance measuring instrument (log).		Yes	Yes
Lifebuoy with self-igniting light, whistle and drogue within reach of the helmsman and ready for immediate use, tested and in date.	Yes	Yes	Yes
Lifelines - Clipping points – Cockpit Area – 1 per 2/3 Crewmember, breaking strength of 2040 kg.	Rec	Yes	Yes
Lifelines – Jackstays – Permanent, Continuous (foredeck to stern).	Rec	Rec	Yes
Lifelines - Safety Harness – ISO 12401 or equivalent - 1 per person aboard.	Rec	Rec	Yes
Lifelines - Safety Harness – ISO 12401 or equivalent - spare sufficient for 10% of crew aboard.		Rec	Yes
Lifelines – Tether – ISO 12401 or equivalent - Self closing Hooks - 1 per person aboard.	Rec	Yes	Yes
MOB Recovery - Demonstrable method (Sling) Inc. Horseshoe buoy >=90N buoyancy & Heaving Line >= 4 X LH or 36mtr (120ft) min.	Rec	Yes	Yes
Navigational charts (not solely electronic), light list and chart plotting equipment.		Yes	Yes

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Navigation lights conforming to the IRPCS (Part C and Technical Annex I); must not be masked by sail or heeling), plus spare bulbs.	Rec	Yes	Yes
Navigation Lights, reserve same specifications as above, and can be powered independently (plus spare bulbs).	Rec	Yes	Yes
Pyrotechnic (red handheld flare), 4qty (in date).		Rec	Yes
Pyrotechnic (orange smoke canister) 2qty (in date).	Rec	Yes	Yes
Radar reflector, (see OSR 4.10.1(a), (b) and (c)).	Rec	Yes	Yes
Radio transceiver, Marine, VHF, output 25 watts or more with masthead aerial, plus emergency antenna. DSC if installed from 2015.	Rec	Yes	Yes
Radio, hand-held marine VHF transceiver, watertight or with a waterproof cover (when not in use to be stowed in a grab bag).	Yes	Rec	Yes
Radio, a second receiver capable of receiving weather bulletins, which may be the handheld VHF in (41)(42) above if (41) is installed.	Yes	Yes	Yes
Sail, Jib, (see OSR 4.26.2 d), or mainsail reefing to reduce the luff by $\geq 40\%$.		Rec	Yes
Sail, Main, reduce luff $\geq 12.5\%$ or heavy-weather jib (see OSR 4.26.2 (a))		Rec	Yes
Softwood bungs or means of arresting seawater ingress into hull (especially adjacent to all sea cocks, valves & hull fittings).	Yes	Yes	Yes
Steering - Demonstrable method of steering in case of rudder loss.		Rec	Yes
Steering - Tiller, emergency Use.		Rec	Yes
Toe rails on the foredeck (bow to abreast of the mast minimum).		Rec	Yes
Toilet or fitted bucket.		Yes	Yes
Tools and spare parts, suitable for the duration and nature of the passage.		Yes	Yes
Tools, effective means to quickly disconnect/sever standing rigging from boat		Yes	Yes
Torch (searchlight), suitable for searching for a person overboard at night and for collision avoidance.		Rec	Yes
Torch, in addition to (53) with spare batteries and bulbs.		Rec	Yes
Hatches (companionway): a) operable from exterior & interior when inverted; b) retained in position open or shut - secured by lanyard - permit exit in event of inversion.	Yes	Yes	Yes
Water tank - Installed with delivery pump.		Rec	Yes
Water, emergency, drinking, 1.5Ltr/Person/Day, sealed.		Rec	Yes

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