



# Offshore Safety at Sea

## Pete Pattullo

Member – US Sailing Safety at Sea Committee

Member - Storm Trysail Club (STC) Gulf Coast Station

Member – Texas Offshore Multihull Association (TOMA) Committee

Chairman – Great Lakes Multihull Racing Association (GLMRA)

Owner: Farrier F33RX “**Nelda Ray**”



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# Safety Equipment Requirements (SER)

- 1) Skipper is Responsible and Accountable!
  - Boat readiness? Crew skills? Weather?
- 2) Bay Access Sailing Foundation is Organizing Authority (HMR OA)
  - 2025 SER's ([Monohull](#) & [Multihull](#))
- 3) US Sailing SER (Ocean, Coastal, Near Shore)
  - Coastal ([Monohull](#) and [Multihull](#))
- 4) World Sailing OSR (Offshore Special Regulations)
  - Category 2 ([Monohull and Multihull](#))

# “SER” changes for 2026

## Recent Changes

- 2.12 & 2.13 Keel and Rudder Inspection – Every 4 years or after grounding (*not required , but highly recommended by HMR*)
- 3.6.4 Hand Flares – US Coast Guard acceptable, but strongly recommend SOLAS flares (*HMR adopted*)
- 3.7.1 Crew Overboard Sling light requirement changed from “~~self-igniting light~~” to “just a light” –US Sailing Advisory
- 3.9 AIS – Antenna mounting less then 3 meters allowed (*not required , but highly recommended by HMR*)
- 3.16.2 EPIRB /PLB - After **January 1, 2028** this device shall be equipped with AIS transmit capability. (*HMR is adopting*)
- 3.33.1.3 Mainsail Reefing – minimum 30% reef (**multihull only**) (*HMR adopted*)
- 4.3.2 Safety at Sea Training – Mandatory for 30% of crew, (*including 2 for “HMR Safety Day”*)

## New changes being reviewed

- 2.4.6 Lifelines – Changes Boats under 30' (9.14m) shall have at least one lifeline with ~~18"~~ 15" minimum height above deck, (*not ad for 2026 HMR*)
- 3.6.4 Hand Flares –allow non-pyrotechnic visual distress signals. Likely requiring “RTCM Standard 13200.0”
- Other areas of discussion, Crotch straps, safety equipment not expired, radar reflector downsize or elimination, AIS on “all the time”

# US Sailing Safety at Sea Training

- The certificates are valid for five years from the date of issue.
- Moderated and taught by experienced, lifelong sailors who include some of the top names in sailing and safety.
- Online courses developed with the support of



- **Safety at Sea: Coastal** (4 - 5 hour **Online Course**, cost \$55 )
- **Safety at Sea: Offshore** (12-13 hour **Online Course**, cost \$140 )
- **Safety at Sea: Offshore** (8 hour **Hands-On**, cost \$250-\$300 )
- **Safety at Sea: Offshore Upgrade / Renewal** Online Course, cost \$50,

**International  
Certificate**

# MOB Beacon Positioning Options

## Options for MOB recovery

- Boat you fell off of or other *boats nearby...*
  - ✓ AIS/ DSC Beacons
  - ✓ VHF w/AIS & DSC
  - ✓ PLB/AIS/DSC combined unit “NEW”
- SAR / Coast Guard notified directly
  - ✓ EPIRB / PLB - *via Satellite transponder*
  - ✓ No monthly cost
- 3<sup>rd</sup> Party notifies SAR/Coast Guard
  - ✓ SPOT or Garmin “Inreach” *via Satellite transponder*
  - ✓ *Monthly Cost*
  - ✓ Enables Tracking (*every 5-15 mins*)
    - Internet access *via mobile network, Starlink or Satphone*



**AIS & DSC  
Beacon**



**PLB & AIS /  
DSC**



**VHF  
w/AIS /DSC**



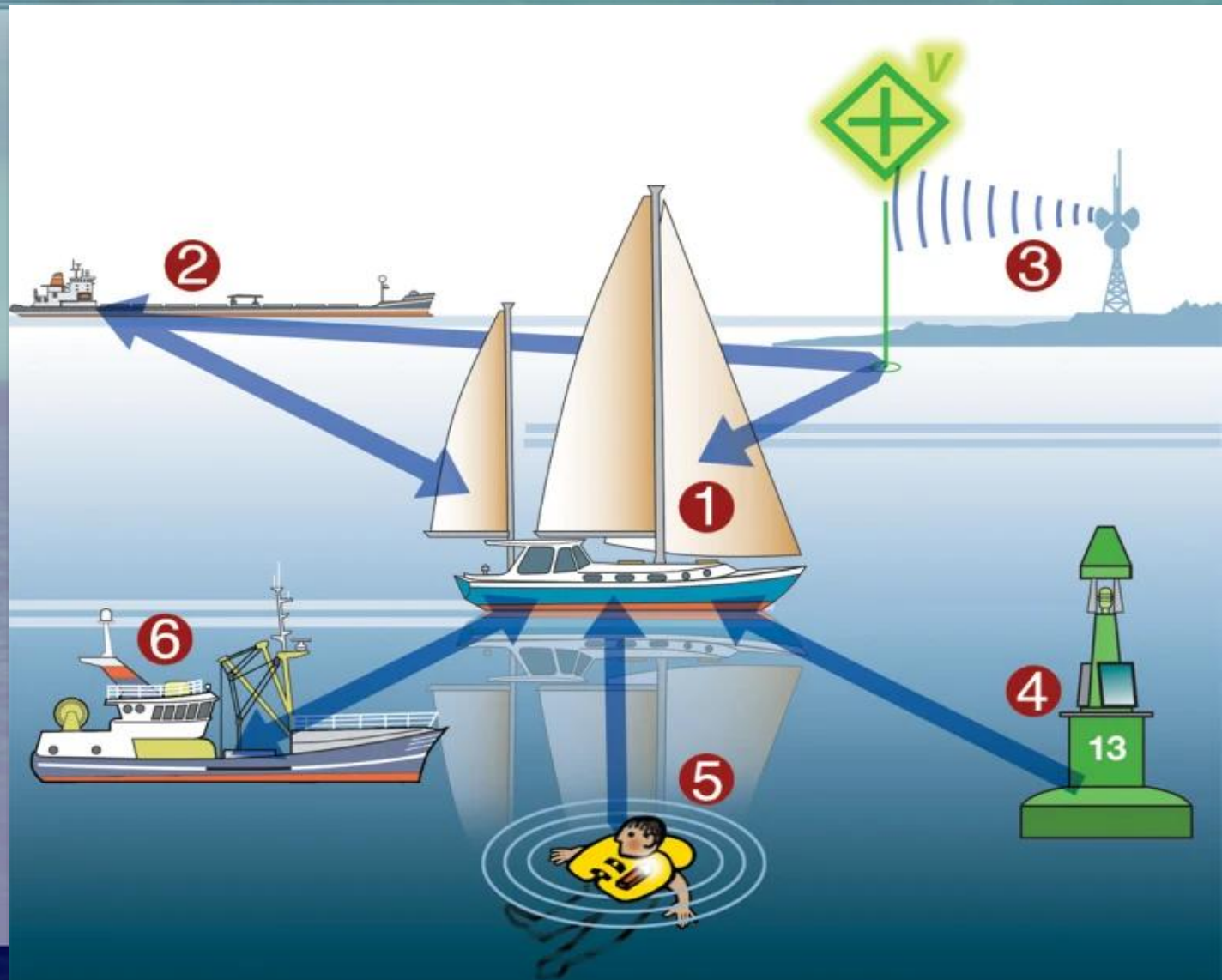
**Satellite only  
EPIRB / PLB**



**Satellite SOS  
w/tracking**

# Here's how **AIS** impacts a sailor:

- 1) Class B AIS transceiver on your boat
- 2) exchanging information with a freighter/commercial boats
- 3) receiving signals from a land-based station serving as a virtual AtoN
- 4) receiving a signal from a channel marker
- 5) displaying the distance and bearing to an MOB via an AIS distress beacon
- 6) and calculating if it is on a collision course with another AIS equipped boat



# MOB Clinic

***“Practice on your own boat”***

**THIS NEW STC CLINIC IS BEING OFFERED TO  
IMMERSE OFFSHORE SAILBOAT SKIPPERS AND  
CREWS IN MOB PREVENTION AND RECOVERY  
METHODS IN EXTREME CONDITIONS.**

