

2009 Lake Ontario 300 Solo Challenge

REQUIRED EQUIPMENT AND ITS USE

An entrant will be required to carry the following equipment throughout the event and to maintain it in serviceable condition: **(items in boldface are new requirements for 2009)**

- United States Coast Guard Required Equipment.
- Federal required navigation lights per COLREG standards.
- A system for self-steering the yacht on a compass course or by apparent wind only, to exceed the capabilities of lashing or locking a wheel or tiller.
- A self-inflating life raft designed solely for emergency use which has been inspected, tested, and certified by an approved servicing agent within 40 months prior to the Challenge date. The inspection certificate must be presented prior to the Challenge. The life raft must be stowed so as to be readily accessible to the helmsman in an emergency. Multihulled yachts may substitute a survival suit meeting the minimum thermal protection and floatation capabilities of the Mustang MS 2175/6 "Anti-Exposure Coverall and Work Suit" for the requirement of a life raft. The survival suit shall be stored to be accessible when the boat is inverted.
- A floating, watertight bag or container containing self-selected survival equipment; to be kept readily available. Optional on multihulls due to crashbox compartment and its contents.
- A VHF marine radio-telephone with at least channels 6, 9, 16, 22, and 72. This radio must be accessible and useable from the helm station, or in the alternative, a handheld VHF must be stored to be accessible from the helm station.
- A masthead mounted VHF radio antenna for the primary VHF marine radio-telephone. **Radiating element must extend above the top of the main mast.**
- Emergency VHF antenna or handheld VHF radio.
- Pyrotechnic signals shall be carried as follows: 4 SOLAS red parachute flares, 4 SOLAS red hand flares, 2 SOLAS orange smoke. On multihulls, they are to be kept in the crashbox.
- Safety harness, designed and constructed for offshore sailing, to be worn and secured to the yacht at all times when out of the cabin from the time the yacht leaves the dock to start the Challenge until the yacht docks after finishing the Challenge.
- A system for going fore and aft without detaching the safety harness from the boat.
- A system using arm and leg motive power for reboarding the boat in a person overboard situation without detaching the safety harness from the boat.
- Personal size strobe light to be attached to the skipper at all times.
- Signal mirror: **Must be designed as a signal mirror, larger than 2"x 3", with a retro-reflective sight, and printed instructions on the back.**
- Radar reflector to be flown at all times from the rigging.
- Proper sail number on all sails larger than a working jib.
- Sail numbers, equivalent in size to those on the sails are to be carried on the vessel to be displayed when not underway or when the sails are furled.
- First-aid kit and manual.
- Two complete sets of appropriate ground tackle.
- Emergency navigation lights and alternate power source.
- Soft wood plugs, tapered and of the appropriate size, shall be attached or stowed adjacent to the appropriate fitting for every through-hull opening.
- One sturdy bucket (two gallon) with six foot lanyard for bailing.
- Cable or bolt cutters and a hacksaw, suitable for severing mast stays and guys in a dismasting.
- Appropriate marine charts.
- Knife, in sheath, or if folding, able to be opened with one hand, to be attached to the skipper at all times.

REQUIRED EQUIPMENT AND ITS USE (continued)

Additional multihull requirements:

- Through-hull crashbox compartment, or in the alternative, a watertight container attached to the boat, external to the hull, either choice, to be accessible at all times, including when the boat is inverted containing:
 - Handheld radio
 - All flares
 - Cutting tools
 - GPS EPIRB
 - **Signal mirror**

Recommended for all yachts, but not required:

- The fore and aft system shall consist of one or more jacklines. Each jackline shall be secured to the yacht at the two ends of the jacklines. Each jackline should run as near to the center of the boat as feasible given the varieties of design and suitable attachment points, and be under sufficient tension to minimize deflection should the Skipper lose his/her balance or be thrown laterally.
- A port and starboard jackline rigged externally of the lifelines, running from bow to stern, so as to allow a Skipper unimpeded travel along the length of the vessel to reach his/her reboarding areas.
- Harness to have two tethers. Primary tether to be about 6 feet in length, to facilitate movement about the vessel, and secondary tether to be about 3 feet, to be used for working on deck as appropriate, reclipping to a non-continuous jackline, or clipping to another jackline rigged externally of the lifelines, should a Skipper inadvertently become overboard.