



Notice of Race - Appendix A - Mandatory Equipment Requirements

1. Preamble

- 1.1 Skipper's responsibility: The safety of a yacht and her crew is the sole and inescapable responsibility of the skipper who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is to be used.
- 1.2 Neither the establishment of this mandatory equipment list, nor the inspection of a yacht for compliance with the list in any way limits the complete and unlimited sole responsibility of the skipper to ensure that both the crew and the yacht are fully prepared to compete in the race and to face the potentially severe weather conditions which can be encountered on Lake Ontario.
- 1.3 Fundamental Rule 4 of the International Yacht Racing Rules states: "It shall be the sole responsibility of each yacht to decide whether or not to start or to continue to race."
- 1.4 It shall be the responsibility of the skipper and crew to ensure that the yacht has been inspected and found to be in compliance with these requirements prior to the start of the race. Inspections may be completed by the Safety Officer or any Flag Officer of the Skipper's Yacht Club, or by the Safety Officer appointed by the Lake Ontario 300 Organizing Committee and any of his/her designates.
- 1.5 In addition to the mandatory pre-race inspection, a yacht may be inspected at any time from 0700 hrs on the day the race starts until 2 hours after her finish time. Any yacht found not to be in compliance with the requirements of Appendix A may have her entry rescinded or be subject to a Protest and possible disqualification.
- 1.6 All required equipment shall: a) function properly; b) be readily accessible; and c) be of a type, size and capacity suitable and adequate for the intended use and for the size of the yacht.
- 1.7 All yachts shall comply with the minimum requirements of governmental authority in the country of entry.



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Yacht Name: _____ Sail No.: _____

Country: _____ L.O.A.: _____ *(per manufacturer)*

Skipper's Name: _____

This form is to be completed by a safety inspector and skipper/crew member, then handed in to the Race Registrar prior to the Skippers' Meeting. A safety inspector may be a flag officer of the entrant's yacht club, the safety officer of the entrant's yacht club, or a person designated by the Lake Ontario 300 Organizing Committee. The Organizing Committee recommends competitors have their safety inspection done at their home club/port.

	Item/Description	Inspector's Initials
1	Basic Requirements	
1.1	All required equipment shall: a) function properly; b) be readily accessible; and c) be of a type, size and capacity suitable and adequate for the intended use and for the size of the yacht.	
1.2	Yachts shall be self-righting. They shall be strongly built, 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 the standards set forth herein.	
1.3	All yachts shall have two escape exits, one of which shall be located in the forward ½ of the below decks area.	
1.4	An inboard or outboard auxiliary engine shall be carried which must be suitable for vessel size.	
1.5	Inboard engine installations shall be such that the engine, when running, can be securely covered and that the exhaust and fuel supply systems are securely installed and protected from the effects of heavy weather. When an electric starter is the only provision for starting the engine, at least two batteries, fully charged on inspection, should be carried, the primary purpose of the second battery being to start the engine. Where only one battery is carried, the Inspector will require a demonstration that the engine can be started without the use of the battery. If the yacht is	

	dependent upon shore power for recharging, there should be a means of recharging the batteries.	
1.6	Yachts shall carry on board a minimum of 10 imperial gallons (46.2 litres) of fuel. Yachts with outboard engines shall carry a means to transfer fuel from the gerry can to the tank.	
1.7	Ballast and heavy equipment including internal fittings (batteries, stoves, gas bottles, tanks, engines, outboard motors, etc.) and anchors and chains shall be securely fastened so as to remain in position in the event of knockdown or capsize.	
1.8	Yacht equipment and fittings shall be securely fastened in accordance with the manufacturers specifications.	
2	Structural Features	
2.1	The hull, including deck, coach roof, windows, hatches and all other parts shall form an integral, watertight unit, and any openings in it shall be capable of being immediately secured to maintain this integrity. Centreboard and dagger board trunks shall not open into the interior of the hull.	
2.2	No hatches forward of the point of maximum beam shall open inwards. All hatches shall be permanently installed so they can be closed immediately and remain firmly shut in a 180 degree capsize.	
2.3	If extended below the sheerline, companionways shall be capable of being blocked off at least up to the level of the sheerline. The companionway shall provide access to the interior of the hull when so blocked. The main companionway sliding hatch shall be fitted with a strong securing arrangement. All blocking arrangements (e.g. washboards) shall be capable of being secured in position so as not to be lost in a knockdown.	
2.4	Cockpits shall be structurally strong, self-draining quickly by gravity at all angles of heel and permanently incorporated as an integral part of the hull. They must be watertight; all openings to the hull (e.g. lockers) must be capable of being strongly and rigidly secured. Cockpit soles must be not less than 2% of LOA, above the waterline. (E.G. 35' LOA x 2% = 8.4 inches)	
2.5	Sea cocks or valves are required on all openings below the waterline, except for integral deck scuppers, shaft logs, speed indicators, depth sounders and other similar openings. A means of closing such openings when necessary shall be provided.	
2.6	Soft wood plugs tapered and of sizes appropriate to close all through-hull fittings are required, and shall be attached or adjacent to the appropriate fitting. Spares plugs are recommended.	
2.7	Stanchions, lifelines and pulpits and/or a longitudinal system of jackstays fitted where possible in such a way that a crew member can clip on and move the full length of the yacht are required. Such a system should have a breaking strain of at least 2000 kg (4400 lbs). (See ORC Regs. accessible at race website for specific recommendations.).	

2.8	Stanchions and pulpits shall be securely fastened and shall be through-bolted, bonded or welded. The pulpit(s) and/or stanchions fitted to sockets or studs shall be mechanically retained without the help of the lifelines.	
3	Accommodation	
3.1	Bunks shall be securely installed.	
3.2	Galley facilities shall be adequate for food storage and preparation.	
3.3	A cooking stove shall be securely mounted and an adequate supply of fuel shall be carried on board and properly secured.	
3.4	Propane tanks, if carried, shall be securely fastened and vented overboard.	
3.5	Water tanks or containers adequate to carry four (4) days' supply of potable water are required. One (1) imperial gallon (4.6 litres)/person/day combined bulk and bottle is considered to be adequate.	
3.6	A head is required and must be a permanently installed marine type.	
3.7	Adequate hand-holds shall be fitted above and below deck so that crew members may move about safely at sea.	
4	General Equipment	
4.1	Fire extinguishers, axes, hoses, etc. shall be on board to comply with regulations in either the USA or Canada.	
4.2	One manual bilge pump shall be securely fitted to the yacht's structure. The pump shall be capable of being operated with all cockpit seats, hatches and companionways shut.	
4.3	No bilge pump shall discharge into the cockpit unless that cockpit opens aft to the sea. Bilge pumps shall not discharge through cockpit drains.	
4.4	Bilge pump handles shall be equipped with a lanyard fastened to the boat to prevent accidental loss.	
4.5	Two (2) buckets of stout construction are required, each with at least 2 gallons capacity and each fitted with a retrieval lanyard.	
4.6	All yachts shall carry at least one anchor with 200 feet of rode, rigged for immediate use. (i.e., assembled if of the collapsible type). Rodes shall be arranged for tangle free deployment with the bitter end securely attached to the boat. Yachts 30 ft or over shall carry a second anchor with 100 feet of rode. A combination chain and rope is recommended.	
4.7	Three (3) waterproof flashlights are required and must be equipped with wrist loop lanyards and operating on "D" size batteries, one of which shall have at least a 3-inch lens and be suitable for signaling. Spare batteries and bulbs must be carried.	
4.8	A first aid kit which is reasonably equipped is required.	
4.9	A minimum of two (2) blankets or sleeping bags are required. Warm clothing is essential. Survival suits are highly recommended.	

4.10	A sound signaling device, being an air horn, bell or equivalent is required. A minimum of one (1) unused refill for compressed air system devices are required.	
4.11	A radar reflector that is assembled and mounted is required and shall be operational from start to finish of race. It shall be located no lower than the height of the lower spreaders or 13 feet above the deck, whichever is lower.	
5	Navigation equipment and publications	
5.1	A marine type compass properly installed and adjusted is required.	
5.2	A hand-bearing compass is required. Binoculars with an integral compass are recommended.	
5.3	Current charts, light list, piloting equipment, current RRS Racing Rules and the Solmar Lake Ontario 300 Sailing Instructions (to be issued at the Skippers' Meeting) are required.	
5.4	A Loran and/or GPS unit is required. If the unit is portable, 1 complete set spare batteries is required.	
5.5	Lead line or depth sounder, speedometer, distance log are required.	
5.6	Navigation lights are required and must comply with government regulations. A set of spare bulbs must be carried on board.	
5.7	Self-steering equipment is highly recommended.	
5.8	a) Marine VHF radio, permanently mounted, capable of at least 25W power, provided with matched antenna is required. b) Handheld VHF radio, either inherently waterproof or in a proper sealed waterproof bag is required. It must be fully charged and spare batteries or a 12 volt charging unit must be carried on board. A cellular phone is strongly recommended.	
5.9	Marine grade binoculars are required; minimum 7 x 35, but 7 x 50 is recommended.	
6	Emergency Equipment	
6.1	Emergency navigation lights and spare bulbs are required.	
6.2	An adequate means to reef the mainsail is required.	
6.3	One storm jib is recommended. (ORC recommends area not greater than 5% of the height of the fore triangle squared, and luff maximum length not more than 65% of the height of the foretriangle. Any storm or heavy weather jib, if designed for a luff groove device, or seastay, shall have an alternate method of attachment to the stay, or shall be fitted with a wire luff rope.)	
6.4	No mast shall be equipped with less than two halyards, each capable of	

	hoisting a sail.	
6.5	An emergency tiller capable of being fitted to the rudderstock is required. An effective alternative means of steering the yacht in the event of rudder loss is also required.	
6.6	Tools and spare parts including either hacksaw or rigging cutters capable of severing the largest diameter of standing rigging from the hull in case of dismasting are required.	
6.7	The yacht's name shall be applied to miscellaneous buoyant equipment (e.g. lifejackets, foam cushions, life buoys, life slings,etc.) with marine grade reflective tape.	
7	Safety equipment	
7.1	There shall be one lifejacket for each crew member equipped with a whistle and waterproof light.	
7.2	There shall be one safety harnesses for each crew member. Harnesses should have a snap hook with the harness end capable of being opened with one hand. Each crew member must have a knife, carried at all times, sufficient to free them from the yacht in an emergency.	
7.3	Life rafts are not mandatory for this race, but are highly recommended. If carried, they shall be stowed a) on the working deck OR b) in compartments opening immediately onto the working deck which are either watertight or self-draining; the compartment shall contain only the life raft(s) and the cover of any such compartment must be easily opened under water pressure. OR c) packed in valise(s) each not exceeding 40 kg securely stowed below deck adjacent to the companionway and accessible for immediate deployment.	
7.4	A life buoy with a drogue, whistle, self-igniting light, pole and flag is required. The pole shall be fully extended and attached to the life buoy by not less than 20 ft. of polypropylene floating line. This system shall be rigged for instant deployment and shall be within easy reach of the helmsman. In addition to the above, a life sling is a highly recommended addition to the safety equipment.	
7.5	A buoyant heaving line of at least 50 ft. in length shall be carried on deck close, to the helmsman and ready for instant use.	
7.6	A boarding ladder or other means of retrieving crew from the water is required. As the fittest crew are usually totally incapable of climbing a boarding ladder after only a relatively short time in the water, lifting tackle which would assist in retrieval is also required.	
7.7	Pyrotechnic distress signals in compliance with the government regulations of the country of registration are to be considered a minimum requirement. Minimum recommended flares: a) Red parachute flares – 4 b) Red hand flares – 4 c) White hand flares – 4 d) Orange smoke flares – 2	

7.8	A grab bag, rigged so as to float (e.g. attached to a fender) containing equipment for use in the event of abandoning ship (dye markers, flares, waterproof VHF (same radio as item 5.8(b)), mirror, knife, etc.) is required.	
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I certify that all required items were on board the vessel and fully functioning at the time of inspection.

Name of Inspector

Organization

Signature of Inspector

Date

I, the undersigned, being the skipper of the vessel _____ hereby certify that all equipment inspected and listed as present will be present and in working condition at the time of departure for the race. I further acknowledge that the inspection has been carried out by volunteers who will bear no responsibility or liability to me or my crew for any eventuality as a result of our participation in this race with the equipment listed above.

Signature of Skipper

Date