



2011

LOSHRS Equipment Requirements

PREAMBLE

The safety of a sailboat and her crew is the sole and inescapable responsibility of the skipper, who must do his/her best to ensure that the sailboat is fully sound and thoroughly seaworthy. The skipper should be confident that he/she is physically fit to face bad weather, and is thoroughly familiar with the sailboat and her systems. He/she must be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. He/she must ensure that the safety equipment is properly maintained and stowed, and that he/she knows precisely where it is kept and how it is used.

In this document, *approved* means approved by the sailboat's country of registry.

GENERAL

- 1.1 Neither the establishment of these equipment requirements, nor the inspection of a sailboat for compliance with the list, in any way limits the complete and unlimited responsibility of the skipper, to ensure both he/she and the sailboat are fully prepared to compete in any of the races of this series, in which she starts.
- 1.2 It shall be the responsibility of the skipper to ensure that the sailboat is equipped in compliance with these requirements prior to the skipper's meeting of the first race in the series for which she is entered, and that all required equipment is on board for each race.
- 1.3 All required equipment shall;
 - Function properly
 - Be readily accessible
 - Be of a type, size, and capacity suitable and adequate for the intended use, and for the size of the sailboat

1.4 All sailboats shall comply with government regulations of the country of registry.

2. STRUCTURAL FEATURES

2.1 Hatches and companionway must be essentially watertight, and capable of being closed securely with hardware.

2.2 Self-bailing cockpit with adequate drains.

2.3 Stanchions, lifelines and pulpits, in good order where such equipment is a recognized feature of the class of sailboat.

2.4 A longitudinal system of safety lines fitted in such a way that a crewmember can clip on and move the full length of the sailboat. Such a system should have a breaking strain of at least 2,000kg. (4,000 lbs.).

3. THROUGH HULL FITTING

3.1 Sea cocks or valves on all openings below the water line, except for integral deck scuppers, shaft logs, speed indicators, depth sounders, etc. A means of closing such openings when necessary shall be provided.

3.2 Soft wood plugs or rigid foam plastic cones, tapered and of appropriate size to close all through-hull fittings. Plug shall be attached with a lanyard to each through hull fittings.

4. HEAVY OBJECTS

4.1 Ballast, batteries, anchors and other heavy equipment shall be securely fastened so as to prevent them shifting.

5. MECHANICAL

5.1 Inboard or outboard auxiliary engine in good working order.

5.2 Sailboats shall carry enough fuel to motor at hull speed for at least 4 hours.

5.3 There shall be a means of recharging the primary operating battery or batteries, however if batteries are dependent on shore power for recharging, it will be acceptable to start any race with two fully charged batteries.

5.4 Self-steering is recommended.

5.5 At least one manually operated bilge pump, securely mounted and operable with all hatches closed. The handle shall be fitted with a lanyard

6. ACCOMMODATION

6.1 Permanently fitted bunks.

6.2 Galley facilities adequate for food storage and preparation.

6.3 Cooking stove securely mounted and with an adequate supply of fuel.

6.4 Propane tanks, if carried, shall be securely fastened and vented overboard.

- 6.5 Water tanks or containers having two days' supply of potable water (2 liters per person per day).
- 6.6 Permanently installed marine toilet.

7. NAVIGATION

- 7.1 Steering compass properly mounted and adjusted.
- 7.2 Hand bearing compass.
- 7.3 Sound signaling device – air horn, bell or equivalent.
- 7.4 Knot meter/log, depth-sounder installed and operating.
- 7.5 GPS carried and operating.
- 7.6 Installed 25 watt VHF radio.
In addition, an emergency antenna or a hand-held VHF radio. If the VHF is not capable of receiving weather bulletins, an additional radio capable of receiving weather transmissions shall be carried.
It is recommended that the 25 watt VHF radio;
- Has a wired or wireless microphone in the cockpit
 - Is DSC capable
 - Is linked to the GPS
 - Is programmed with MMSI assigned to it
- 7.7 Binoculars suitable for marine use.
- 7.8 Current charts, either electronic or paper.
If electronic, a backup paper set is required, whether current or not.
- 7.9 A current copy of Transport Canada's *Safe Boating* Guide.
- 7.10 A current copy of *The Racing Rules of Sailing* (RRS).
- 7.11 A current copy of the *LOSHRS Sailing Instructions*.

8. GROUND TACKLE

- 8.1 At least one anchor appropriate for the size of the sailboat with a minimum of 200 ft. of anchor rode, rigged for immediate use, and easily accessible. It is recommended that the bitter end of the anchor rode be strongly attached to the sailboat by means of a rope lashing, which can be cut in an emergency.

9. LIFE SAVING EQUIPMENT

- 9.1 *Approved* life jacket or personal floatation device (PFD), with whistle and waterproof light attached.
It is recommended that the PFD be worn at all times while on deck.

It is recommended that a waterproof hand-held VHF radio be securely attached to the life jacket.

- 9.2 Adequate safety harness and tether for each crewmember. It is recommended that this have a three point connection.
- 9.3 *Approved* life-buoy with whistle, waterproof self-activating light, drogue and man-overboard pole. The man-overboard pole shall be permanently extended. It is recommended that it be attached to the life-buoy. This equipment shall be mounted close to the helm position and rigged for instant deployment.
- 9.4 Buoyant heaving line, at least 50 ft. long, carried on deck close to the helm position and ready for use. The bitter end shall be securely attached to the sailboat.
- 9.5 Boarding ladder or other means of re-boarding from the water.

10. EMERGENCY EQUIPMENT

- 10.1 An adequate means of reefing the mainsail by at least 30% of the luff length shall be installed (15% shall suffice if a storm jib, number 4 jib, or roller furling genoa is on board).
- 10.2 A storm jib is recommended. A furling headsail does not qualify as a storm jib. The recommended sail area should not exceed 5% of the height of the fore triangle squared and should have a luff minimum length 65% of the height of the fore triangle. Any storm or heavy-weather jib shall have a luff wire.
- 10.4 Effective emergency steering equipment capable of steering the sailboat. An emergency tiller is required.
- 10.5 A selection of tools including a hack saw or rigging cutter capable of cutting the largest diameter of standing rigging aboard the sailboat, stored in an easily accessible location.
- 10.6 *Approved* distress signals are considered to be a minimum requirement. Distress signals shall be stored in a watertight container in an easily accessible location.

11. MISCELLANEOUS EQUIPMENT

- 11.1 Three waterproof flashlights capable of illuminating the ticklers on the sailboats headsail complete with spare batteries and bulbs, one of these shall have at least a 3” diameter lens. There is no requirement to carry spare bulbs for LED flashlights.
- 11.2 First aid kit and manual.
- 11.3 Radar reflector assembled and mounted.
- 11.4 Blankets, warm clothes, sleeping bag. It is recommended that flotation suits be carried.
- 11.5 *Approved* firefighting equipment.

11.6 A small bag rigged to float (i.e. attached to a fender) containing equipment for use in the event of abandoning ship (dye markers, flares, waterproof VHF, mirror, knife, etc.).

The contents of this equipment list are minimum requirements. It is recommended that all participants are familiar with ISAF Offshore Special Regulations, Category 3 Monohulls which can be found at www.sailing.org/documents/special-regs.php web site.

Please remember to check the www.loshrs.com web site for final versions of the Notice of Race, Sailing Instructions and Equipment Requirements.