

# 2012 GLSS Solo Challenges

## REQUIRED EQUIPMENT AND ITS USE

Go To: [www.solosailors.org](http://www.solosailors.org)

An entrant will be required to carry the following equipment throughout the event and to maintain it in serviceable condition:

- United States Coast Guard Required Equipment.
- Federally required navigation lights per COLREG standards. (See ORC Category 2, Rule 2.03.3).
- Emergency navigation lights and alternate power source. (See ORC Cat. 2, Rule 3.27.4).
- At least one permanently installed manual bilge pump operable with all cockpit seats, hatches and companionways shut. (See ORC Cat. 2, Rule 3.23).
- 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 flotation 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. (See ORC Cat. 2, Rule 4.20). **It is recommended A personal EPIRB worn at all times when on deck, and/or a 406 MHz GPS EPIRB.**
- 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. **It is recommended that the ditch bag contain a handheld VHF radio and flares.** (See ORC Cat. 2, Rule 4.21).
- 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. (See ORC Cat. 2, Rule 3.29.1).
- A masthead mounted VHF radio antenna for the primary VHF marine radio. Radiating element must extend above the top of the main mast. (See ORC Cat. 2, Rule 3.29.1 (b)).
- An emergency VHF antenna, not dependent on the mast being upright, or a handheld VHF radio. (See ORC Cat. 2, Rule 3.29.1 (a)).
- Pyrotechnic signals shall be carried as follows: 4 SOLAS red parachute flares, 4 SOLAS red hand flares, 2 SOLAS orange smoke. The flares to be kept in a readily accessible location. On multihulls, they are to be kept in the crashbox. (See ORC Cat. 2, Rule 4.23.1).
- Properly secured port and starboard jacklines allowing the skipper to travel fore and aft on deck while remaining secured to the yacht. (See ORC Cat. 2, Rule 4.04).
- Safety harness, designed and constructed for offshore sailing, to be worn and securely tethered to the jacklines or yacht at all times when out of the cabin from the time the yacht leaves the dock to start the Challenge until the yacht crosses the finish line. Such safety harness to include **a quick release shackle at the chest**, a personal strobe and whistle. A dual tether with one tether no more than 3-feet in length and one tether no more than 6-feet in length is recommended. (See ORC Cat. 2, Rule 5.02).
- A system using arm and leg motive power for re-boarding the boat in a person overboard situation.
- Radar reflector to be flown at all times from the rigging.
- Proper sail number on all sails larger than a working jib.
- Suitable first aid kit and a first aid manual.
- Two complete sets of appropriate ground tackle.

• **REQUIRED EQUIPMENT AND ITS USE (continued)**

- Cable, bolt cutters **and/or a hacksaw** suitable for severing mast stays and guys in the event of dismasting.
- Appropriate marine navigational charts, **not solely electronic**.
- Knife, in sheath, or if folding, able to be opened with one hand, to be attached to the skipper at all times.
- Soft wood plugs, tapered and of the appropriate size, shall be attached or stowed adjacent to the appropriate fitting for every through-hull opening. (See ORC Category 2, Rule 4.03).
- One sturdy bucket (two gallon) for bailing. (See ORC Category 2, Rule 3.23.5).

**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

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**RECOMMENDED FOR ALL YACHTS, BUT NOT REQUIRED:**

- 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 re-boarding areas.
- Jacklines and/or clip points inside the cockpit allowing the skipper to remain securely attached to the yacht when entering or leaving the companionway. (See ORC Cat 2, Rule 5.02.5)
- A personal EPIRB worn at all times when on deck, and/or a 406 MHz GPS EPIRB.
- AIS transponder identifying the yachts position, course and speed to other craft.
- For those boats on Lake Huron, appropriate identification required for entry into Canada or the USA.