

REQUIRED EQUIPMENT FOR THE 2011 TRANS SUPERIOR CHALLENGE AND ITS USE

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.
- Emergency navigation lights and alternate power source.
- At least one permanently installed manual bilge pump operable with all cockpit seats, hatches and companionways shut.
- 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. It is recommended that the ditch bag contain a handheld VHF radio and flares.
- 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. Radiating element must extend above the top of the main mast.
- An emergency VHF antenna, not dependent on the mast being upright, or a handheld VHF radio.
- Pyrotechnic signals to be carried on all boats shall include: 4 SOLAS red parachute flares, 4 SOLAS red hand flares, 2 SOLAS orange smoke. Flares must be within the manufacturer's service period and be kept in a readily accessible location. On multihulls, they are to be kept in the crashbox.
- Properly secured port and starboard jacklines allowing the skipper to travel fore and aft on deck while remaining secured to the yacht.
- 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 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.
- 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.
- 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.
- Softwood plugs, tapered and of the appropriate size, shall be attached or stowed adjacent to the appropriate fitting for every through-hull opening.

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:
 1. Handheld radio
 2. All flares
 3. Cutting tools
 4. GPS EPIRB

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.
- 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.