4.14 Pyrotechnic Signals conforming to SOLAS Regulations Chapter III, Visual Signals, and not more than 6 years old stowed in waterproof container(s):

- Red hand flares – SOLAS Reg. 36 Quantity 4
- White hand flares - SOLAS Reg. 36 Quantity 4
- Orange smoke flares – SOLAS Reg. 37 Quantity 2

4.15 Heaving line, minimum 15 m – 25 m (50 ft - 75 ft), minimum 6mm (¼") diameter, floating, UV – inhibited and readily accessible to the cockpit.

4.16 Storm and Heavy Weather Sails

The following specifications for mandatory sails give maximum areas; smaller areas are recommended and may well suit some yachts. Sheeting positions on deck shall be provided for these sails.
(a) One heavy-weather jib (or heavy weather sail in a yacht with no forestay) of LP not greater than 100% and without reef points.
(b) Any storm or heavy-weather jib if designed for a seastay or luff-groove device shall have an alternative method of attachment to the stay.
(c) Either a storm trysail or mainsail reefing to reduce the luff by at least 40% is recommended.

SECTION 5.0 PERSONAL EQUIPMENT

5.1 Lifejackets, one Coast guard approved Type III, for each crewmember. Each lifejacket shall have a whistle and shall be fitted with marine grade retro-reflective material. (See item 4.12.)

5.2 It is recommended that adequate safety harnesses be available and onboard for each crewmember.

[1/21/2000 Board Meeting]

Off Soundings Club Minimum Equipment and Accommodations Standards

SECTION 1.0 PURPOSE

1.1 It is the purpose of this document to establish uniform Minimum Equipment and Accommodation Standards requirements for yachts racing in the Off Soundings events.

1.2 These requirements do not replace, but rather supplement, the requirements of the USCG, the Racing Rules and the Class Associations and the PHRF Rating Systems.

SECTION 2.0 GENERAL REQUIREMENTS

2.1 The Off Soundings race series will be raced under Category 4 as modified herein.

2.2 A yacht may be inspected at any time. If she does not comply with these Minimum Equipment Standards her entry may be rejected, or she may be liable to disqualification or other such penalty as may be prescribed by the protest committee.

SECTION 3.0 STRUCTURAL FEATURES, STABILITY and FIXED EQUIPMENT

3.1 General. Yachts shall be strongly built, watertight, be fully sea worthy and must meet the standards set herein.

3.2 Watertight Integrity of a Hull. A hull, including, deck, coach roof, windows, hatches and all other parts, shall form an integral, essentially watertight unit and any openings in it shall be capable of being immediately secured to maintain this integrity. Centerboard and daggerboard trunks shall not open into the interior of a hull.

3.3 Hatches and Companionways. No hatch forward of the maximum beam station shall open inwards excepting ports having an area less than 0.071 m2 (110 sq. in.). Hatches shall be so arranged as to be above the water when the hull is heeled 90 degrees. All hatches shall be permanently fitted so that they can be closed immediately and will remain shut in a 180 degree capsize.

Companionways, if extended below the sheerline, shall be capable of being blocked off up to the level of the local sheerline while still affording access to the interior of the hull. All blocking arrangements (e.g. washboards) shall be capable of being secured in position with the hatch open or shut and shall be secured to the yacht (e.g. by lanyard) to prevent their being lost overboard.

3.4 Cockpits

(a) Cockpits General.

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 essentially watertight, that is, all openings to the hull must be capable of being strongly and rigidly secured. Every cockpit sole must be at least 2% LOA above the LWL. Every bow, lateral, central or stern well will be considered as a cockpit for the purposes of this requirement.

(b) Cockpits Opening Aft to the Sea.

The lower edge of the companionway shall not be below main deck level at the local sheer line. Openings aft shall have an area that is equal to or greater than 50% maximum cockpit depth times maximum cockpit width.

(c) Cockpit Volume.

The total volume of all cockpits below the lowest coaming shall not exceed 9% LWL times maximum beam times Freeboard abreast the cockpit. In a cockpit opening aft to the sea, the above limitations on volume do not apply except to any volume of the cockpit which may be below the lowest coaming.

(d) Cockpit Drains.

Cockpit drains shall not be connected to bilge pump outlet pipes. Cockpit drains shall be readily accessible for cleaning. They shall be not less in combined area (after allowance for screens) than the equivalent of four x 20 mm (0.75-inch) diameter drains if LOA is 28.0 ft. or greater. For yachts less than 28.0 ft. the equivalent area of two x 25mm (1.0-inch) diameter drains is required.

3.5 Sea Cocks and Valves.

Sea cocks or valves shall be fitted on all through-hull openings below the LWL except for integral deck scuppers, shaft log, speed indicators, depth finders and the like. However, a means of closing such openings shall be provided.

4.7 Radar Reflector

The radar reflector shall have a minimum documented "equivalent echoing area" of 6-sq. m. (64.8 sq. ft.). Octahedral reflectors shall have a minimum diameter of 300mm (12 in).

4.8 Echo Sounder or Lead line.

4.9 Emergency Steering. Crews must be aware of alternative methods of steering the yacht in any sea condition in the event of rudder loss. It is recommended that at least one method be proven to work on board the yacht.

4.10 Tools and spare parts, including adequate means to disconnect or sever the standing rigging from the hull in case of need.

4.11 The Yacht's Name shall be affixed to miscellaneous buoyant equipment, such as lifejackets, oars, cushions, lifebuoys and lifeslings etc.

4.12 Marine Grade Retro-Reflective Material shall be fitted to the lifebuoys, lifeslings and lifejackets.

4.13 Lifebuoys

(a) Lifebuoy with a drogue OR Lifesling (without a drogue) equipped with a self-igniting light within easy reach of the helmsman and ready for instant use. The Lifebuoy must be inherently buoyant.
(b) Every inflatable Lifebuoy shall be tested at intervals in accordance with its manufacturer's instructions.
(c) Every Lifebuoy and Lifesling shall be fitted with marine grade retro-reflective material. (See item 4.12.)

3.16 Compass, marine type, properly installed and adjusted.

3.17 Navigation lights, are to be shown as required by the COLREGS, mounted so that they will not be masked by sails or the heeling of the yacht.

3.18 Halyards. No mast shall have less than two halyards each capable of hoisting a sail.

3.19 MARINE RADIO. A multi-channel VHF marine radio capable of two-way communications with the race committee and capable of receiving weather bulletins shall be carried. It is recommended that the VHF radio be waterproof.

3.20 A GPS position fixing device is recommended.

SECTION 4.0 PORTABLE EQUIPMENT & SUPPLIES

4.1 At least two fire extinguishers, readily accessible and in suitable and different parts of the yacht shall be carried.

4.2 One anchor and rode suitable for the size of the yacht.

4.3 Appropriate charts shall be aboard.

4.4 Flashlight, watertight, with spare batteries and bulb.

4.5. First aid kit and manual that reflects the likely conditions during the race and the number of people aboard.

4.6 Foghorn.

3.6 Softwood plugs, tapered and of various sizes, shall be attached to or stowed adjacent to the appropriate fittings.

3.7 Sheet Winches. Sheet winches shall be mounted in such a way that an operator is not required to be substantially below deck.

3.8 Mast Step. It is recommended that the heel of a keel-stepped mast be securely fastened to the mast step or adjoining structure.

3.9 Lifelines. Stanchions, and Pulpits

(a) Fixed bow pulpit (forward of headstay) and stern pulpit shall be fitted (unless lifelines are arranged as to adequately substitute for a stern pulpit).

(b) Upper rails of pulpits shall be at no less height above the working deck than the upper lifelines. Upper rails in bow pulpits shall be securely shut while racing.

(c) Lifelines shall be effectively continuous around the working deck but may be substituted by appropriate horizontal rails in pulpits. Lifelines need not be fixed to the bow pulpit if they terminate at, or pass through, adequately braced stanchions set inside and overlapping the bow pulpit, provided that the gap between the upper lifeline and the bow pulpit does not exceed 150 mm (6 in.).

(d) Lifelines shall be permanently supported at intervals of not more than 2.13 m (7 ft.) and shall not pass outboard of supporting stanchions.

(e) Support struts and terminals aft are allowed provided the complete lifeline enclosure is supported by stanchions and pulpit bases within the working deck. Lifeline terminals and support struts may be fixed to the hull aft of the working deck.

(f) Lifelines shall be taut.

As a guide, when a deflecting force of 50 N (5.1 kgf, 11.2 lbf) is applied to the lifeline midway between supports, the lifeline should not deflect more than 50 mm (2 in).

(g) Lifelines and Vertical Openings.

A yacht of 8.5 m (28.0 ft.) LOA and above shall have a taut double lifeline at a height of no less than 600 mm (24 in) above the working deck. No vertical opening shall exceed 380 mm (15 in). A yacht less than 8.5m (28.0 ft) LOA shall have at least a taut single lifeline, at a height of no less than 450 mm (18 in) above the working deck. No vertical opening shall exceed 560 mm (22in). When an intermediate lifeline is fitted, no vertical opening shall exceed 380 mm (15 in). On all yachts with intermediate lifelines, the intermediate line shall be not less than 230 mm (9 in) above the working deck and shall be of the same construction and general arrangements as required for the upper.

(h) Lifeline Materials.

All lifelines shall be stranded stainless steel wire, minimum diameter of 3 mm (1/8") for yachts under 8.5m (28.0 ft) LOA, 4 mm (5/32") for yachts 8.5m (28.0 ft) to 13.1m (43.0 ft) LOA, or 5 mm (3/16") for yachts over13.1m (43.0 ft) LOA.

(i) Synthetic Rope

A taught lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm (4 in). All wire, fittings, anchor point fixtures and lanyards shall comprise a lifelines enclosure system which has at all points at least the breaking strength of the required lifeline wire. It is recommended that synthetic rope used in such a fashion be replaced annually.

(j) Stanchions and Pulpits

Stanchions and Pulpits shall be securely attached.

3.10 Toilet, securely installed, or fitted bucket.

3.11 Bunks securely installed.

3.12 Galley facilities securely installed.

3.13 Hand Holds. Adequate handholds shall be fitted below deck so that crewmembers may move about safely at sea.

3.14 Bilge Pumps and Buckets

(a) No bilge pump may discharge into a cockpit unless that cockpit opens aft to the sea. Bilge pumps shall not be connected to cockpit drains.

(b) One manual bilge pump shall be fitted.

(c) Unless permanently fitted, each bilge pump handle shall be provided with a lanyard or catch or similar device to prevent accidental loss.

(d) Two buckets of stout construction, each of at least 9 liters (2.4 US gallons) capacity shall be carried. Each bucket to have a lanyard.

3.15 Engine and Fuel

(a) 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 adequately protected from the effects of heavy weather.

(b) When an electric starter is the only provision for starting the engine, a spare battery shall be carried, the primary purpose of which is to start the engine.

(c) Engine Fuel and Tankage. Each yacht fitted with a permanently installed propulsion engine shall carry a minimum amount of fuel in a permanently installed fuel tank.

(d) Fuel tanks shall be provided with shutoff valves.