



2015 New England SOLO/TWIN Championships

REQUIRED SAFETY EQUIPMENT

Return this completed form to the Event Organizers

The following items are required equipment based on ORC Regulations for Category 3 offshore events, and must be carried during the New England SOLO/TWIN. Items on this sheet should be assembled and stowed in their proper place on board your vessel.

Entrants should be prepared to show any and all required equipment to race committee officials, and demonstrate procedures for proper use should a random spot safety check of any vessel be mandated by the Race Organizers — either prior to or at any point after the race. The Event Organizers will not take it on faith that any incomplete or unchecked items will be aboard prior to the start; the entrants' signatures attest to compliance to entry requirements at the time this form is signed, dated, and relinquished to the Event Organizers.

Check off each item on the following list and sign the bottom. Signatures for BOTH double-handed entrants are required; as co-skippers, both crew members are responsible for knowing what equipment is on board and its proper use. **This form, completed and signed, must be submitted to the Event Organizers by no later than 2000 hours on Thursday, the day before the start. Failure to do so will disqualify entrants from starting.**

___ Each SOLO yacht must have a system for self-steering. Self-steering devices will be allowed on TWIN yachts.

___ Each yacht must carry a VHF marine radiotelephone. Channels 16 and 72 required for race communication must be operational.

___ Carrying a self-inflating liferaft is strongly recommended but not required. Each crewmember is required to have on board a Type-One USCG-approved life jacket - fitted with reflective tape, attached personal overboard light and whistle. (NOTE: Survival gear for the life raft should include an "abandon ship kit" with water, food, knife, flares, flashlights, extra batteries, first-aid kit, etc.).

___ Each yacht must have jack wires, running from near the cockpit to the foredeck, so that the crew can move from the yacht's stern to forestay without disconnecting a safety harness.

___ A safety harness must be worn and attached to the yacht from the time the yacht leaves the dock or mooring before the start, until it is secured after finishing, except when crew members are below decks.

___ Visual distress signals must include two orange smoke signals and six red meteor or parachute flares. Three white flares or a powerful flashlight or spotlight independent of the yacht's electrical system must also be carried.

___ The yacht must have a system for re-boarding, such as looped lines or a ladder, in place at all times.

___ A radar reflector must be in place at least six feet above decks at all times.

___ Proper sail numbers must be displayed on the mainsail, spinnakers, and all headsails larger than a working jib. In the event of duplicate sail numbers, the later entry will be required to change.

___ A man-overboard pole and associated equipment are required for TWIN yachts, but are not required for SOLO yachts.

___ Yachts must fly International Code Pennant from the backstay (or similar position) to indicate which class that they are participants in; one, two, three, etc.

___ Each yacht shall carry suitable anchor(s) and cable(s) and adequate rode.

___ Each yacht shall carry softwood plugs of suitable size for emergency closure of through-hull fittings.

___ There shall be companionway blocking arrangements (washboards, hatchboards, etc.) capable of being secured in position with the hatch open or shut and secured to the yacht to prevent their being lost overboard.

___ Each yacht shall have an effective method of reefing the mainsail and a headsail suitable for use in heavy weather.

___ Each yacht should have aboard suitable charts, navigational equipment, compass, and a copy of all sailing instructions.

___ Each yacht is required to have working navigational lights.

___ Each yacht shall carry two (2) waterproof flashlights.

___ Each yacht shall have a manual bilge pump.

STATEMENT OF COMPLIANCE TO SAFETY EQUIPMENT REQUIREMENTS

The undersigned hereby acknowledge and verify that the aforementioned safety equipment is on board the vessel named below, and that said equipment is indeed on board, in position and operational, as of the date shown below.

Co-Entrant's Signature

Co-Entrant's Signature

Yacht's Name (PLEASE PRINT)

Co-Entrant's Name (PLEASE PRINT)

Co-Entrant's Name (PLEASE PRINT)

Date of Compliance

**Newport Yacht Club
110 Long Wharf
Newport, RI 02840**