SPECIAL REGULATIONS - Extract for Race Category 4 Multihulls

b) First Aid at Sea, by Douglas Justins and Colin Berry, published by Adlard Coles Nautical,London
c) Le Guide de la medecine a distance, by Docteur J Y Chauve, published by Distance Assistance BP33 F-La Baule, cedex, France. An english translation may be available.
4.08.2 A First Aid Kit shall be provided
4.08.3 The contents and storage of the First Aid Kit should reflect the guidelines of the Manual carried, the likely conditions and duration of the passage, and the number of people aboard the yacht.
4.08.4 At least one member of the crew shall be familiar with First Aid procedures, hypothermia and relevant communications systems (see OSR 6.02.7, 6.03.3, 6.03.4)

4.09 Foghorn
A foghorn shall be provided

4.10 Radar Reflector
4.10.1 A passive Radar Reflector (that is, a Radar Reflector without any power) shall be provided.
a) If a radar reflector is octahedral it must have a minimum diagonal measurement of 456 mm (18in), or if not octahedral must have a documented RCS (radar cross-section) of not less than 10 m2. The minimum effective height above water is 4.0 m (13 ft).
b) The passive and active devices referred to in these notes and in 4.10.1 and 4.10.2 above are primarily intended for use in the X (9GHz) band
4.10.2 The most effective radar response from a yacht may be provided by an RTE (Radar Target Enhancer) which may be on board in addition to the required passive reflector. An RTE should conform to Recommendation ITU-R 1176. An RTE is strongly recommended.
b) The display of a passive reflector or the operation of an RTE is for the person in charge to decide according to prevailing conditions.
4.10.3 A passive reflector in compliance with revised ISO 8729 (revision in progress at 1/06) offers improved performance over earlier models and has a size typified by a cylinder of not more than weight 5kg, height 750mm and dia 300mm. When revised ISO 8729 is published the Special Regulations regarding radar reflectors will be reviewed and may be changed.
4.10.4 S (3GHz) band radar is often used by ships to complement X (9GHz) band radar. On S (3GHz) band a conventional reflector or RTE offers about 1/10 the response obtained on the X (9GHz) band.
4.10.5 Yachts are reminded that no reflector, active or passive, is a guarantee of detection or tracking by a vessel using radar.

4.11 Navigation Equipment
4.11.1 Charts
Navigational charts (not solely electronic), light list and chart plotting equipment shall be provided

4.12 Safety Equipment Location Chart
A safety equipment location chart in durable waterproof material shall be displayed in the main accommodation where it can best be seen, clearly marked with the location of principal items of safety equipment.

4.13 Echo sounder or lead line.
4.13.1 An echo sounder or lead line shall be provided

4.16 Tools and spare parts
Tools and spare parts, including effective means to quickly disconnect or sever the standing rigging from the hull shall be provided.

4.17 Yacht's name
Yacht's name shall be on miscellaneous buoyant equipment, such as lifejackets, cushions, lifebuoys, lifeslings, grab bags etc.

4.18 Marine grade retro-reflective material
Marine grade retro-reflective material shall be fitted to lifebuoys, lifeslings, liferafts and lifejackets. See Special Regulation OSR's 5.04, 5.08.

4.21.1 Grab Bag or emergency container for multihulls without liferafts
a) A multihull without a liferaft shall have, readily accessible whether or not the yacht is inverted, either a watertight compartment or a grab bag with the following minimum contents. A grab bag shall have inherent flotation, at least 330mm square area of fluorescent orange colour on the outside, shall be marked with the name of the yacht, and shall have a lanyard and clip.
b) Note: it is not required to duplicate items below which are already required by Special Regulations to be on board - this regulation covers only the stowage of those items:-
c) a watertight hand-held marine VHF transceiver plus a spare set of batteries
d) a watertight flashlight with spare batteries and bulb
e) 2 red parachute and 3 red hand flares
f) a watertight strobe light with spare batteries
g) a knife

4.22 Lifebuoys
4.22.1 The following shall be provided within reach of the helmsman and ready for instant use:
a) a lifebuoy with a self-igniting light and a drogue or a Lifesling with a selfigniting light and without a drogue.
4.22.3 Each inflatable lifebuoy and any automatic device (eg pole and flag extended by compressed gas) shall be tested and serviced at intervals in accordance with its manufacturer's instructions.
4.22.4 Each lifebuoy or lifesling shall be fitted with marine grade retro-reflective material (4.18).

4.23 Pyrotechnic signals
4.23.1 Pyrotechnic signals shall be provided conforming to SOLAS LSA Code Chapter III Visual Signals and not older than the stamped expiry date (if any) or if no expiry date stamped, not older than 4 years.

Table 13

Red parachute flares LSA 111 3.1	Red hand flares LSA 111 3.2	White hand flares	Orange smoke LSA 111 3.3	Race category
2	4	4	2	Mu4

**Specifications of white flares (except colour and candela rating) should comply with the LSA Code Chapter III 3.2*

4.24 Heaving Line
a) A heaving line shall be provided 15 m - 25 m (50 ft - 75 ft) length readily accessible to cockpit.
b) The "throwing sock" type is recommended - see Appendix D

4.25 Cockpit Knife
A strong, sharp knife, sheathed and securely restrained shall be provided readily accessible from the deck or a cockpit.

4.26 Storm & Heavy Weather Sails
4.26.1 Design
a) It is strongly recommended that owners consult their designer and sailmaker to decide the most effective size for storm and heavy weather sails. The purpose of these sails is to provide safe propulsion for the yacht in severe weather - they are not intended as part of the racing inventory. The areas below are maxima. Smaller areas are likely to suit some yachts according to their stability and other characteristics.