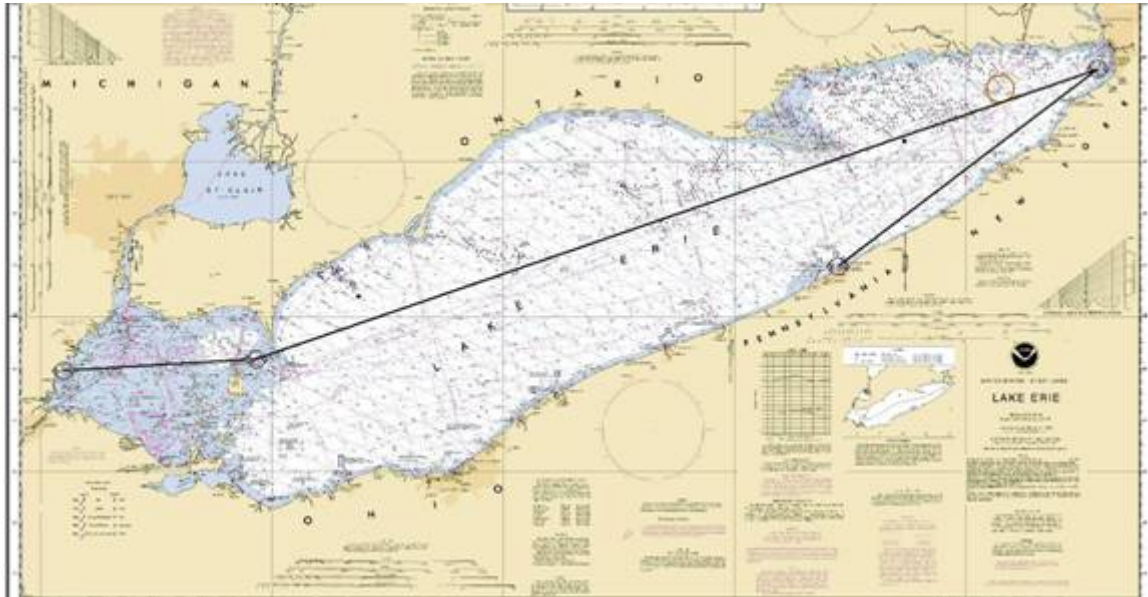


GREAT LAKES SINGLEHANDED SOCIETY

2009 LAKE ERIE SOLO CHALLENGE



NOTICE AND CONDITIONS OF RACE

1. MANAGEMENT

The Great Lakes Singlehanded Society (GLSS) is the organizing authority of the 2009 Lake Erie Solo Challenge. The Challenge shall be under the management of the Great Lakes Singlehanded Society Race Committee, who shall have full authority in interpreting the rules and conditions for this event, directing the race management, establishing the event and establishing the Protest Committee for hearing protests.

The Race Committee has the right to reject any entry of any boat for any reason at any time before the start of the Challenge.

The fleet will be divided into divisions or classes according to rating/handicap and other factors at the discretion of the Race Committee.

The Challenge will start on Saturday, August 29, 2009.

2. RULES

The Challenge shall be governed by the following (except as changed by the Sailing Instructions):

- 2.1 The current Racing Rules of Sailing (RRS) 2006-2009 and the prescriptions of the United States Sailing Association (US SAILING).
- 2.2 This Notice and Conditions of Race.
- 2.3 The Sailing Instructions and any amendments.
- 2.4 RRS Amendments
 - 2.4.1 **Rule 26** Races will be started as stated in the Sailing Instructions.
 - 2.4.2 **Rule 29.1** Individual recall RRS 29.1 will apply and include as follows: The Race Committee will make an effort to hail the sail number of each boat on the course side at its starting signal on VHF Channel 72. Boats on the course side at the start shall comply with RRS 29.1 and as follows: In lieu of disqualification, a 30 minute penalty plus the time started early shall be assessed for those boats failing to sail completely to the pre-start side of the line before starting.

- 2.4.3 **Rule 41** The outside help rule will apply and include the following: A boat may anchor or tie to a dock. During the Challenge, including when a boat is anchored or moored, the following is specifically prohibited:
- A. Any prearranged transmissions for the advantage of individual Skippers.
 - B. Communications with non-participants for the purpose of a position fix.
 - C. Outside physical assistance.
 - D. Materials, equipment, or supplies of any sort shall not be taken aboard the boat.
 - E. No materials shall leave the boat except those that accidentally fall overboard or are supplied to others in distress.
- If a Skipper feels that it is necessary to pull out of the Challenge temporarily, he/she shall attempt to continue to be as self-sufficient as he/she would if he were still on the course and remain on his/her boat except to attend to docking.
- 2.4.4 **Rule 42** The propulsion Rule 42 will apply, except the following:
- A. A boat that has not yet started may use engine propulsion to proceed to no closer than one quarter mile from the starting area after the preparatory signal for its class.
 - B. Engine propulsion may be used to avoid a collision with commercial traffic providing that such usage does not advance the boat's position from its original position just prior to the hazardous incident.
 - C. A boat may temporarily pull out of the Challenge. In order to safely enter or leave a harbor, motoring from a minimum safe distance for the conditions is acceptable. Any motoring that would be necessary must not improve the Skipper's position.
 - D. An engine may be used for generating electrical power provided that such use does not advance the boat's position.
 - E. All uses of the engine for propulsion must be logged and reported to the Race Committee when registering after the Challenge.
- 2.5 The International Regulations for Preventing Collisions at Sea.
- 2.6 U.S. Coast Guard Rules and Regulations.
- 2.7 Performance Handicap Racing Fleet (PHRF) & Great Lakes Multihull Racing Association (GLMRA) rules, as administered by the Race Committee. **A PHRF or GLMRA certificate issued within the last 3 years must be presented to avoid a 6 second per mile penalty. No PHRF or GLMRA roller furling credits will be accepted.**
- 2.8 A participant in this event holds the Great Lakes Singlehanded Society, the Race Committee and any committee and agent, director and officer harmless from liability for personal injury and property damage. A participant acknowledges that sailing is a hazardous activity and assumes the risks associated with the activity.
- 2.9 As used in this Notice and Conditions of Race and the Sailing Instructions, the term "Skipper" means the person who is designated on the Entry Form as "Skipper" and who is in charge of the boat whether the owner or not.
- 2.10 The safety of the boat is the sole and inescapable responsibility of the Skipper. The Skipper must be satisfied with the soundness of the hull, spars, rigging, sails and gear and must insure that all equipment is properly maintained and stowed. The establishment of equipment or safety requirements does not limit or reduce the complete and unlimited responsibility of the Skipper.
- 2.11 The Great Lakes Singlehanded Society requires that all Skippers shall wear a safety harness designed and constructed for offshore sailing. The harness must be worn and properly secured to the yacht at all times when out of the cabin from the time the boat leaves the dock to start the Challenge until the boat docks after the finish of the Challenge.
- 2.12 The use of **powered winches and powered winch drivers** is permitted.

3. **QUALIFICATION** Visit the GLSS website (<http://www.solosailor.org>) for more information:

An entrant must be 18 years of age or older and must have at least 1000 miles of sailing experience on a body of water equal to or greater than the magnitude of the Great Lakes.

GLSS members have already met this requirement.

Other entrants must submit a completed GLSS Sailing Experience Resume Form (See the GLSS website) showing that they meet these qualification requirements.

In addition, new entrants must document that they have made at least one nonstop singlehanded passage **under sail** on the boat being entered in the Challenge. This passage must cover a distance of **no less than** 100 statute miles and require a passage time of **no less than** 24 hours. If a different boat is used for the solo qualification passage, a complete description of the type of boat is to be provided for GLSS Director consideration for approval.

4. **ELIGIBILITY OF YACHTS**

The Challenge is open to single hulled self-righting boats with permanent cruising accommodations, or multihulled boats with permanent cruising accommodations. Cruising accommodations consist of a marine toilet legal for Great Lake waters, a permanently installed bunk, and a galley facility. It is not the Society's desire to exclude boats solely on the grounds of unconventional design but Skippers contemplating an extreme design would be well advised to provide the Race Committee with particulars of the boat at an early stage to avoid later disappointment. The overall length limits are 25 feet minimum and 50 feet maximum. Boats exceeding either of these parameters may be considered for acceptance into the Challenge by the Race Committee.

The safety of the boat and the Skipper is the sole responsibility of the owner or Skipper who must insure that the boat is fully sound, thoroughly seaworthy and that the Skipper is physically and mentally prepared for the Challenge.

5. **ENTRY**

The Race Committee must receive the following items prior to the Challenge.

- a. Completed Entry Form, pages 1 and 2.
- b. Entry fee of **\$230 - (\$200 for current dues paid GLSS members)** in U.S. funds payable to the GLSS. A late entry fee of \$50 in U.S. funds will be required for an entry received after **August 1st, 2009**. No entries will be accepted after August 27th.
- c. Evidence of liability insurance to cover this event.
- d. Life raft inspection certificate.
- e. Anti-Exposure suit certificate dated and signed. (for multihulls only)
- f. A copy of the boat's current PHRF or GLMRA rating certificate or one issued within the last 3 years, if available. If a current applicable rating certificate is not available, fill out the appropriate information on the Entry Form, page 2.
- g. The completed GLSS Sailing Experience Resume form (new entrants only).
- h. GLSS Documentation of Solo Passage (new entrants only) form which must be submitted by August 25th, 2009.

6. REQUIRED EQUIPMENT AND ITS USE

An entrant will be **required** to carry the following equipment throughout the event, and to maintain it in serviceable condition (**items in boldface are new requirements for 2009**):

- United States Coast Guard required equipment.
- Federal required navigation lights per COLREG standards.
- 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 is to be stored, to be accessible when boat inverted.
- A floating, watertight bag or container containing self-selected survival equipment, to be kept readily accessible. Optional on multihulls due to crashbox compartment and its contents.
- 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.
- The primary VHF marine-telephone must use a masthead antenna. **The radiating element must extend above the top of the main mast.**
- Pyrotechnic signals shall be carried as follows: 4 SOLAS red parachute flares, 4 SOLAS red hand flares, 2 SOLAS orange smoke. On multihulls, they are to be kept in the crashbox.
- Safety harness, designed and constructed for offshore sailing, to be worn and secured to the yacht at all times when out of the cabin from the time the yacht leaves the dock to start the Challenge until the yacht docks after finishing the Challenge.
- A system for going fore and aft without detaching the safety harness from the boat.
- A system using arm and leg motive power for reboarding the boat in a person overboard situation without detaching the safety harness from the boat.
- Personal size strobe light to be attached to the skipper at all times.
- Signal mirror. **Must be designed as a signal mirror, larger than 2"x3", with a retro-reflective sight, and printed instructions on the back.**
- Radar reflector to be flown at all times from the rigging.
- Proper sail number on all sails larger than a working jib.
- Sail numbers, equivalent in size to those on the sails are to be carried on the vessel. To be displayed when not underway or when the sails are furled.
- First-aid kit and manual.
- Two complete sets of appropriate ground tackle.
- Emergency navigation lights and alternate power source.
- Soft wood plugs, tapered and of the appropriate size, shall be attached or stowed adjacent to the appropriate fitting for every through-hull opening.
- One sturdy bucket (two gallon) with six foot lanyard suitable for bailing.
- Cable or bolt cutters and a hacksaw, suitable for severing mast stays and guys in a dismasting.
- Emergency VHF antenna or a handheld VHF radio.
- Appropriate marine charts (Minimum recommended inventory should include NOAA Charts Numbers 14820, 14830, 14835, 14838).
- Knife, in sheath, or if folding, can be opened with one hand. To be attached to the skipper at all times.

Additional multihull requirements:

- A through hull “crash box” compartment or, as an 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
 - **Signal mirror**

Recommended for all yachts, but not required:

- The fore-and-aft system shall consist of 1 or more jacklines. Each jackline shall be secured to the yacht at the jacklines 2 ends. Each jackline should run as near to the center of the boat as feasible given varieties of design and suitable attachment points, and be under sufficient tension to minimize deflection should the skipper lose his/her balance or be thrown laterally.
- 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 reboarding areas.
- Harness to have 2 tethers. Primary tether to be about 6 ft, to facilitate movement about the vessel, and secondary tether to be about 3 ft, to be used for working on deck as appropriate, reclipping to a non-continuous jackline, or clipping to another jackline rigged externally of the lifelines, should a skipper inadvertently become overboard.

7. REGISTRATION AND SKIPPERS’ MEETING

A **Mandatory Skippers’ Meeting** and weather briefing will be held in conjunction with a final registration at the North Cape Yacht Club. Check-in will begin at 1700 hours on **Friday August 28th, 2009**, with the Skippers’ Meeting commencing at 1900 hours.

Documentation of all requirements must be complete at this time. The following must be submitted at or prior to registration:

- a. Updated proof of liability insurance if not already submitted.
- b. Life raft inspection certificate, if not already submitted.
- c. Mandatory equipment checklist, dated and signed.
- d. Anti-Exposure suit certificate, dated and signed. (for multihulls only)

North Cape Yacht Club is located at 11850 Toledo Beach Road, Lasalle, MI, 48145. (734) 242-5081.

8. SAILING INSTRUCTIONS

Sailing Instructions and revisions to these rules will be distributed at the mandatory Skippers’ Meeting.

9. DATE

The start will be on **Saturday, August 29th, 2009**.

10. COURSE

The course will start approximately one half mile outside the harbor at North Cape Yacht Club/Toledo Beach Marina. It then proceeds approximately forty nautical miles (40nm) eastbound thru Pelee Passage, leaving Pelee Island, Ont. to starboard, thence approximately one hundred sixty eight nautical (168nm) miles to Seneca Shoal Light (approximately 42°47.5’, 78°56.0’), R”2”, Fl R4s, near Buffalo, NY. After rounding the lighted buoy, leaving it to starboard, the course proceeds southwesterly approximately sixty three nautical miles (63nm) to the finish mark (approximately 42°09.9’, 80°03.2’), R”2”, Fl R4s, just outside the harbor at Presque Isle Harbor, PA. A vessel will have finished when it has broken the plane of a line drawn through the R”2”, Fl

R4s light and the G”1”, Fl G4s Bell light leaving R”2” to starboard. The course distance is rated at 271 nautical (312 statute) miles.

11. **STRUCTURE OF RACING DIVISIONS**

Boats entered in the event will compete in one of several monohull divisions or multihull divisions.

PHRF ratings will be used for handicapping boat performance within each monohull division. GLMRA ratings will be used for handicapping multihull boat performance.

The Race Committee, at its sole discretion, will assign ratings for this event.

12. **AWARDS**

All skippers who finish the course within these rules and the entry conditions set forth by the GLSS directors will be awarded a commemorative medallion (which may be awarded at the 2009 AGM) acknowledging this achievement.

Flags will be awarded using PHRF or GLMRA time allowances calculated on a time-on-distance basis using a course distance of 271 nautical miles. The GLSS reserves the right to provide additional awards for exceptional passages or seamanship. Flags will be awarded by using the following criteria:

- One or two boats in a division – 1st place.
- Three boats in a division – 1st and 2nd place.
- Four or more boats in a division – 1st, 2nd and 3rd place.

13. **ADDITIONAL INFORMATION, APPLICATIONS, AND DOCUMENTATION**

All interested parties are encouraged to visit the GLSS website at <http://www.solosailor.org> for information, applications, and guidance. Send applications and documentations to the GLSS Lake Erie Solo Challenge Race Chairman at:

Paul Nickerson, Race Chairman
12664 Webster Rd.
Strongsville, OH 44136
(440) 238-9378
Paul@Nicknack.us

Preliminary Schedule of Key Dates and Events

2009

GLSS LAKE ERIE SOLO CHALLENGE

Saturday, August 1 st	APPLICATION DEADLINE
Tuesday, August 25 th	DEADLINE FOR SUBMITTING QUALIFYING SAIL
Friday, August 28 th	<i>NORTH CAPE YACHT CLUB</i> FINAL REGISTRATION AND CHECK-IN (1700-1800) DINNER FOR SKIPPERS AND GUESTS (1800-1900) MANDATORY SKIPPERS MEETING (1900-2000)
Saturday, August 29 th	LAKE ERIE SOLO CHALLENGE STARTS (0900-1000)
Wednesday, September 2 nd	<i>ERIE YACHT CLUB</i> LUNCHEON AND AWARDS FOR SKIPPERS AND GUESTS, (1100-1400)