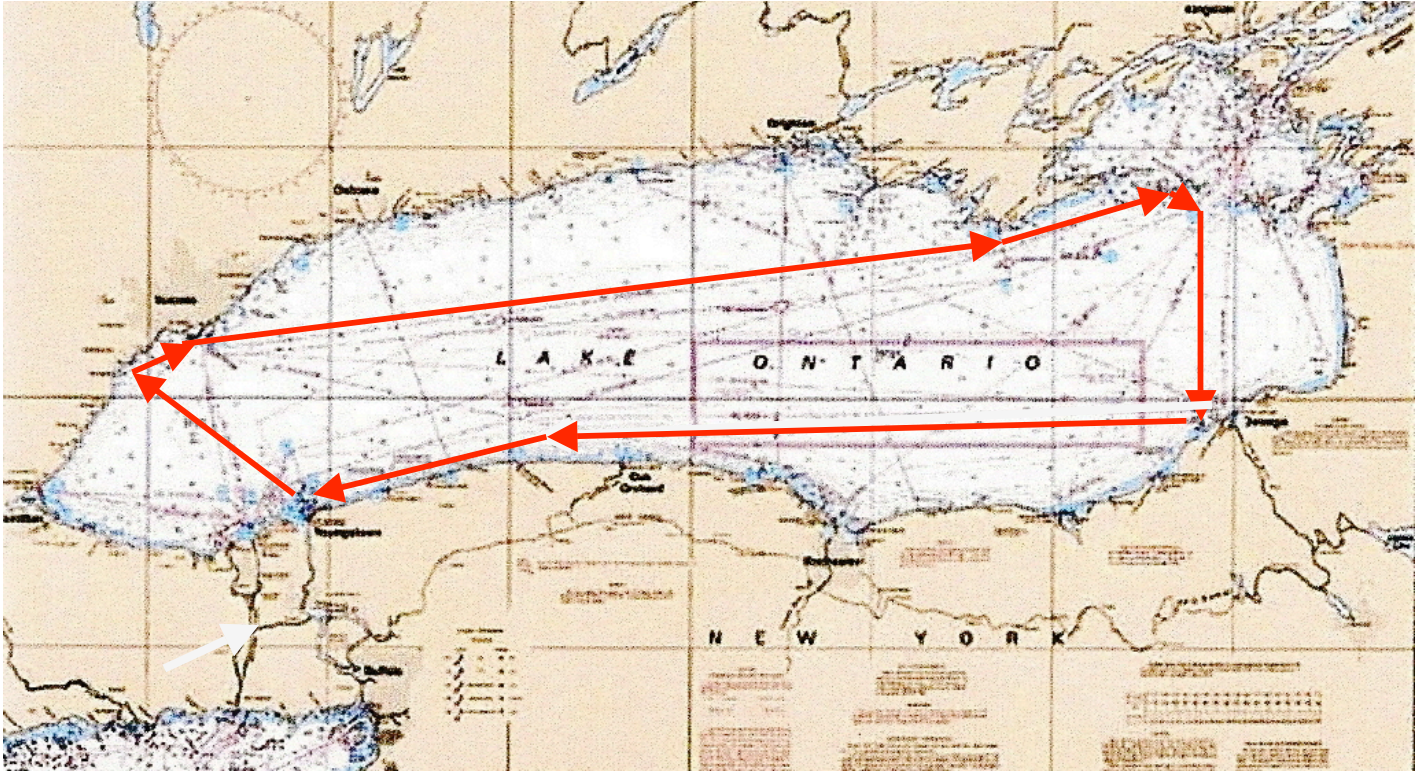


2010 LAKE ONTARIO 300 SOLO CHALLENGE



PRELIMINARY NOTICE AND CONDITIONS OF RACE

1. MANAGEMENT

The Lake Ontario 300 Yacht Race (LO300) is organized by the Lake Ontario 300 Committee under the authority of the Port Credit Yacht Club. The event is offered in partnership with The Great Lakes Singlehanded Society (GLSS). The Challenge shall be under the management of the Lake Ontario 300 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 Lake Ontario 300 Solo Challenge will use the GLSS Notice of Race (NOR) and Sailing Instructions (SI). GLSS will screen entry requests for the class. This Notice of Race applies ONLY to the singlehanded Class of the Lake Ontario 300.

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, July 17th, 2010.

2. RULES

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

- 2.1 The Racing Rules of Sailing 2009-2012 (RRS) and the Canadian Yachting Association Prescriptions.
- 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. Outside physical assistance.
 - B. Materials, equipment, or supplies of any sort shall not be taken aboard the boat.
 - C. 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.
 - D. Each yacht may communicate with any person, competitor, yacht or outside source of information available using any means available throughout the race.
 - 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 Canadian Regulations.
- 2.7 Performance Handicap Racing Fleet (PHRF-LO) & Great Lakes Multihull Racing Association (GLMRA) rules, as administered by the Race Committee. No PHRF or GLMRA roller furling credits will be accepted for the Solo Challenge.
- 2.8 A participant in this event holds the Lake Ontario 300 and the Great Lakes Singlehanded Society, the Race Committees 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.solosailors.org>) and the Lake Ontario 300 website (www.lo300.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. The “Resume of Sailing Experience” must be received by GLSS by Thursday, June 24th.

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. The “Documentation of Solo Passage” must be received by GLSS by Monday July 12th.

4. **ELIGIBILITY OF YACHTS**

Yachts must satisfy the requirements of BOTH the LO300 (Appendix A) and GLSS Gear and Use Requirements. All yachts must be inspected for the required equipment listed in Appendix A. The inspection may be undertaken by a Safety or Flag Officer of the entrant’s Yacht Club, or may be arranged with the LO300 Safety Officer.

The Challenge is open to single hulled self-righting boats with permanent cruising accommodations, or multihull 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 24 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,
- b. Entry fee of **\$225- in Canadian funds** payable to the LO300, AND **\$50- U.S. funds** payable to the GLSS,
- c. Evidence of liability insurance to cover this event,
- d. Life raft inspection certificate, (if required)
- e. Anti-Exposure suit certificate dated and signed (for multihulls only),
- f. A copy of the boat’s current PHRF or GLMRA rating certificate,
- g. The completed GLSS Sailing Experience Resume form (non-GLSS entrants only),
- h. The completed GLSS Documentation of Solo Passage (non-GLSS entrants only).

6. **REQUIRED EQUIPMENT AND ITS USE**

Visit the LO300 website (www.lo300.org) and the GLSS website (www.solosailors.org) for a detailed listing of the required vessel inspection and gear and use requirements.

7. **REGISTRATION AND SKIPPERS' MEETING**

A Mandatory Skippers' Meeting and weather briefing will be held in conjunction with a final registration at the Port Credit Yacht Club. Check-in will begin at 1200 hours on **Friday July 16th, 2010**, with the Skippers' Meeting commencing at 1900 hours. Visit the LO300 website "Event Schedule" for complete information.

Port Credit Yacht Club is located at 115 Lakefront promenade, Mississauga, Ont. L5E 3G6.

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, July 17th, 2009**.

10. **COURSE**

The course, referred to as the "Main Duck Island Course", will be a 300 nautical mile clockwise circumnavigation of Lake Ontario. Starting off Port Credit Yacht Club, then to Gibraltar Point Mark (FIR), then to Main Duck and Yorkshire Islands MM2 red buoy (FIR), then to M9 green buoy (FIG), then to the Ford Shoal Buoy (FIG), then to the red buoy Niagara Mark (FIR), then to the PCYC Turning Mark and the Finish Mark, an inflatable orange tetrahedron mark. All marks of the course shall be taken to starboard. Marks shall be defined in the Sailing Instructions.

11. **RACE TRACKING, POST-RACE REPORTS, AND MANDATORY CALL-INS**

The utilization of transponders to track the fleet is for pleasure purposes only. The use of transponders shall be outlined in the sailing Instructions.

Participants in the singlehanded division may be required to file a call-in log, mark rounding, and propulsion report with the Race Committee upon finishing. These will be described in the Sailing Instructions

12. **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.

13. **AWARDS**

Trophies and/or flags will be awarded to the winning yachts in the class by the Lake Ontario 300 Race Committee. Successful finishers will also be awarded a medallion by GLSS. Successful finishers may also petition GLSS for Membership status.

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

All interested parties are encouraged to visit the GLSS website at (www.solosailors.org) for information, applications, and guidance. Send applications, documentations, and questions to the GLSS Lake Ontario 300 Solo Challenge Coordinator:

Wally McMinn

www.wally400@aol.com

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Applicants are encouraged to submit their sailing Experience and documentation of Solo Passage documentation via email to wally400@aol.com.

Preliminary Schedule of Key Dates and Events

2010

LAKE ONTARIO 300 SOLO CHALLENGE

Thursday, June 24 th	DEADLINE FOR SUBMISSION OF SAILING RESEMUE TO GLSS
Monday, June 30 th	DEADLINE FOR SUBMITTING APLICATION FOR THE LO300 SOLO CHALLENGE
Monday, July 12 th	DEADLINE FOR SUBMISSION OF QUALIFYING SAIL DOCUMENTATION TO GLSS
Friday, July 16 th	PORT CREDIT YACHT CLUB FINAL REGISTRATION AND CHECK-IN OPENS (1200) MANDITORY SKIPPERS MEETING (1900)
Saturday, July 17 th	LAKE ONTARIO 300 SOLO CHALLENGE STARTS (TBD)