

GREAT LAKES SINGLEHANDED SOCIETY

2008

PORT HURON AND CHICAGO TO MACKINAC SOLO CHALLENGES
PORT HURON TO CHICAGO SUPER MAC
CHICAGO TO PORT HURON SUPER MAC
PORT HURON – CHICAGO - PORT HURON SUPER MAC AND BACK
CHICAGO - PORT HURON - CHICAGO SUPER MAC AND BACK

NOTICE AND CONDITIONS OF RACE

1. MANAGEMENT

The Great Lakes Singlehanded Society (GLSS) is the organizing authority of the 2008 Port Huron to Mackinac, the Chicago to Mackinac, the Port Huron to Chicago Super Mac, the Chicago to Port Huron Super Mac, the Port Huron – Chicago - Port Huron Super Mac and Back, and the Chicago-Port Huron - Chicago Super Mac and Back Solo Challenges. These Challenges 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.

These Challenges shall start on June 21, 2008.

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

2. RULES

These Challenges shall be governed by the following (except as changed by the Sailing Instructions):

- 2.1 The current Racing Rules of Sailing (RRS) 2005-2008 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 in individual skippers.
 - B. Communications with non-participants for the purpose of a position fix.

2.4.3 Rule 41 (continued)

C. Outside physical assistance

Materials, equipment or supplies of any sort shall not be taken aboard the boat. 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 shall attempt to continue to be as self-sufficient as he would be if he were still on the course and remain on his boat except to attend to docking.

2.4.4 Rule 42 The propulsion Rule 42 will apply as except the following:

- A. A boat that has not yet started may use engine propulsion to proceed to no closer than two miles 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 The 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 and how it is used. Neither the establishment of equipment or safety requirements in any way limits or reduces 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

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 one of the Great Lakes to participate in either the Port Huron or Chicago to Mackinac Solo Challenge.

To participate in either of the Super Macs or either Super Mac and Back, a skipper must have completed, in a prior year, a GLSS Port Huron to Mackinac, a GLSS Chicago to Mackinac, a Sault Ste. Marie to Duluth Solo Challenge, or a Lake Erie Solo Challenge.

GLSS members have already met this requirement.

Other entrants must document that they have made at least one nonstop singlehanded passage **under sail** on the boat being entered in the Challenge, covering a distance of **no less** than 100 statute miles and requiring 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

These Challenges are 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 Lakes 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 give 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 through 3.
- b. Entry fee of \$250 (\$200 for paid GLSS members) for the Port Huron or Chicago to Mackinac Solo Challenge
- c. Entry fee of \$300 for the Port Huron to Chicago or Chicago to Port Huron Super Mac Solo Challenge
- d. Entry fee of \$300 for the Port Huron-Chicago-Port Huron or Chicago-Port Huron-Chicago Super Mac and Back Solo Challenge
- e. A late entry fee of \$50 will be required for an entry received after June 1, 2008.
- f. All entry fees and late fees shall be in U.S. funds only, and payable to the GLSS.
- g. Evidence of liability insurance to cover this event. An updated copy must be submitted by the Skipper's final registration.

5. ENTRY (continued)

- h. Life raft inspection certificate. A valid certificate must be submitted by the Skipper's final registration.
- i. For multihulls only, a copy of the Mac Challenge Anti-Exposure suit certificate. This must be submitted by the Skipper's final registration.
- j. A copy of the boat's PHRF or GLMRA certificate. A certificate will be valid for these Challenges as long as it has been issued within three years prior to the Challenge, with no modification changes that would affect the rating. If no certificate is available, the Skipper shall be issued the base rating for the starting lake, along with a six (6) second per mile penalty. Please complete the appropriate information on the Entry Form, page 2.
- k. The completed GLSS Sailing Experience Resume form (new entrants only).
- l. GLSS Documentation of Solo Passage form which must be submitted by June 16, 2008 (new entrants only).

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: **(a masthead VHF antenna and flares are new requirements for 2008)**

- 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 shall be stored to be accessible when the boat is inverted.
- A floating, watertight bag or container containing self-selected survival equipment; to be kept readily available. 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.
- **A masthead mounted VHF radio antenna for the primary VHF marine radio-telephone.**
- Emergency VHF antenna or handheld VHF radio.
- **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.
- Radar reflector to be flown at all times from the rigging.

6. **REQUIRED EQUIPMENT (continued)**

- 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 for bailing.
- Cable or bolt cutters and a hacksaw, suitable for severing mast stays and guys in a dismasting.
- Appropriate marine charts.
- Knife, in sheath, or if folding, able to be opened with one hand, to be attached to the skipper at all times.

Additional multihull requirements:

- Through-hull crashbox compartment, or in the 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

Recommended for all yachts, but not required:

- The fore and aft system shall consist of one or more jacklines. Each jackline shall be secured to the yacht at the two ends of the jacklines. Each jackline should run as near to the center of the boat as feasible given the 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 two tethers. Primary tether to be about 6 feet in length, to facilitate movement about the vessel, and secondary tether to be about 3 feet, 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 SKIPPER'S MEETING**

A mandatory Skipper's Meeting and weather briefing will be held in conjunction with a final registration at the Port Huron Yacht Club and the Columbia Yacht Club (Chicago). Check-in will begin at 1700 hours on June 20, 2008 with the Skipper's Meeting commencing at 1800 hours.

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

- a. Updated proof of liability insurance if required.
- b. Life raft inspection certificate if not previously submitted.

7. **REGISTRATION AND SKIPPER'S MEETING (continued)**

- c. Anti-Exposure suit certificate dated and signed (multihulls only).
- d. Mandatory equipment checklist dated and signed.

The Port Huron Yacht Club is located at 212 Quay Street, Port Huron. The Columbia Yacht Club is located at 111 North Lakeshore Dr, Chicago.

8. **SAILING INSTRUCTIONS**

Sailing instructions will be distributed at the mandatory Skipper's Meeting

9. **DATE**

The starts will be on Saturday, June 21, 2008.

10. **COURSE**

Port Huron to Mackinac Start:

The Challenge begins from a starting line approximately four miles NNE of the Bluewater Bridge. The fleet proceeds to a turning buoy approximately one mile west and one half mile north of the breakwater of Goderich, Ontario, thence to a finish line off Mackinac Island. The Goderich mark, Thunder Bay Island and Bois Blanc Island are marks of the course and are to be left to port.

Chicago to Mackinac Start:

The Challenge begins from a starting line off the south end of the outer Chicago harbor breakwall. The fleet proceeds to navigation buoys G7 (Fl G 4s) southeast of Grays Reef Light, left to starboard, and navigational buoy G3 (Fl G 2.5s bell) New Shoal No. 3, left to starboard; then on to a finish line off of Mackinac Island.

Port Huron to Chicago Super Mac:

The first half of the Challenge is identical to the Port Huron to Mackinac. After passing the Huron-Mackinac finish line, the fleet proceeds to navigational buoy "G3" Fl G 2.5s bell New Shoal No. 3, left to port, thence to navigational buoy "G7" Fl G 4s southeast of Grays Reef Light, left to port, and thence to a finish line off the south end of the outer Chicago Harbor breakwall.

Chicago to Port Huron Super Mac:

The first half of the Challenge is identical to the Chicago to Mackinac. After passing the Chicago-Mackinac finish line, the fleet proceeds to a turning buoy approximately one mile west and one half mile north of the breakwater off of Goderich, Ontario, thence to a finish off of Sarnia, Ontario. The Goderich mark, Thunder Bay Island and Bois Blanc Island are marks of the course and are to be left to starboard.

Port Huron-Chicago-Port Huron Super Mac and Back:

The first half of the Challenge is identical to the Port Huron to Chicago. Skippers will leave the Four Mile crib off of Burnham Harbor Chicago (41 deg, 52' 22", 87deg, 32' 45") to port, and thence complete the same course as the Chicago to Port Huron Super Mac to a finish line passing south of a point within ¼ mile east of red can "8" QR 1s approximately 4.2 miles NNE of the Bluewater Bridge.

Chicago-Port Huron-Chicago Super Mac and Back:

The first half of the Challenge is identical to the Chicago to Port Huron. Skippers shall leave red can "8" QR 1s approximately 4.2 miles NNE of the Bluewater Bridge to port, and thence proceed

back to Chicago via the same course as the Port Huron to Chicago, to a finish line between the south end of the Chicago Harbor outer breakwall and the Four Mile Crib.

11. STRUCTURE OF RACING DIVISIONS

Boats entered in the event will compete in 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 performance. The respective certificate must be issued within three years prior to the start, with no modifications to the vessel or sails that would change the rating. A Skipper who wishes to participate in the Challenge without a PHRF/GLMRA certificate will be assigned the base rating for the lake based on supplied information on page two of the Entry Form. A six second/mile penalty will then be imposed to that base rating.

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

12. AWARDS

All Skippers who finish the courses within the allotted time and within these rules and the entry conditions set forth by the GLSS directors will be awarded a commemorative medallion* acknowledging the achievement.

Flags will be awarded using PHRF or GLMRA time allowances calculated on a time-on-distance basis using a course distance of 230 nautical miles for the Port Huron to Mackinac Island Course, 287 nautical miles for the Chicago to Mackinac Island Course, 517 nautical miles for the Port Huron to Chicago Course, or for the Chicago to Port Huron Course; 1034 nautical miles for the Port Huron-Chicago-Port Huron Course, or for the Chicago-Port Huron-Chicago course. Flags will also 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.

***Late entrants may not receive a commemorative medallion.**

The Peter Fisher Memorial Trophy has been established to recognize the outstanding Skipper in the Port Huron to Mackinac event. The basis for achieving this award is based upon performance in this event and past participation in previous Port Huron to Mackinac Solo events.

The President's Challenge Cup will be awarded to the first time challenger with the best corrected time in a monohull boat on each course.

The GLSS reserves the right to provide additional awards for exceptional passage or seamanship.