



**Lake Ontario 300 Challenge Race**  
**Part of**  
**Ontario Sailing Offshore Keelboat IRC & PHRF**  
**Championships**  
**July 10– July 14, 2015**

Lake Ontario Offshore Racing of the Port Credit Yacht Club  
 And

For LO300 Solo Challenge Race  
 Jointly with the Great Lakes Singlehanded Society

**SAILING INSTRUCTIONS**

[www.loor.ca](http://www.loor.ca)

[www.solosailors.org](http://www.solosailors.org)

**The Registration and Race Document Web Site is**  
[www.yachtscoring.com/emenu.cfm?eID=1247](http://www.yachtscoring.com/emenu.cfm?eID=1247)

**With Amendment 1/2015-07-08**

#	Date	Section	
1	2015-07-08	9 Marks	For PCYC and Finish Marks, added that  The Race Committee may post the actual set location on the Official Notice Boards.

# 1 RULES

- 1.1 The race will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.
- 1.2 The prescriptions of Sail Canada will apply for the entire race; including in US waters, see [www.sailing.ca/files/SC\\_Prescrip\\_Arbit\\_2013\\_16.pdf](http://www.sailing.ca/files/SC_Prescrip_Arbit_2013_16.pdf)

Especially note the following Sail Canada Prescription

## **Rule 46 – Person in Charge**

*Sail Canada prescribes that the designated person in charge, if resident in Canada, shall be a member of a club affiliated with Sail Canada.*

- 1.3 **Part 2 of the RRS will be replaced with the Right of Way Rules of the International Regulations for Preventing Collisions at Sea as amended by Transport Canada between 2000hrs and 0600hrs EDT**  
[http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,\\_c.\\_1416/page-4.html](http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/page-4.html)

- 1.4 The Lake Ontario 300 is a Category 3 Event under the ISAF Offshore Special Regulations, The Offshore Special Regulations for Category 3 apply as amended by Sail Canada and the Lake Ontario Offshore Racing as documented in:

*Lake Ontario Offshore Special Regulations for Category 3 Monohulls*

*Lake Ontario Offshore Special Regulations for Category 3 Multihulls*

These are available at the Registration and Race Document Web Site.

- 1.5 Applicable Class Rules

### **Doublehanded & Fully Crewed sailboats racing in**

IRC IRC Rules 2015 Parts A, B and C shall apply and IRC is the Handicap/Measurement Authority

PHRF PHRF- LO Rules shall apply and PHRF-LO is the Handicap/Measurement Authority

Multihull GLMRA Rules shall apply and GLMRA is the Handicap/Measurement Authority

### **Singlehanded sailboats (Solo Challenge) racing in**

Monohull PHRF-LO Rules shall apply and PHRF-LO is the Handicap/Measurement Authority

Multihull GLMRA Multihull Rules shall apply and GLMRA is the Handicap/Measurement Authority

- 1.6 The Lake Ontario 300 Challenge Race is governed by:

*Port Credit Yacht Club Visiting Yacht Policy*, including pre-registration, available under "Additional Event Links" (click on this) on the Registration and Race Document Web Site.

- 1.7 The Racing Rule(s) will be changed as outlined below. The changes will appear in full in the Sailing Instructions. The Sailing Instructions may also change other racing rules.

- 1.7.1 RRS 28.1, RRS 29.1, RRS Appendix A5, and RRS 64.1 (a)

Are modified such that a sailboat that is scored OCS at the start of her class is assessed a thirty minute penalty. A sailboat starting before her Prep may be protested by the Race Committee and the Protest Committee will apply an appropriate elapsed time penalty if the boat is found to have infringed this.

- 1.7.2 RRS 41 Outside Help

“Outside Help” is modified herein to allow all forms of communication. Each sailboat may communicate with any person, competitor, sailboat or outside source of information available using any means available throughout the race.

1.7.3 RRS 42.3 Exceptions

Is extended so an engine may be used for generating electrical power provided that such use does not advance the sailboat's position.

1.7.4 RRS 51 Movable Ballast

Is modified to allow canting keels and water ballast, assuming the applicable class/measurement/handicap rules permit them.

1.7.5 RRS 52 Manual Power

Is modified to allow the use of stored power (electricity) to be used to cant the keel or move water ballast on fully crewed sailboats only.

All movable ballast systems must be capable of manual operation if the powered systems are inoperable

1.7.6 RRS 52 Manual Power

Is modified to allow the use of power auto helm devices.

1.7.7 RRS 60.1 (a)

Breaches of specific Sailing Instructions, as denoted in the Sailing Instructions, will not be grounds for a protest by a sailboat

1.7.8 RRS 62.1

Is modified to allow the Race Committee the ability to announce sailboats subject to RRS 29.1. The failure to hail or the order will not be grounds to request redress.

Is modified to allow the Race Committee the ability to announce a sailboat's successful completion at the finish. The failure to hail or the order will not be grounds to request redress.

1.7.9 RRS 64.1

Is modified that for infringements of the rules other than Part 2, the Protest Committee may award a lesser penalty than DSQ, unless stated otherwise in the Notice of Race or Sailing Instructions.

1.7.10 RRS A4 & A5

Is modified such that sailboat not starting within 90 minutes of her starting signal will be scored DNS.

1.7.11 Changes applicable to only Singlehanded (Solo Challenge):

1.7.11.1 RRS 41

Is modified to add

A boat may anchor or tie to a dock.

During the LO300 Solo Challenge, including when a boat is anchored or moored, the following is specifically prohibited:

(A) Any prearranged transmissions for the advantage of the Person in Charge.

(B) Communications with non-participants for the purpose of a position fix.

(C) Outside physical assistance, an example of which is to free a grounded boat.

(D) Materials, equipment or supplies of any sort shall not be taken aboard the boat.

(E) No materials shall leave the boat except that accidentally fall overboard or are supplied to others in distress.

If a Person in Charge feels that it is necessary to withdraw from the Challenge temporarily, he or she shall attempt to continue to be as self-sufficient as he or she would be if he or she were still on the course and remain on the boat except to attend to docking.

1.7.11.2 RRS 42 Propulsion

Is modified to add

(A) A boat may temporarily withdraw from the Challenge. In order to safely enter or leave a harbour, motoring from a minimum safe distance, a maximum of one (1) NM from the harbour entrance, is acceptable. Any motoring that would be necessary must not improve the sailboat's position.

(B) An engine may be used for generating electrical power provided that such use does not advance the boat's position.

(C) All uses of the engine for propulsion must be logged and reported to the Race Committee when registering after the Challenge.

1.8 Class rule(s) will be changed as follows:

IRC

21.6.1

Sailboats are allowed to carry one additional spinnaker over the number listed in the sailboats' IRC certificate.

22.4.2

Sailboats may choose to use the maximum crew number printed on the certificate or the crew number multiplied by 85kg as the maximum crew weight

1.9 This event is designated a Clean Regatta Bronze by the *Sailors for the Sea* ([www.sailorsforthesea.org](http://www.sailorsforthesea.org)) By entering, all competitors agree to abide by Clean Regatta Bronze level certification requirements. Sailboats observed discharging garbage or black water (sewage with faeces) into Lake Ontario or harbours will be protested and the penalty is disqualification from the Lake Ontario 300 Challenge Race.

All sailboats shall comply with Ontario Environmental Protection Act Regulations #343 as documented at

[http://www.e-laws.gov.on.ca/html/regs/english/elaws\\_regs\\_900343\\_e.htm](http://www.e-laws.gov.on.ca/html/regs/english/elaws_regs_900343_e.htm)

Any such disqualification may be used by the Organizing Authority whether to accept future registrations by this sailboat or owner.

1.10 Sailboats shall only display a sail number registered specific to the sailboat at the time of its commission. Requests to display alternative sail numbers to the sailboat's commission may be approved by the Race Committee if filed, in writing, with the Registrar prior to 1800 EDT Friday, July 10, 2015.

1.11 While racing, sailboats shall not fly an ensign, a club burgee or other flags unless required or permitted by the Racing Rules of Sailing, Notice of Race, Sailing Instructions, Class Rules, and ISAF Regulations or supplied by the Organizing Authority. See SI 16 Safety Regulations for withdrawals

1.12 ***The Person in Charge of a participating sailboat shall accurately and fully maintain the electronic crew list for the sailboat on the Race Document Web site.***

## **2 NOTICES TO COMPETITORS**

Notices to Competitors will be posted on the official notice board located in the tent adjacent to the PCYC club house and on the Online Notice Board at [http://www.yachtscoring.com/notice\\_board.cfm?eid=1247](http://www.yachtscoring.com/notice_board.cfm?eid=1247).

## **3 CHANGES TO SAILING INSTRUCTIONS**

Any change to the Sailing Instructions will be posted on the Lake Ontario 300 Official Notice Board prior to 0800 EDT July 11 2015.

## **4 SIGNALS MADE ASHORE**

Signals made ashore will be displayed on the main flag pole of the PCYC.

## 5 SCHEDULE OF RACES

5.1 The first warning signal is at

Solo Challenge 1025 EDT, Saturday, July 11, 2015

Doubled Handed & Fully Crewed 1055 EDT, Saturday, July 11, 2015

5.2 Division and fleet splits and starting sequence, including class flags, for RRS 26, shall be made available no later than 1200 EDT Friday, July 10, 2015 on the Official Notice Board. They may be published earlier at <http://www.yachtscoring.com/emenu.cfm?eID=967>. The assignment of participants to a fleet is subject to change.

## 6 CLASS FLAGS

See 5.2 for class flags for RSS 26. There is no requirement to fly backstay or identification flags.

## 7 RACING AREA


The race will occur in Lake Ontario; see Diagrams 3 and 4.


## 8 THE COURSES

### 8.1 Main Duck Island Course (Diagram 3)

	Start	
To	Lake (Drop) Mark	Left to port
To	Ford Shoal Buoy	Left to port
To	Main Duck and Yorkshire Islands, including MM2 and M9	Left to port
To	Niagara Mark	Left to starboard
To	PCYC Mark	Left to starboard
To	Finish	

The approximate distance is 300 NM.


Code Flag D  will be flown to indicate the Solo fleets on the Main Duck Course are starting, at or before the warning for the first such fleet.

Code Flag F  will be flown to indicate the Fully Crewed and Double Handed fleets on the Main Duck Course are starting, at or before the warning for the first such fleet

### 8.2 Scotch Bonnet Island Course (Diagram 4)

	Start	
To	Lake (Drop) Mark	Left to port
To	Scotch Bonnet Island	Left to starboard
To	Niagara Mark	Left to starboard
To	PCYC Mark	Left to starboard
To	Finish	

The approximate distance is 200 NM.

Code Flag E  will be flown to indicate the Fully Crewed and Double Handed fleets on the Scotch Bonnet Course are starting, at or before the warning for the first such fleet

## 9 MARKS

<b>Start Mark</b>	A yellow inflatable mark approximately 185° and 0.5 NM from the PCYC Harbour entrance light approximately at 43°33.33' N 079°33.36' W.
<b>Lake (Drop) Mark</b>	A inflatable mark approximately at 43°32.00 N 79°31.00 W
<b>Scotch Bonnet Island</b>	A flashing white (4s.) light on a white skeleton tower (19.1m) located on a small island SW of Nicholson Island at approximately 43°53.97'N, 77°32.55'W (Scotch Bonnet Island Course only)
<b>Main Duck and</b>	Sailboats must round both Main Duck and Yorkshire islands <u>including</u>

<b>Yorkshire Islands</b>	<u>shoal marker buoys MM2</u> , a red buoy with a flashing red light (4s.) located at approximately 43°54.56' N, 76°35.68' W <u>and M9</u> , a green buoy with flashing green light (4s.) located at approximately 43° 55.02' N, 76° 40.53' W (Main Duck Island Course only)
<b>Ford Shoal Buoy</b>	A flashing green (4s.) mark located east of Oswego located at approximately 43° 26.95' N, 76° 35.34' W (Main Duck Island Course only) ( <i>Lighted Buoy 1</i> )
<b>Niagara Mark</b>	A red buoy marked “2”, with a flashing red light (4s.), located at approximately 43°19.04'N, 79°04.23'W, 3.4 NM north of the light at Fort Niagara. ( <i>Niagara Bar light buoy 2</i> )
<b>PCYC Mark</b>	A white buoy with orange stripes and flashing amber (yellow) light, lighted only overnight, approximately 190° and 0.4 NM from the PCYC Harbour entrance light approximately at 43°33.39'N 079°33.43'W. See Diagram 2, The Finish.  The Race Committee may post the actual set location on the Official Notice Boards.
<b>Finish Mark</b>	A white buoy with orange stripes and fixed low intensity amber (yellow) light, lighted only overnight, approximately 140 mag and 240 yards (0.12nm) from the shore station approximately at 43°33.69'N 079°33.32'W. <i>See Diagram 2, The Finish.</i>  The Race Committee may post the actual set location on the Official Notice Boards.
<b>Race Committee Shore Station</b>	A mast flying an orange flag, located on the headland immediately west of the entrance to the harbour at PCYC approximately at 43°33.76'N 079°33.45'W. <i>See Diagram 2, The Finish.</i>
<b>Distance Mark</b>	A red ball, located on a bearing of 140° magnetic from the Race Committee Shore Station and approximately at 43°33.72'N 079°33.38'W. <i>See Diagram 2, The Finish</i>

- 9.1 Marks as listed, above, should be at the identified latitude and longitude location. In the event that a mark is not at the identified latitude and longitude location, or otherwise cannot be seen due to poor visibility, then the sailboat shall round the identified latitude and longitude location as indicated in the Sailing Instructions, and continue with the race.
- 9.2 A record shall be entered in the sailboat’s log detailing the timeline and efforts made to find the mark and the time that the mark’s identified latitude and longitude was deemed to have been rounded. This record must be submitted as per 11.3. The sailboat’s GPS tracking record shall be saved and provided for evidentiary review by the Race Committee on request.

**10 THE START**

- 10.1 Races will be started by using rule 26, with an interval of **at least** one minute between a starting signal and the warning signal for the next start.
- 10.2 The starting line will be between an inflatable yellow mark and the halyard carrying an orange flag on the Race Committee signal vessel.
- 10.3 After the first warning signal and prior to her warning signal, a sailboat shall keep clear of the starting area that extends one-quarter of the length of the starting line ahead of and behind the starting line. It shall also extend one-quarter of the length of the starting line past either end of the starting line; see Diagram 3, The Starting Area.
- 10.4 *If and only if, code flag “L” is displayed*, on the Race Committee Signal Vessel, sailboats shall sail on starboard tack close to the stern of the Race Committee Signal Vessel and shall report its

sail number. Check in will not be complete until the Race Committee acknowledges the sailboat. Sailboats checking in must comply with 10.4. Check in by VHF radio or cell phone may not be accepted.

- 10.5 Any sailboats starting within the time limit and if the Race Committee is no longer on station, shall radio the Race Committee VHF Channel 71 Canadian when she is starting.
- 10.6 If any part of a sailboat's hull, crew or equipment is on the course side of the starting line during the minute before her starting signal or she is subject to RRS 29.1 "Individual Recall", the Race Committee may announce this on the VHF Channel 71 Canadian. Failure to make a broadcast or its order will not be grounds for a request for redress. This changes rule 62.1(a).

## **11 THE FINISH**

- 11.1 The finish is between the Finish Mark and the Race Committee Shore Station.

Note: Sailboats shall not sail between the Distance Mark and the Race Committee Shore Station, and this Distance Mark shall be considered a "bounding" mark as described in Rule 31. See Diagram 2, The Finish.

- 11.2 Each sailboat shall call/hail the Race Committee Shore Station approximately 5 NM from the finish on VHF Channel 71 Canadian. Sailboats are required to maintain radio contact with the shore station throughout the finish to ensure correct identification of the finishing sailboat, until they are docked at PCYC, whether day or night. When finishing between sunset and sunrise, all sailboats shall announce their sail numbers, immediately prior to finishing, and record their finish time.
- 11.3 After a sailboat has finished, the Race Committee may acknowledge the successful completion by providing the sailboat's finish time or other signal. This acknowledgement, the failure to make the acknowledgement or its order will not be grounds for a request for redress. This changes rule 62.1(a).
- 11.4 Sailboats are required to return to PCYC after finishing the race. L0300 race logs, finish time and any Alternative Penalty Forms shall be submitted no later than 90 minutes after finishing the race to the Race Check-in Desk located on the PCYC Clubhouse ground floor.

## **12 PENALTY SYSTEM**

The Scoring Penalty, rule 44.3, will apply, with 44.3 (c) is changed so that the penalty assessed will be 30 minutes added to her elapsed time. A sailboat taking a scoring penalty shall complete the Scoring Penalty and file it with the race committee within two hours of her finish.

## **13 TIME LIMITS AND TARGET TIMES**

- 13.1 There is no time limit. The finish line will be attended from prior to the arrival of the first boat until 16:00 hrs on Tuesday July 14, 2015. All boats finishing after that time must record their own finish time and submit this to the Race Committee upon arrival at PCYC. The race committee has the option of extending the time that the finish line is attended, to no later than 23:59 on Tuesday, July 14. It will advise boats still on the course of any such extension and of its termination on VHF Channel 71
- 13.2 See SI 16 for withdrawals.

## **14 PROTESTS AND REQUESTS FOR REDRESS**

- 14.1 Protest forms are available at the Race Check-in Desk located on the ground floor of the PCYC clubhouse.
- 14.2 Protests shall be filed at the Race Check-in Desk, within two hours of a sailboat's finish.
- 14.3 Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under rule 61.1(b) on the official notice board.
- 14.4 Breaches of instructions 1.6, 1.9, 10.4, 10.5, 11.4, 16, 17 and 21 will not be grounds for a protest by a sailboat. This changes rule 60.1(a).
- 14.5 Hearings will take place at 1900 EDT, Tuesday July 21, 2015 at PCYC.

## 15. SCORING

Solo Challenge only – GLSS Handicap formula

Monohulls, double handled and fully, crewed - PHRF-LO Time on Time (TOT) formula and IRC Rule

Multihulls, fully crewed, - GLMRA formula

## 16 SAFETY REGULATIONS

16.1 Sailboats are encouraged to implement their own check-in process and with individuals ashore via phone email or other mechanism.

16.2 A sailboat withdrawing from the race shall wear her ensign and keep clear of other competitors.

16.3 The Race Committee shall be notified of a sailboat's withdrawal at the earliest possible opportunity on VHF Channel Canadian 71, at the following telephone number 1-866-462-8828, follow the prompts or at the email address of [racecommittee@loor.ca](mailto:racecommittee@loor.ca).

16.4 Sailboats may check in with the Race Committee at any time during the race to advise Race Committee of their position at 1-866-462-8828 extension 1 or the email address of [racecommittee@loor.ca](mailto:racecommittee@loor.ca).

16.5 Failure of a sailboat to make every reasonable effort, under the circumstances, to comply with 16.3, may result in protest by the Race Committee. The results of this hearing may be used by the Organizing Authority whether to accept future registrations by this sailboat or owner.

16.6 All sailboats racing shall be required to maintain a log of significant events; mark rounding, calls to the Coast Guard, and engine on and off for charging only. This record must be submitted as per 11.4.

16.7 Racers are reminded to remain vigilant of participants in the Solo Challenge whose sailboats will be identified by a white 2' x 2' x 2' triangle on the leech of mainsail on both sides formed with Glofast™ luminous cloth tape.

## 17 EQUIPMENT AND MEASUREMENT CHECKS

A sailboat may be inspected at any time during the period from the Mandatory Participants' Meeting until three hours after her finish. The Race Committee may, at the finish of the race, direct a sailboat to proceed directly to a designated location at Port Credit Yacht Club. A boat which fails to follow such directions or which subsequently fails the inspection may be protested by the Race Committee.

## 18 COMMUNICATION

18.1 Marine VHF Channel 71 Canadian shall be used by the Race Committee for radio communication during the race.

18.2 Each sailboat shall monitor VHF Channel 71 from one hour before her warning signal until rounding Gibraltar Point/Toronto Mark, and from approximately one hour before finishing until secured at PCYC.

18.3 Sailboats are encouraged to talk to other sailboats in the race on marine VHF channel 71 throughout the race, especially at 1000 and 2200 EDT. Sailboats shall monitor marine VHF channel 16 at all other times.

## 19 PRIZES

Prizes will be given as listed at [www.loor.ca](http://www.loor.ca).

## 20 DISCLAIMER OF LIABILITY

Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 4, Decision to Race. The race organizers (organizing authority, Race Committee, Protest Committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any sailboat or other property or the injury to any competitor, including death, sustained as a result of participation in this event.

By participating in this event, each competitor agrees to release the race organizers from any and



all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

**21 INSURANCE**

Each participating sailboat shall be insured with a valid third-party liability insurance policy with a minimum cover of \$2,000,000 CAD per event for Canadian boats and an adequate level of third-party liability insurance applicable in Canadian and US waters for non-Canadian sailboats.

## Diagram 1 The Starting Area



After the first warning signal for a race and prior to her warning signal, a sailboat shall keep clear of the starting area that extends one-quarter of the length of the starting line ahead of and behind the starting line. It shall also extend one-quarter of the length of the starting line past either end of the starting line

## Diagram 2 The Finish



- For a description and locations of the marks, see SI 9 Marks
- For details of the Finish, see SI 11 The Finish
- To meet the definition of *Finish* under the RRS and these SIs, a sailboat must cross the defined Finish line from the direction of the last mark, PCYC Mark, to seaward, south of the distance mark, i.e., **NOT** passing on the landward side of the distance mark

### Diagram 3 Main Duck Island Course



**Not be used for navigation**

### Diagram 4 Scotch Bonnet Island Course



**Not be used for navigation**

## Contact Information

### **L0300**

Web site [www.loor.ca](http://www.loor.ca)  
Email [racecommittee@loor.ca](mailto:racecommittee@loor.ca)  
Phone 1-866-462-8828 extension 1

### **PCYC**

Web site [www.pcy.net](http://www.pcy.net)  
Phone 905-278-7911  
FAX 905-278-2519