



**Lake Ontario 300 Challenge Race
Lake Ontario 600 Challenge Race**

Part of the

**Ontario Sailing Offshore Keelboat
PHRF & ORC
Championships**

July 09 – July 13, 2021

July 09 – July 17, 2021 (LO600)

**Lake Ontario Offshore Racing of the Port Credit Yacht Club
& For LO300 Solo Challenge Races**

Jointly with the Great Lakes Singlehanded Society (GLSS)

SAILING INSTRUCTIONS

Version V01.10/ 2021-07-08

With Amendment 1

www.loor.ca

www.solosailors.org

The Registration and Race Document Web Site is

<https://yachtscoring.com/emenue.cfm?eid=13262>

Race Committee Email Address: racecommittee@loor.ca

Race Committee Phone: 1-866-462-8828

Race Committee VHF Channel 71

Given the fluidity of the situation around COVID 19 that may extend to cover this event, LOOR may need to adjust to protect the health and well being of racers, volunteers, and others. This may include limits on the number of sailboats and/or crew numbers, whether by sailboat or in total.

These will be done as amendments to the Notice of Race or Sailing Instructions and posted on the Official Notice Board.

Amendments

#	DATE	SECTION	CHANGE
1	2021-07-08	10.1	Updated location of <i>PCYC Finish Mark for Onshore Finish</i> to reflect its actual position.
1	2021-07-08	11.1	Updated to make [DP]

General Information

(This general information does not rank as *rules*. If needed as a *rule*, it is explicitly included in the NOR, or SIs)

COVID-19

While the outdoor sport of sailboat racing is now allowed under the Government of Ontario's Regulations, that does not mean that there is no danger from COVID-19. LOOR encourages all participants to take the appropriate precautions against COVID-19 appropriate for their circumstances to protect themselves and their crew, while involved in the competition.

We suggest you consult the COVID-19 related web sites of the Government of Canada, Government of Ontario, and your region's Public Health Department for information on applicable precautions and preventative steps.

While at Port Credit Yacht Club (PCYC), you are required to adhere to all the Club's COVID-19 policies and requirements in effect at that time.

YB Trackers

Any registered sailboat that participates in the LO300/L0600 2021 and does not obtain a YB Tracker from the Organizing Authority (OA) before the race **will be protested** by the LOOR Race Committee. See NoR 4.9.

SAILING INSTRUCTIONS

The notation '[DP]' in a rule in the Notice of Race (NoR), Sailing Instructions (SIs) or other additional document that is a rule means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

The notation '[NP]' in a rule in the Notice of Race (NoR), Sailing Instructions (SIs) or other additional document that is a rule means that the penalty for a breach of that rule will not be grounds for a protest by a sailboat.

The Racing Rules of Sailing (RRS) 2021-2024 state that items, *Rules*, and the Notice of Race (NoR) do not have to be repeated in Sailing Instructions (SIs). Both the NoR and SIs describe the conduct of the event and need to be used jointly during the event.

1 The RULES

1.1 The event is governed by the rules as defined in The Racing Rules of Sailing.

1.2 The event is also governed by the following documents.

1.2.1 [DP] LOOR Offshore Special Regulations (OSR)

The event is a Category 3 Event under the World Sailing Offshore Special Regulations. Offshore Special Regulations for Category 3 with prescriptions from Sail Canada and amended by the Lake Ontario Offshore Racing apply, as documented in:

[LOOR Offshore Special Regulations for Category 3 Monohulls](#)

[LOOR Offshore Special Regulations for Category 3 Multihulls](#)

These are available on the [Registration and Race Document Web Site](#). See page 19.

1.2.2 [DP] Ontario Environmental Protection Act Regulations #343, available here:

www.e-laws.gov.on.ca/html/reg/english/elaws_regs_900343_e.htm

1.3 The Racing Rule(s) will be changed as outlined below.

1.3.1 RRS 28.1

Is changed as follows.

A boat shall *start* or be assessed the time penalty in 1.3.2, *sail the course* and then *finish* or be assessed the time penalty in 1.3.2, when any part of her hull crosses the finishing line from the course side, unless if after crossing the finishing line she

(a) takes a penalty under rule 44.2,

(b) corrects an error in sailing the course made at the line, or

(c) continues to sail the course.

While doing so, she may leave on either side a *mark* that does not begin, bound, or end the leg she is sailing. After *finishing or* being assessed the time penalty in 1.3.2, when any part of her hull crosses the finishing line from the course side, she need not cross the finishing line completely.

1.3.2 RRS 29.1, RRS 64.1 (a) and RRS Appendix A5

A sailboat that is OCS at the start of her class is assessed a 45-minute penalty. A sailboat starting six minutes before her Start Signal may be protested by the Race Committee, and the Protest Committee will apply an appropriate penalty if the sailboat is found to have infringed this. This changes RRS 29.1, RRS 64.1 (a) and RRS Appendix A5.

1.3.3 RRS 41 Outside Help

All forms of communication. Each sailboat may communicate with any person, competitor, sailboat, or outside source for information available using any means available throughout the race. This changes RRS 41.

1.3.4 RRS 42.3 Exceptions

An engine may be used for generating electrical power provided that such use does not advance the boat's position. This changes RRS 42.3.

1.3.5 RRS 51 Movable Ballast

Canting keels and water ballast are allowed, assuming the applicable class/measurement/handicap rules permit them. This changes RRS 51.

1.3.6 RRS 52 Manual Power

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

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

The use of power auto helm devices is allowed. This changes RRS 52.

1.3.7 RRS 60.1 (a)

Breaches of specific Sailing Instructions, as denoted in the Sailing Instructions by "[NP]", will not be grounds for a protest by a sailboat. This changes RRS 60.1 (a).

1.3.8 [NP] RRS 62 Redress

The Race Committee may announce sailboats subject to RRS 29.1.

The Race Committee may announce a sailboat's successful completion at the finish. This changes RRS 62.

1.3.9 RRS 64.2

For infringements of the rules other than Part 2, the Jury may award a lesser penalty than DSQ, unless stated otherwise in the Notice of Race or Sailing Instructions. This changes RRS 64.2.

- 1.3.10 RRS A4 & A5
A sailboat not starting within 90 minutes of her starting signal will be scored DNS. This changes RRS A4 & A5.
- 1.3.11 Changes applicable to only Singlehanded (Solo Challenge) sailboats in the LO300 and all sailboats in the LO600, after finishing the LO300, i.e., for the second time around the course for the LO600.
- 1.3.11.1 [DP] RRS 41
A boat may anchor or tie to a dock.
Including when a boat is anchored or moored, the following are 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 or address required customs and immigration.
This changes RRS 41.
- 1.3.11.2 RRS 42 Propulsion
(A) 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.
(B) A boat may temporarily withdraw from the Challenge. To safely enter or leave a harbour, and motoring from a minimum safe distance for the conditions is acceptable. Any motoring that would be necessary must not advance the sailboat's position.
(C) An engine may be used for generating electrical power provided that such use does not advance the boat's position.
(D) All uses of the engine for propulsion must be logged and reported to the Race Committee when checking in after finishing race.
(E) Engine propulsion may be used to clear seaweed or fish netting from

the keel, rudder, or propeller if the use does not improve the boat's position.
This changes RRS 42.

1.4 Changes to Class Rules

1.4.1 ORC

1.4.1.1 ORC 102

The following is added at the end of 102.

Fully crewed rating is based on declared or default crew weight. The maximum crew weight in certificates is converted to head count instead of weighing a named list of crews on the basis of a nominal 85 kg or 187 lbs. per person. To comply, the owner is to determine the maximum crew weight for the purpose of the certificate on the basis of the anticipated number of crews.

1.4.1.2 ORC 209

The following is added at the end of 209.

The number of ORC permitted spinnakers shall be increased by one additional sail. ORC sail inventory excludes storm and heavy weather sails required by the LOOR Offshore Special Regulations for Category 3.

1.5 RRS Appendix RV, Reduced Visibility replaces RRS Part 2 from 2000 until 0800, the next day. This document attached at end of these SIs.

1.6 When rule 20 applies, a boat may indicate her need for room to tack or her response by VHF radio on channels 16 and 71 Canadian.

1.7 [DP] [NP] Sailboats are required to electronically submit the L0300 Race Log Form and LOOR Alternative Penalty Acknowledgement Form within 90 minutes of finishing. Both forms are available on the Registration and Race Document Web Site, see page 19.

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located at https://yachtscoring.com/notice_board_summary.cfm?eid=13262.

3.2 The race office is located virtually: 1-866-462-8828, racecommittee@loor.ca.

3.3 [DP] Radio Communications

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

- 3.3.2 Each sailboat shall monitor VHF Channel 71 from one hour before her warning signal until one hour after rounding the Fogh Clarkson Mark (LSYC), and from approximately one hour before finishing or 5 NM from the Finish, which ever occurs later, until 30 minutes after finishing.
- 3.3.3 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.
- 3.3.4 Sailboats shall monitor marine VHF channel 16 at all other times.

4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2 [DP] Competitors and support persons shall handle any equipment or place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed on the main flagpole of the PCYC.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

6 SCHEDULE OF RACES

- 6.1 The first warning signal is at
 - Solo Challenge 1025 EDT, Saturday, July 10, 2021
 - Doubled Handed & Fully Crewed 1125 EDT, Saturday, July 10, 2021
- 6.2 Classes, division, and fleet splits and starting sequence, including class flags, for RRS 26, shall be made available no later than 1200 EDT Friday, July 09, 2021, on the Official Notice Board. They may be published earlier https://yachtscoring.com/notice_board_summary.cfm?eid=13262 under Document & Forms, see Diagram 5 on page 14. The assignment of participants to a division, fleet or class is subject to change.

7 CLASS FLAGS

- 7.1 See 6.2 for class flags for RSS 26. There is no requirement to fly backstay or identification flags.

8 RACING AREA

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

9 THE COURSES

- 9.1 Main Duck Island Course (Diagram 3)

START		
To	Fogh Clarkson Mark (LSYC)	Left on port side of the sailboat
To	Ajax Weather Buoy AKA ODAS Station 45159	Left on starboard side of the sailboat
To	M9	Left on port side of the sailboat
To	Ajax Weather Buoy AKA ODAS Station 45159	Left on port side of the sailboat
To	Burlington Weather Tower, AKA Van Wagners Beach Light	Left on starboard side of the sailboat
FINISH	PCYC Finish Mark for Onshore Finish & PCYC Shore Station	

The approximate distance is 300NM.

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 class.

9.2 Scotch Bonnet Island Course (Diagram 4)

START		
To	Fogh Clarkson Mark (LSYC)	Left on port side of the sailboat
To	Scotch Bonnet Island	Left on port side of the sailboat
To	Ajax Weather Buoy AKA ODAS Station 45159	Left on port side of the sailboat
To	Burlington Weather Tower, AKA Van Wagners Beach Light	Left on starboard side of the sailboat
Finish	PCYC Finish Mark for Onshore Finish & PCYC Shore Station	

The approximate distance is 222 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.

9.3 LO600 Course

After successful completion of the Lake Ontario 300 Course, LO600 participants shall sail the following course to complete the remainder of the LO600 Course.

Note that not all marks in the LO300 courses are marks in the LO600.

LO300 FINISH		
To	Ajax Weather Buoy AKA ODAS Station 45159	Left on starboard side of the sailboat
To	M9	Left on port side of the sailboat
To	Ajax Weather Buoy AKA ODAS Station 45159	Left on port side of the sailboat
To	Burlington Weather Tower, AKA Van Wagners Beach Light	Left on starboard side of the sailboat
FINISH	PCYC Finish Mark for Onshore Finish & PCYC Shore Station	

The approximate distance is 600 NM including the LO300 component of the LO600 course.

10

MARKS

10.1

Marks in Alphabetical Order

MARK REFERENCE	TYPE	DESCRIPTION
Ajax Weather Buoy AKA ODAS Station 45159	Mark	A three-meter weather buoy located approximately at 43.770 N 78.980 W (43°46'12" N 78°58'48" W)
Burlington Weather Tower, AKA Van Wagners Beach Light	Mark	A tower with a flashing yellow light located at approximately 43° 16.22' N 079° 45.56' W.
Fogh Clarkson Mark (LSYC)	Mark	Located approximately at 43° 30.64' N, 079° 33.65' W
LOOR Start Area	Mark	0.5 NM on a bearing of 150° magnetic from the entrance to the harbour at Port Credit Yacht Club located at approximately 43° 33.41' N 079° 32.90 W
M9	Mark	M9, a green buoy with flashing green light (4s.) located at approximately 43° 55.02' N, 76° 40.52' W
PCYC Finish Mark for Onshore Finish	Mark	A white buoy with yellow stripes and low intensity amber (yellow) light, lighted only overnight, approximately 129° mag 0.19 NM from the shore station approximately at 43° 33.668' N 079° 33.220 ' W. See Diagram 2, The Finish - Onshore. Race Committee may post the actual set location

		on the Official Notice Boards
PCYC Race Committee Shore Station	Mark	A mast flying orange and blue flags, located on the headland immediately west of the entrance to the harbour at PCYC approximately at 43° 33.76' N 079° 33.45' W. See Diagram 2 The Finish – Onshore
Scotch Bonnet Island	Mark	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)

10.2 Marks as listed, above, should be at the identified latitude and longitude location. If 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.

10.3 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 SI 1.7. The sailboat’s GPS tracking record shall be saved and provided for evidentiary review by the Race Committee on request.

11 OBSTRUCTIONS

11.1 [DP] The following area is designated as an obstruction: USA waters.

12 THE START

12.1 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.

12.2 The starting line will be between an inflatable mark and the halyard carrying an orange flag on the Race Committee signal vessel.

12.3 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.

12.4 *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. Check in by VHF radio or cell phone may not be accepted. [NP]

12.5 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. [NP]

- 12.6 If any part of a sailboat's hull is on the course side of the starting line during the minute before her starting signal or she is subject to SI 1.3.2, the Race Committee may announce this on the VHF Channel 71 Canadian. [NP]

13 THE FINISH

- 13.1 The finish is between the Finish Mark and the orange flag at the Race Committee Shore Station.
- 13.2 Each sailboat shall call/hail the Race Committee Shore Station approximately three (3) 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 30 minutes after finishing. 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.
- 13.3 After a sailboat has finished, the Race Committee may acknowledge the 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 RRS 62.1 (a).

14 PENALTY SYSTEM

- 14.1 The Scoring Penalty, RRS 44.3, applies.

15 TIME LIMITS

- 15.1 There is no time limit.

16 HEARING REQUESTS.

- 16.1 Protests shall be filed using online submission feature available after logging into the Owner's Corner on Race Document and Registration Web Site, see page 19, within two hours of a sailboat's finish.
- 16.2 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 Boards.
- 16.3 Hearings will take place virtually at 1900 EDT, Tuesday July 27, 2021.

17 SCORING

- 17.1 Solo/Single-Handed (SH), Double-Handed (DH) & Fully Crewed (FC) sailboats racing under following rating/handicap systems:

Multihull	GLMRA Rule applies
ORC	Single number system using time on time ratings
PHRF-LO	PHRF-LO Time on Time formula applies

- 17.2 Sailboats will be scored in their own classes.

- 17.3 The Organizing Authority reserves the right to adjust the scratch sailboat when converting the PHRF-LO Time on Distance to Time on Time based on the registrations received by the deadline. The Time-on-Time ratings will be published along with the division splits.

18 SAFETY REGULATIONS

- 18.1 Sailboats are encouraged to implement their own check-in process and with individuals ashore via phone email or other mechanism. [NP]
- 18.2 A sailboat withdrawing from the race shall wear her ensign and keep clear of other competitors. [DP]
- 18.3 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, or at the email address of racecommittee@loor.ca . [NP] [DP]
- 18.4 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 or the email address of racecommittee@loor.ca .
- 18.5 Failure of a sailboat to make every reasonable effort, under the circumstances, to comply with SI 18.3, 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.
- 18.6 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 SI 1.7. [NP]

19 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 Technical Committee. [NP] [DP]

20 PRIZES

Prizes will be given as listed on the NoR or at www.loor.ca .

21 RISK STATEMENT

- 21.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the

sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.

22

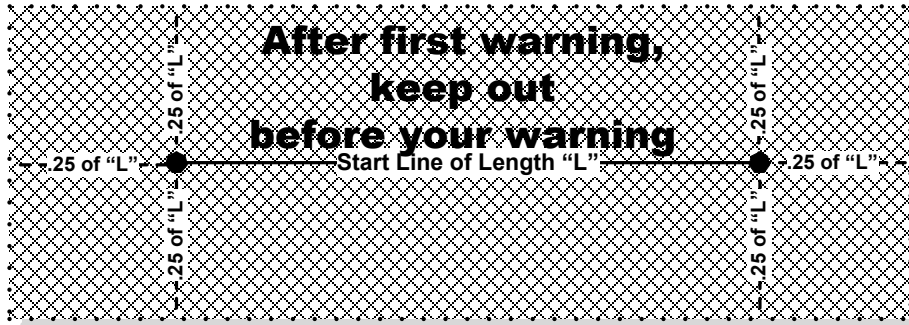
INSURANCE

22.1

[DP] [NP] Each participating boat shall be insured with a valid third-party liability insurance policy with a minimum coverage of \$2,000,000 CAD per event for Canadian sailboats.

Diagram 1

The Starting Area



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

See SI 12

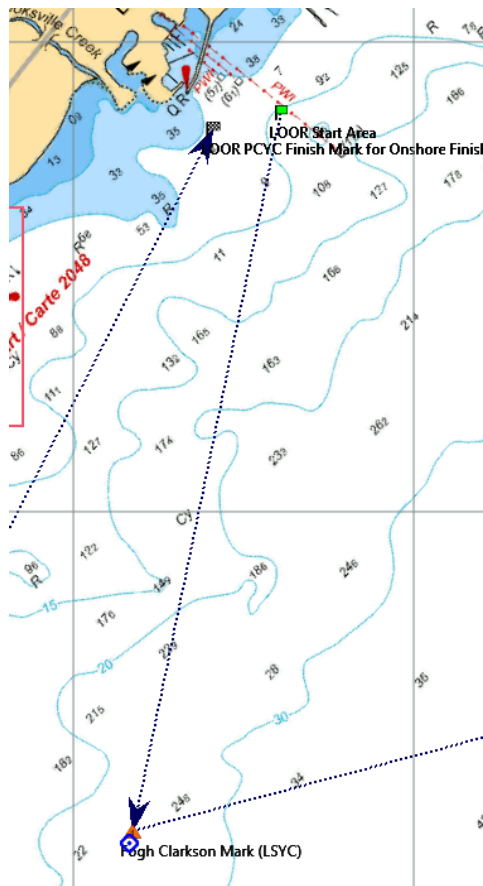
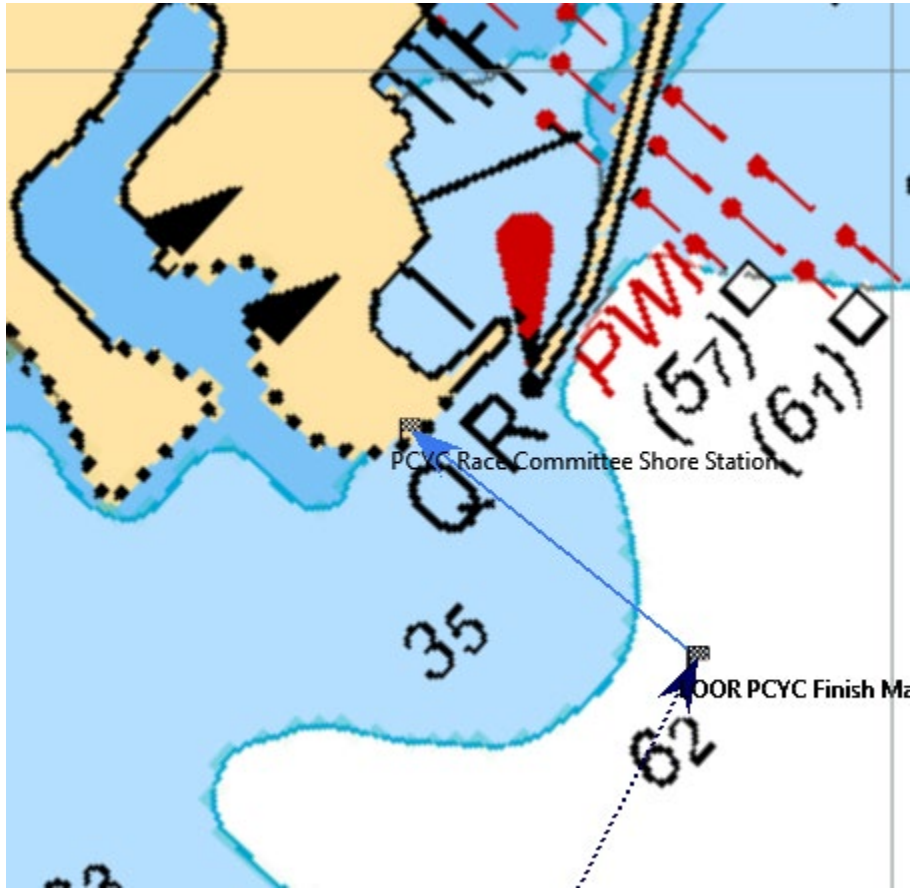
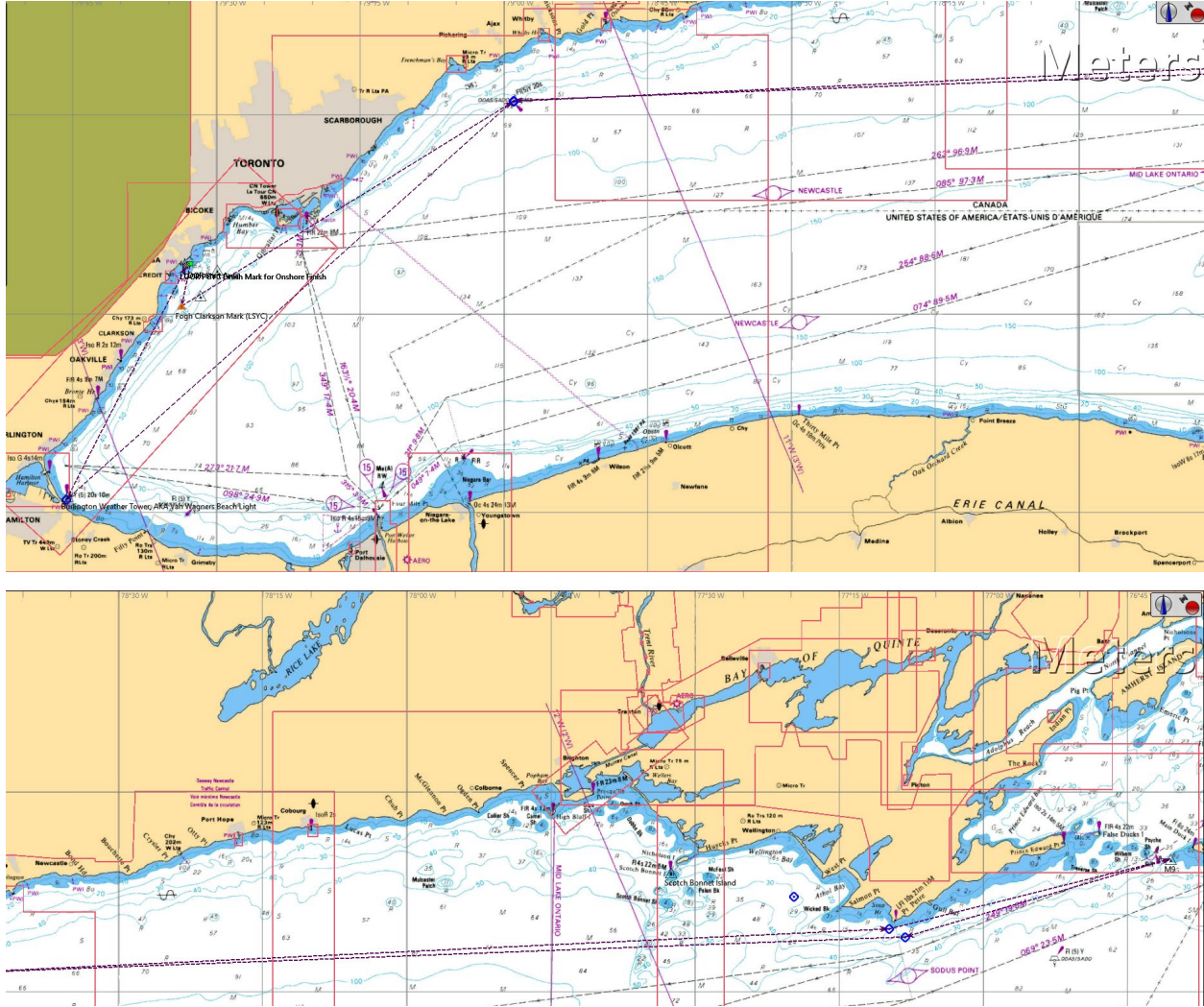


Diagram 2 The Finish



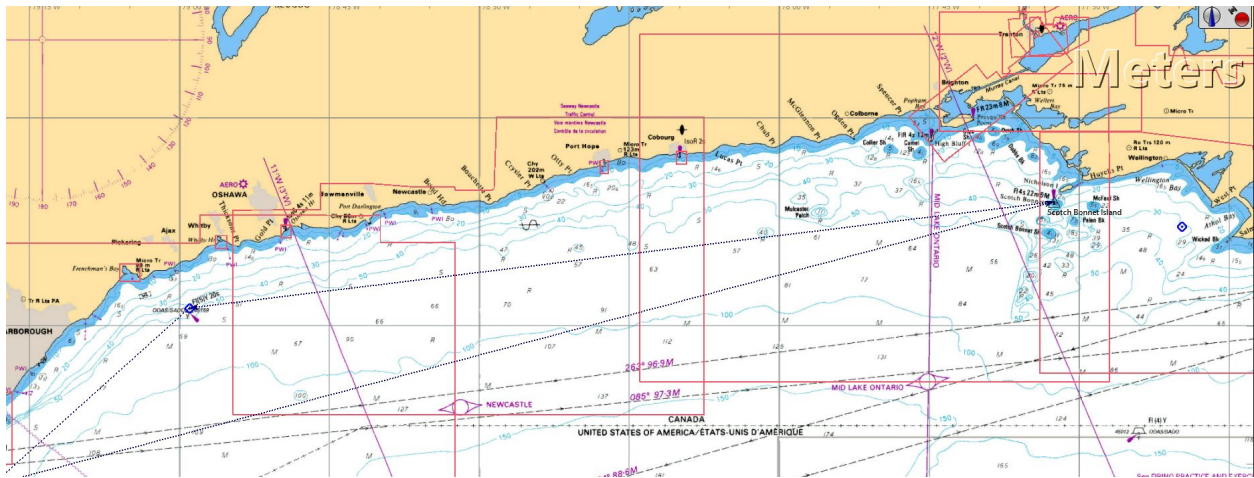
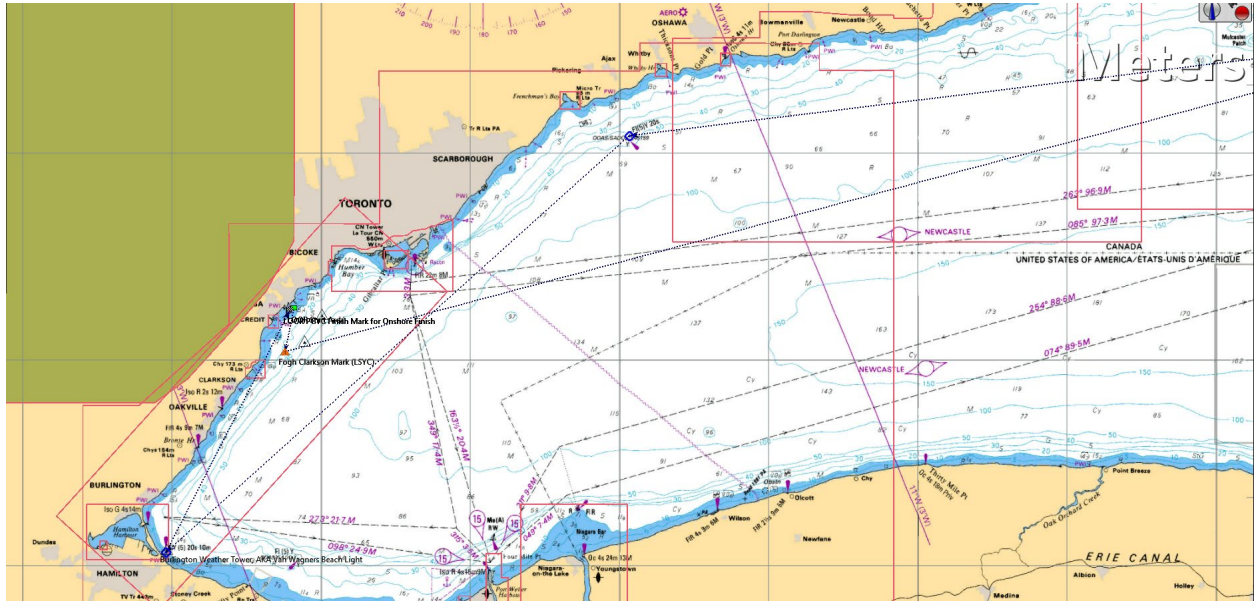
- For a description and locations of the marks, see SI 10.
- For details of the Finish, see SI 13

Diagram 3
Main Duck Island Course
(See SI 10)



Not to be used for navigation.


Diagram 4
Scotch Bonnet Island Course
(See SI 10)



Not to be used for navigation.

Diagram 5 Location of Other Documents on Race Document Web Site

**The Registration and Race Document Web Site is
www.yachtscoring.com/emenu.cfm?eid=13262**



2020 Lake Ontario 300 / 600 Challenge
Port Credit Yacht Club
Mississauga, Ontario, Canada
July 11, 2020

- [Online Entry Form / Application](#)
(Start your Race Entry Process Here...)
- [Owner's Corner \(login\)](#)
(Payment, Crew List, Info Update, etc...)
- [Crew's Corner \(login\)](#)
(Crew Info Update)
- [Current Entry List](#)
- [Scratch Sheet](#)
- [Race Results](#)
- [Scrolling Display Screens](#)
(Scratch Sheet, Results, etc)

[SF](#) [SailFlow Weather Forecast](#)

- [Race Tracking](#)
- [Notice of Race](#) **A**
- [Sailing Instructions](#) **B**
- [Official Notice Board](#)
- [RC Announcements - \(No Announcements\)](#) **C**
- [Documents & Forms](#) **D**
- [Additional Event Links](#) **E**
(Photos, Videos, Apparel, Tracking, etc)
- [Subscribe to Event News](#)
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- [Event Contacts](#)
- [Crew/Boat/Charter Board](#)
- [General Race Forms](#)

[Regatta / Event Web Site](#)
[Port Credit Yacht Club](#)
[Select Another Event](#)

- A** Click here for NOR
- C** Click here for RC Announcements
- E** Click here for link to other associated web sites, i.e., book dock at PCYC, etc.
- B** Click here for SIs
- D** Click here for other documents, i.e., LOOR OSR, Splits, etc.

Contact Information

LO300

Web site www.loor.ca
 Email racecommittee@loor.ca
 Phone 1-866-462-8828

PCYC

Web site www.pcy.net
 Phone 905-278-7911
 FAX 905-278-2519