

2024 Sandusky 45005

Sandusky Sailing Club
September 21, 2024

Sailing Instructions



1. Rules

- 1.1. The event will be governed by the current rules as defined in *The Racing Rules of Sailing*. All participants are reminded that the *Inland Navigation Rules* are always in effect and shall be followed at all times; in particular, skippers should take particular note of Rule 2 (*Responsibility*), Rule 5 (*Look-out*), Rule 7 (*Risk of Collision*) and Rule 35(c) (*Sound Signals in Restricted Visibility; — ••, every 2 minutes*).
- 1.2. No class rules are applicable.

2. Notices to Participants

- 2.1. Prior to the day of the event, notices to participants and changes to these Sailing Instructions will be posted on the *Sandusky 45005* page on www.yachtscoring.com.
- 2.2. Any notices or changes prior to the event, but on the day of the event, will be emailed to participants by the Event Chair or his designee.

3. Skippers' Meeting

- 3.1. There will be a skippers' meeting held at SSC at 2000 on Friday, September 20, 2023.
- 3.2. Participants new to GLSS-sponsored events are strongly encouraged to attend.

4. Signals Made Ashore

- 4.1. There will be no signals made ashore for this event.

5. Official Time and Radio Communication

- 5.1. Official time shall be EDT as referenced by GPS.
- 5.2. The Event Chair, start boat and all participants shall monitor VHF Channel 72.
- 5.3. Participants are encouraged to also monitor VHF Channel 16.
- 5.4. Participants are permitted to use any and all forms of communication available to them during the event.

6. Course

- 6.1. The Start will take place approximately 0.5 nm East of the Sandusky Pierhead Light [**41°30.0' N; 082°39.8' W**].
- 6.2. From the Start, boats shall sail approximately 16.0 nm on a heading of 48°T to NOAA Weather Buoy #45005 [**41°40.6' N; 082°23.9' W**], which shall be left to starboard; then proceed approximately 17.25 nm on a heading of 201°T to Huron Harbor Entrance Lighted Buoy R"2" [**41°24.6' N; 082°32.3' W**], which shall be left to starboard; and then proceed approximately 7.8 nm on a heading of 313°T to the Finish.
- 6.3. In the event that the course is reversed (run counter-clockwise instead of clockwise), the marks shall be left to port.
- 6.4. The course may be shortened in the event of light winds at the sole discretion of the Event Chair. Any course change will be communicated to the participants via VHF Channel 72 by the Event Chair or his designee.

7. Check-In

- 7.1. Each boat intending to participate in the event shall check in with the signal boat either verbally or via VHF Channel 72 at least 10 minutes, but not more than 15 minutes, before the scheduled start at 0800.
- 7.2. Each boat shall communicate its sail number and class during check-in and obtain acknowledgement from the signal boat.
- 7.3. In the event that a signal boat is not utilized for the start, each boat shall check in with the Event Chair or his designee, following the procedures provided in 7.1. Specific instructions for check in, if other than according to 7.1, will be provided at the skippers' meeting or broadcast to the participants on VHF Channel 72 on the morning of the event at least 20 minutes prior to the start.

8. The Start

- 8.1. The starting area will be approximately 0.5 nm East of the Sandusky Pierhead Light [**41°30.0' N; 082°39.8' W**].
- 8.2. The starting line will be as defined at the skippers' meeting or as broadcast to the participants on VHF Channel 72 at least 30 minutes prior to the start.
- 8.3. The starting line will be perpendicular to the course to the first mark regardless of the wind direction.
- 8.4. The starting boat will attempt to hail, via VHF Channel 72, the sail numbers of boats that are OCS.
- 8.5. The starting boat will endeavor to start the event precisely at 0800 EDT GPS time.
- 8.6. In lieu of traditional flags and horn signals, the starting boat will broadcast signals and starting countdowns on VHF Channel 72. This is an accommodation to singlehanded sailors, as they may be unable to visually monitor the signal boat to observe changing signal flags.
- 8.7. In the event that a signal boat is not utilized for the start, alternative starting procedures will be communicated to the participants during the skippers' meeting or broadcast on VHF Channel 72 at least 30 minutes prior to the start.

9. Rounding the Marks

- 9.1. Boats shall note the time, to the nearest minute, that they have rounded each mark.
- 9.2. Boats shall announce to the fleet on VHF Channel 72 their rounding times for each mark as soon as practicable, but at all times in keeping with good seamanship, navigation and collision avoidance.
- 9.3. Boats shall note the vessel ahead and the vessel behind at each mark, if possible and only if practicable.

10. The Finish

- 10.1. The Finish will be the green side of the Sandusky Moseley Channel made by the line from the Sandusky Pierhead Light to the Sandusky Entrance Lighted G"1" Bell Buoy. (See Chart 14845, Sandusky Harbor)
- 10.2. This is a very long finish line (about 0.75 nm) that is nearly perpendicular to the course line from the mark at the Huron Harbor Entrance. In the event that the course is reversed (run counter-clockwise instead of clockwise), the Finish will be the line between the G"1" and R"2" buoys at the entrance to the Moseley Channel.
- 10.3. **Participants shall record their own finishing time to the nearest second, as practicable.**
- 10.4. Boats shall announce their finishing time on VHF Channel 72 as soon as practicable, but at all times in keeping with good seamanship, navigation and collision avoidance.
- 10.5. Boats shall note the vessel ahead and the vessel behind at the finish, if possible and only if practicable.

11. Retiring

- 11.1. Any boat retiring from the event shall notify the fleet via VHF Channel 72 as soon as possible. Alternatively, a retiring boat may notify the Event Chair, Rob Burger, via text or voice call to 440-242-5955.

12. Protests

- 12.1. A boat intending to protest shall notify the Event Chair of such intention within one hour after finishing by text message to 440-242-5955.
- 12.2. All protests will be heard by the Event Chair and then decided after rolling dice, drawing lots, throwing darts, or otherwise randomly deciding by any means wholly unrelated to the nature of the protest, all at the sole discretion of the Event Chair.

13. Scoring

- 13.1. A low-point system of scoring based on corrected time will be used based on the elapsed time of each finishing boat.
- 13.2. Handicap scoring shall be "Time on Distance."
- 13.3. The rated distance for the intended course is 40 nm.
- 13.4. MWPHRF DHCP handicaps will be used. Other certificates will be reviewed by the Event Chair.

14. Safety

- 14.1. As this is a GLSS-sponsored event, it is recommended that all skippers exercise due diligence to comply with the GLSS Equipment List, which can be found in the *Documents & Forms* section of the Yacht Scoring page for this event.
- 14.2. The GLSS Equipment List has been developed through years of experience to provide sailors with valuable guidance to outfit themselves and their boats to enhance safety during singlehanded passages.
- 14.3. To help in preventing a man-over-board situation, it is highly recommended that skippers utilize harnesses, tethers and jacklines at all times when venturing outside of the cockpit.