

# GREAT LAKES SINGLEHANDED SOCIETY

## LAKE SUPERIOR 2011 SOLO CHALLENGE

### NOTICE AND CONDITIONS OF RACE

#### 1. MANAGEMENT

The Great Lakes Singlehanded Society (GLSS) is the organizing authority of the 2011 Lake Superior Solo Challenge. This Challenge 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 and or delegating 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.

The Challenge will start on August 6<sup>th</sup> 2011.

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

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

- 2.1 The current Racing Rules of Sailing (RRS) 2009-2012 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 course side at its starting signal on VHF Channel 72. Boats on 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 of individual Skippers.
    - B. Communications with non-participants for the purpose of a position fix.
    - 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 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 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 crosses the finish line.

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 water body equal to or greater than the magnitude of Superior.

GLSS members have already met this requirement.

Other entrants must submit a completed GLSS Sailing Experience Resume Form showing that they meet these qualification requirements.

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, 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

The Challenge is open to single hulled self righting boats with permanent cruising accommodations, or multi-hulled 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 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.
- b) Entry fee of \$400. Note: a late entry fee of \$100 in U.S. funds will be required for an entry received after July 20<sup>th</sup>, 2011.
- c) Evidence of liability insurance to cover this event. Updated copy may be submitted by the
- d) skipper's final registration.
- e) Life raft inspection certificate. A valid certificate must be submitted by the Skipper's final registration.
- f) A copy of the boat's current PHRF or GLMRA rating certificate, if available. If a current
- g) applicable rating certificate is not available, fill out the appropriate information on Entry Form, page 2.
- h) The completed GLSS Sailing Experience Resume form (new entrants only).
- i) GLSS Documentation of Solo Passage form which must be submitted by July 20<sup>th</sup>, 2011. (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: **(items in boldface were new requirements for 2010)**

- United States Coast Guard Required Equipment.
- Federally required navigation lights per COLREG standards.
- Emergency navigation lights and alternate power source.
- **At least one permanently installed manual bilge pump operable with all cockpit seats, hatches and companionways shut.**
- 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. **It is recommended that the ditch bag contain a handheld VHF radio and flares.**
- 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. Radiating element must extend above the top of the main mast.
- An emergency VHF antenna, **not dependent on the mast being upright**, or a handheld VHF radio.
- Pyrotechnic signals to be carried on all boats shall include: 4 SOLAS red parachute flares, 4 SOLAS red hand flares, 2 SOLAS orange smoke. **Flares must be within the manufacturer's service period and be kept in a readily accessible location.** On multihulls, they are to be kept in the crashbox.
- **Properly secured port and starboard jacklines allowing the skipper to travel fore and aft on deck while remaining secured to the yacht.**
- Safety harness, designed and constructed for offshore sailing, to be worn and **securely tethered to the jacklines or yacht** at all times when out of the cabin from the time the yacht leaves the dock to start the Challenge until the yacht **crosses the finish line. Such safety harness to include a personal strobe and whistle. A dual tether with one tether no more than 3-feet in length and one tether no more than 6-feet in length is recommended.**
- A system using arm and leg motive power for re-boarding the boat in a person overboard situation.
- Radar reflector to be flown at all times from the rigging.
- Proper sail number on all sails larger than a working jib.
- Suitable first aid kit and a first aid manual.
- Two complete sets of appropriate ground tackle.
- Cable, bolt cutters **and/or a hacksaw** suitable for severing mast stays and guys in the

event of dismasting.

- Appropriate marine navigational charts, **not solely electronic**.
- Knife, in sheath, or if folding, able to be opened with one hand, to be attached to the skipper at all times.
- 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) for bailing.

#### **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:**

- 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 re-boarding areas.
- Jacklines and/or clip points inside the cockpit allowing the skipper to remain securely attached to the yacht when entering or leaving the companionway.
- A personal EPIRB worn at all times when on deck, and/or a 406 MHz GPS EPIRB.
- AIS transponder identifying the yachts position, course and speed to other craft.

## **7. REGISTRATION AND SKIPPERS' MEETING**

A mandatory Skipper's Meeting and weather briefing will be held in conjunction with a final registration at the Bondar Festival Tent, Sault Ste. Marie Ontario following the crewed Trans Superior skipper's meeting. Documentation of all requirements must be complete at this time. The following must be submitted at registration:

- Updated proof of liability insurance if required.
- Life raft inspection certificate if not already submitted.
- Mandatory equipment checklist dated and signed.
- Anti-Exposure suit certificate dated and signed. (for multihulls only)

The Bondar Festival Tent is located behind the Roberta Bondar Transient Marina, 65 Foster Drive, Sault Ste Marie, ON P6A 1X3, Canada

## **8. SAILING INSTRUCTIONS**

Sailing Instructions will be distributed at the mandatory Skippers' Meeting. The Sailing Instructions are also available for [downloading from the GLSS website](#).

## **9. DATE**

The start will be on August 6<sup>th</sup>, 2011.

## **10. COURSE**

The Challenge begins from a starting line in the vicinity of The Gros Cap Reefs Light located at the entrance to St. Mary's River from the eastern most part of Lake Superior. The fleet proceeds westward keeping the Keweenaw Peninsula to port to the Duluth Entry at the western most part of Lake Superior.

## **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 boat performance. A Skipper who wishes to participate in the Challenge without a PHRF/GLMRA certificate issued within the previous three years 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 course 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 this achievement.

Flags will be awarded using PHRF or GLMRA time allowances calculated on a time-on-distance basis over the course distance. Flags will be awarded by using the following criteria:

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 **President's Challenge Cup** will be awarded to the first time finish 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.