

Table of Contents

Lake Huron Challenge Sailing Instructions	3
<i>Rules and Conditions</i>	3
1. PURPOSE	3
2. ORGANIZATION AND MANAGEMENT	3
3. CHANGES OR ADDITIONS TO THE RULES AND CONDITIONS	3
4. ENTRIES	3
5. QUALIFICATION	3
6. CREW RESTRICTIONS	3
7. ELIGIBILITY OF YACHTS	4
8. SAFETY	4
9. REQUIRED EQUIPMENT AND ITS USE	4
10. SPECIAL AIDS	4
11. INSPECTION	4
12. STRUCTURE OF THE CHALLENGE DIVISIONS	4
13. STARTING TIMES AND PROCEDURES	4
14. POSTPONEMENT	5
15. RECALL	5
16. COURSE	5
17. RESPONSIBILITY TO REPORT AND RADIO COMMUNICATIONS	5
18. OUTSIDE ASSISTANCE	5
19. ENGINES AND POWER	6
20. SEAMANSHIP	6
21. PROTESTS	6
22. FINISHING PROCEDURES	6
23. TIME LIMIT	7
24. AWARDS	7
25. RESPONSIBILITY	7
26. AUTHORITY	7
	7
Rogers City Finish Line	8
Rogers City Harbor Diagram	9

Lake Huron Challenge Sailing Instructions

Rules and Conditions

1. PURPOSE

The purpose of the Huron Challenge is to encourage the development of personal skills, suitable equipment, and techniques for the making of fast, safe passages under sail with a minimum of crew.

2. ORGANIZATION AND MANAGEMENT

This Challenge will be under the management of the MORC stn 26 using the current World Sailing Racing Rules of Sailing (RRS) with Sail Canada Sailing prescriptions as modified by these instructions to meet class and MORC stn 26 rules, with full authority in interpreting the rules and conditions for this event, directing the event management, and hearing protests. The Inland Waterways Rules of the Road will govern all meeting situations with non-competing craft.

3. CHANGES OR ADDITIONS TO THE RULES AND CONDITIONS

Changes and/or additions to these Rules and Conditions shall be posted on the RC bulletin boards by 2100 hours Friday, June 24, 2022. Changes may also be announced at the mandatory Skipper's meeting (dinner) for the Lake Huron start course yachts to be held at 1700 Friday, June 24 2022 at Sarnia Yacht Club.

4. ENTRIES

Eligible yachts may enter by completing and sending the registration forms and required documentation to the Challenge Registration Committee, fulfilling all requirements, and upon acceptance by the Challenge Registration Committee before starting. Required documentation includes proof of the vessel's liability insurance and a valid PHRF certificate if competing in a racing class.

5. QUALIFICATION

Entrants shall detail their experience in long distance cruising and/or racing. In addition, entrants shall document that they have sailed at least one nonstop passage under sail in the type of yacht being entered in the event, covering a distance of no less than 100 statute miles and requiring a passage time of no less than 24 hours. Entrants have until one week prior to the event to complete their qualification passage.

6. CREW RESTRICTIONS

An entry will consist of a sailing yacht to be sailed by two persons (the crew). No other person is permitted aboard the yacht after the start of the Challenge. Yachts with less than two persons aboard will not be considered "participants" for awards. In the event of an emergency rescue, resulting in crew from another vessel being taken aboard, the Challenge Committee has the discretion of making an exception to this rule provided the rescued persons do not take part in the handling or navigation of the vessel. The skipper need not be the owner of the yacht.

7. ELIGIBILITY OF YACHTS

The Challenge is open to any monohulled yacht with a fixed keel or keel/centerboard and permanent cruising accommodations, or multihulled yachts with permanent cruising accommodations. Cruising accommodations consist of a marine toilet legal for the Great Lakes waters, a permanently installed bunk, and a galley facility. Modifications from stock design, such as changes to rig dimensions, standing rigging, displacement, ballast, or keel, rudder and hull configuration, shall all be accounted for on a valid PHRF certificate, if the yacht is competing for a flag.

It is not the Association's desire to exclude yachts solely on the grounds of unconventional design, but persons contemplating an extreme type design would be well advised to give particulars of the yacht at an early stage to avoid later disappointment.

The minimum length is 27 feet. Yachts not within this parameter may be considered for acceptance into the Challenge by the Challenge Committee.

8. SAFETY

The safety of a yacht and its crew is the sole responsibility of the owner or skipper, who shall ensure that the yacht is fully sound, thoroughly seaworthy and that the skipper and crew are capable and fit for the passage.

9. REQUIRED EQUIPMENT AND ITS USE

An entrant will be required to carry the equipment as listed on the Required Equipment List initialed at registration by the skipper throughout the event, and to maintain it in serviceable condition. Entrants may be subject to inspection of this required equipment before the event.

Participants are to be in compliance with United States and Canadian border and regulatory requirements and to have the proper documentation on board for international travel.

For this international and cooperative Challenge event, yachts may optionally fly their national flag of registry and visiting country courtesy flag if so desired. US Sailing rule #56 will not apply to the display or signaling of either of these flags for this event.

10. SPECIAL AIDS

Self-steering devices are allowed.

11. INSPECTION

A pre-race courtesy inspection will be available in Sarnia upon request. This courtesy inspection in no way releases the skipper from full responsibility for the seaworthiness of the yacht. Each entrant's yacht is subject to inspection before and after the Challenge to verify compliance with the required equipment rule. ***Non-compliance during post-race inspection may result in disqualification.***

12. STRUCTURE OF THE CHALLENGE DIVISIONS

A division may be split based upon the yachts' PHRF rating to make level fleets. Otherwise the divisions will be split based on PHRF ratings and scored PHRF time on distance. Every attempt will be made to minimize the rating difference within each fleet.

13. STARTING TIMES AND PROCEDURES

See number 16 COURSE, for A, B starting lines. All yachts shall monitor Channel 72 during the starts. Starts will be conducted per US Sailing Rule 26, as modified below. All yachts not under warning signal for its class shall stay clear of the starting line and the first leg of the course. First signal: 1055 hrs.

Signal	Flag (sound optional)	Minutes Before
Attention	Several short sounds	6
Warning	Class Flag, 1 sound	5
Preparatory	P, I, Z, Z with I, or black flag, 1 sound	4
One-minute	Preparatory flag removed, 1 long sound	1

Start (Warning for next class)	Class flag removed, 1 sound	0
--------------------------------	-----------------------------	---

The warning signal for each succeeding division shall be the starting signal of the preceding division, unless there is a delay to the start sequence.

All yachts are advised to closely observe the visual committee yacht signals for actual on water class starts and sequences. In the event of conflict, visual signals shall have precedence over sound signals.

14. POSTPONEMENT

Participants will be notified of a postponement from the Challenge Committee boat, with the display of code flag "AP" (or shape with vertical red and white stripes), which may be accompanied by sound signals. This flag or shape postpones the start for those divisions that have not yet started. It will be lowered one minute before the raising of the warning flag for the next scheduled division start.

15. RECALL

In addition to the requirements of Rule 29.1 the Challenge Committee may attempt to notify yachts crossing the starting line early by hailing and/or transmitting on channel 72. In lieu of disqualification, a 30 minute penalty plus the time started early shall be assessed against yachts failing to restart. This action changes SCORING Rule A5.

General recall of a class will result in that class being moved to the end of the starting sequence.

16. COURSE

Course

Begin from a starting line between the yellow SYC buoy "F" at N 43° 01.929' / W 82° 23.046' approximately 3 miles north of the St. Clair river mouth and east of the shipping channel and the R.C. boat. Proceed to the finish line off Rogers City. The Buoy 45008 at 44° 17.00N / 82° 24.59W. Thunder Bay Island, Middle Island, and the Rogers City outer buoys are all marks of the course and shall be left to port.

17. RESPONSIBILITY TO REPORT AND RADIO COMMUNICATIONS

Participants are required to attempt to make radio contact with other participants on VHF channel 72 at 0800, 1400, 2000 and 0200 hours during the event, and to log the following:

- 1) Time, date and location of your vessel
- 2) Name and location of other vessels contacted

Participants are required to notify the Challenge Committee at the earliest opportunity, directly or through the Rogers City Harbor Master, (989) 734-3808, or the Rogers City Police Department, (989)734-2156, when they:

- 1) Enter a harbor or anchorage for a temporary layover
- 2) Leave a harbor or anchorage and restart the event
- 3) Withdraw from the event.

Participants are required to continuously monitor weather reports and inform the Challenge Committee and other vessels in their area of severe weather conditions they have observed.

Participants are requested to inform the Challenge Committee and/or other vessels in their area when they modify course to a harbor or anchorage other than the Rogers City finish line.

Participants are required to announce on VHF channel 72 when they round the Buoy 45008. The time of the rounding and the identity of vessels ahead and astern, if known, shall be entered on the radio log.

Participants are required to notify the Finish Line Committee on VHF channel 72 if it is apparent that they will finish later than Tuesday, June 30, 2020, 1200 hours EDT.

At the conclusion of the Challenge, participants may be required to temporarily surrender their ship's log for inspection by the Challenge Committee.

Use of the following during the challenge is specifically prohibited:

- 1) Any prearranged transmissions for the advantage of individual competitors.
- 2) Communications with non-competitors for the purpose of a position fix.

18. OUTSIDE ASSISTANCE

Rule 41 is modified so as outside assistance and/or additional materials taken on board after the start and before the finish of the Challenge shall be recorded in the log and reported to the Challenge Committee. After reviewing the type and circumstances of the outside assistance, the Challenge Committee may increase the corrected time or apply the 20% scoring penalty of rule 44.3c to the vessel receiving outside assistance. It should be noted that "outside assistance" includes such activities as receiving assistance in docking in a safe harbor.

19. ENGINES AND POWER

An engine may be used for generating electricity provided that such use does not advance the position of the yacht. Sailing Rule 42 is modified to permit engine propulsion for only the following situations:

- 1) Engine propulsion may be used to avoid a collision with non-competing traffic, provided that such usage does not advance the yacht's position from its position just prior to the hazardous incident.
- 2) Engine propulsion may be used for entering and leaving a harbor or anchorage. Such usage of the engine shall not advance the position of the yacht when it resumes sailing.
- 3) Engine propulsion may be used to free a grounded vessel provided the usage of the engine does not advance the position of the yacht from its position prior to the grounding.
- 4) All uses of the engine for propulsion shall be logged and reported to the Challenge Committee when signing in after the event.

20. SEAMANSHIP

THE CHALLENGE COMMITTEE STRESSES THAT THE SPIRIT OF THIS CHALLENGE IS TO COMPLETE A SAFE AND SEAMEN LIKE PASSAGE. THE FACT THAT AN EVENT IS BEING HELD DOES NOT CONDONE UNSEAMAN LIKE CONDUCT IN FOG, TRAFFIC, CONDITIONS OF FATIGUE, OR AT ANY OTHER TIME.

The Challenge Committee stresses Rule 5 of the International Rules of the Road:

"EVERY VESSEL SHALL AT ALL TIMES MAINTAIN A PROPER LOOKOUT BY SIGHT AS WELL AS BY ALL AVAILABLE MEANS APPROPRIATE IN THE PREVAILING CIRCUMSTANCES AND CONDITIONS SO AS TO MAKE A FULL APPRAISAL OF THE SITUATION AND THE RISK OF COLLISION"

The Committee wholeheartedly encourages good common sense, safety of yachting, crew and the spirit of sportsmanship. If a collision is imminent, all parties are expected to take evasive action. Rules of the Road and common sense shall take precedence over competition between vessels. The Challenge Committee reserves the right to disqualify any or all yachts involved in a collision.

A yacht may anchor or moor within a protected anchorage during the Challenge, subject to the conditions in Section 17, 18 and 19 in these Rules and Conditions.

21. PROTESTS

Protests shall be submitted in writing, in accordance with Part 5 Sec A, and filed with the Challenge Committee within four hours of finishing. A protest by a yacht that has abandoned the Challenge shall be postmarked within 24 hours of arriving at a harbor. Hearings will be held as soon as practicable thereafter and the date and time thereof posted at the Challenge Committee headquarters.

Notice of intention to protest shall be given to the Challenge Committee when checking in after the finish or when reporting withdrawal. The skipper of a protesting or protested yacht which finishes the Challenge **shall not** leave Rogers City without notifying the Challenge Committee, failing to do so may result in the protest being **decided against such skipper**.

In the case of a sustained protest, the protested yacht, at the discretion of the Challenge Committee, may be penalized by having her corrected time increased or the 20% scoring penalty of rule 44.3 imposed in lieu of disqualification, except as specifically stated in the rules.

22. FINISHING PROCEDURES

Approximately one hour prior to its anticipated finish, each yacht shall contact the Finish Line Committee on VHF channel 72. When approaching the finish line during darkness, participants shall illuminate their sail numbers.

AFTER finishing, each boat shall contact the Finish Line Committee on VHF channel 72 and give (1) the boat name and sail number, (2) the boat ahead (if known) and (3) the boat astern (if known). Boats are requested to continue to monitor VHF channel 72 until instructed to change to VHF channel 9 for docking instructions.

Participants shall record their finish time (GPS based). It is recommended that each yacht verifies their finish with the Challenge Committee on channel 72 before dropping their sails or starting their engine.

Within two hours after finishing, participants shall report to the Finish Line Committee trailer headquarters for check in. This includes turning in your receipt for dockage from the Harbor Master, radio log, backstay pennant, rounding and finish reports identifying yachts before and after your yacht at the finish. In addition, each finisher must sign the register at the Finish Line Committee headquarters. Such signature shall be a representation that the yacht was sailed in full compliance with the rules and conditions of the Challenge. **Failure to sign in shall be grounds for disqualification.**

23. TIME LIMIT

After the first yacht in a division has finished, the remaining yachts in that division shall be allowed 24 hours in which to finish. Any yacht finishing after this time may submit his finish time and petition for Challenge Committee approval of his finish. Reference rule 17 regarding potential finishes after 1200 hours Tuesday June 30, 2020.

24. AWARDS

All entrants who finish the course within the allotted time and within the rules set forth by the Challenge Committee will be awarded a commemorative acknowledgment of this achievement. Flags will be awarded to yachts according to the number of yachts in each division:

Yachts in Division	Awards
1	Participation award only
2	1 st place
3-4	1 st and 2 nd places
5 or more	1 st , 2 nd and 3 rd places

The Challenge Committee reserves the right to provide additional awards for exceptional passages or sportsmanship. Awards are scheduled to be presented at the Rogers City Pavilion south east of the harbor at approximately 17:00 on Monday, June 27, 2022 unless otherwise posted.

25. RESPONSIBILITY

In this Huron Doublehanded Challenge, neither the Sarnia Yacht Club nor MORC stn 26 nor any committee nor a member of a committee, nor any officer or director of the Association shall be liable for any injury or damage whatsoever to persons or property connected with or belonging to any participant in the Challenge, whether due to any negligence of a Committee or its aforementioned affiliated parties, or due to any other causes. All participants, which include skippers, spectators, officials and others engaged in the Challenge, do so at their own risk. An entrant represents to the Committee that his or her vessel is seaworthy, that he or she is competent, and the requisite lifesaving equipment is aboard and in operable condition.

26. AUTHORITY

These rules are presented by the Sarnia Yacht Club/ MORC stn 26, which reserves the right to amend or add to the Rules at any time up to the start of the Challenge. Such amendments will be communicated to all entrants or communicated at the mandatory skippers meetings.

Rogers City Finish Line

FINISH LINE GATE:

Between the Rogers City OUTER entrance buoys & the HURON Doublehanded CHALLENGE BUOY.

ACTUAL FINISH LINE:

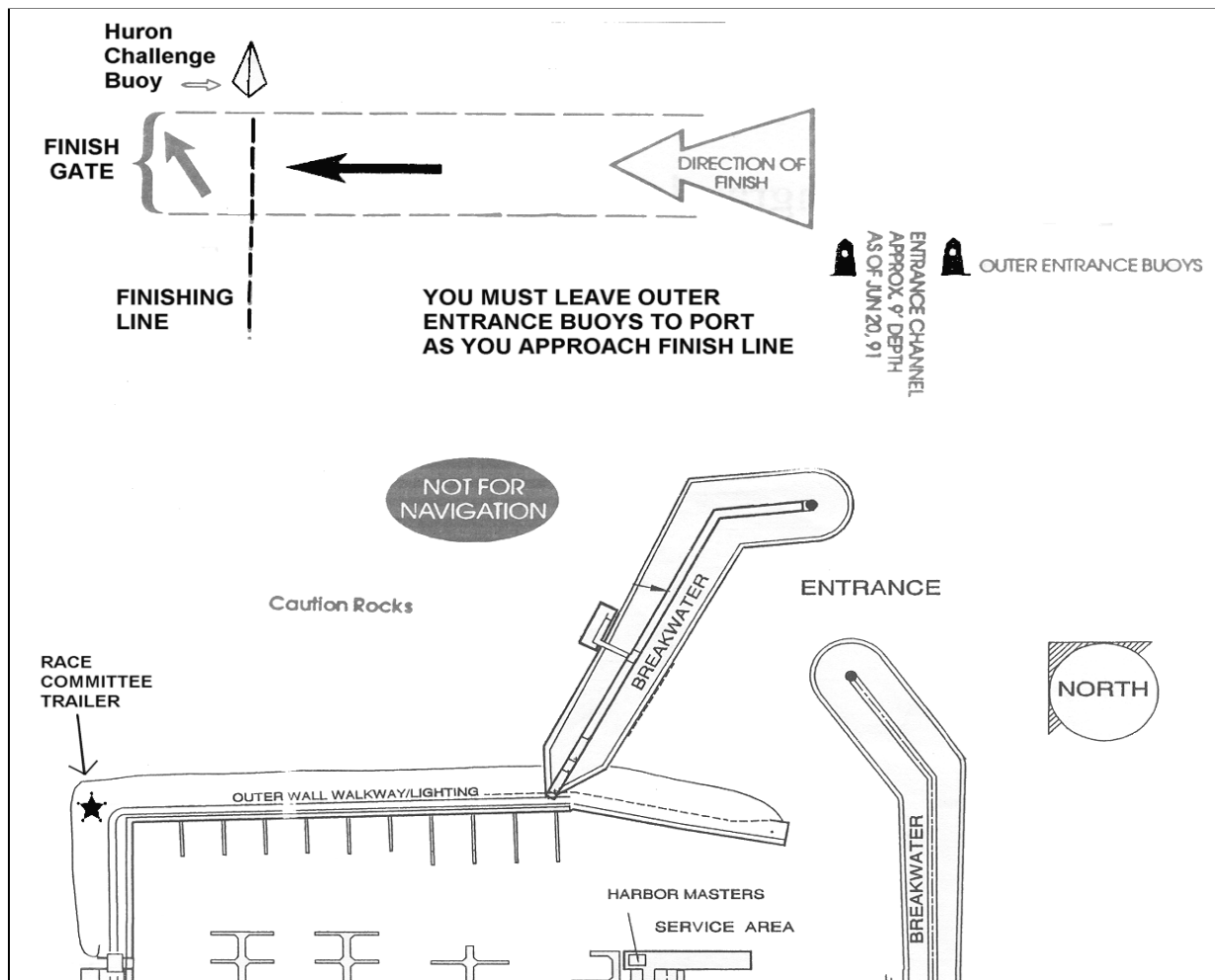
Finish Line you MUST CROSS will be in a straight line from the Lake Huron Challenge Buoy and the RC orange shape/flag at the Race Committee Station (trailer) near the Northwest corner of harbor as described below.

- It is the intent to have the Huron Doublehanded Challenge Buoy marked with strobe light(s) or alternate shore illumination.
- It is the intent to have the shore end of the finish line, RC orange Shape/Flag, illuminated

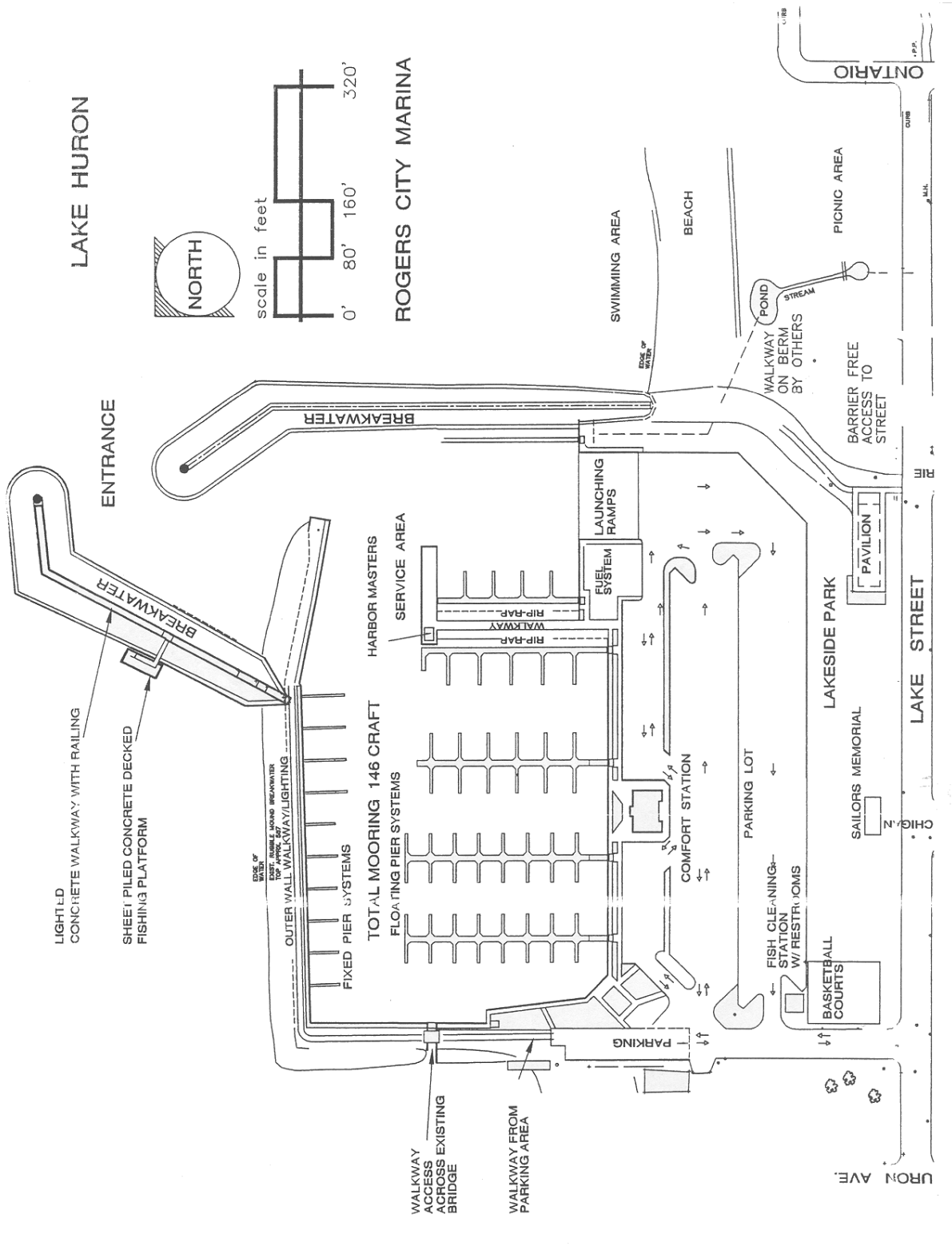
YOU MUST APPROACH THE FINISH LINE LEAVING THE HURON CHALLENGE BUOY TO YOUR STARBOARD SIDE, AND THE ROGERS CITY OUTER BUOYS TO YOUR PORT SIDE. THE WATER DEPTH AT THE OUTER ENTRANCE BUOYS IS 12 FEET. THE HURON CHALLENGE BUOY WILL BE PLACED IN APPROXIMATELY 20 FEET OF WATER.

A Yacht hitting the Huron Doublehanded Challenge Buoy, or a Yacht contributing to another Yacht hitting the HDC Buoy, will be subject to DSQ, at the discretion and review of the Challenge Committee.

PLEASE COOPERATE FULLY WITH THE HARBORMASTER AND HIS DOCKING CREW IN YOUR MOORING ASSIGNMENT.



Rogers City Harbor Diagram



Reference only – Not for navigation