



Lake Ontario 300 Challenge Race  
 July 12 – July 16, 2013  
 Lake Ontario Offshore Racing of the Port Credit Yacht Club  
 And  
 For LO300 Solo Challenge Race  
 Jointly with the Great Lakes Singlehanded Society

## NOTICE OF RACE

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

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

### With Amendment 1

Amendment	Date	Section	Description
1	2013-04-24	1.8	Corrected IRC Class rule numbers
		1.9	Added requirement to meet Ontario Regulation 343
		3.1	Clarified stability requirements
		4.3	Added cutover date for submission of address material needed for Solo Challenge entrance

**The Registration and Race Document Web Site is**  
[www.yachtscoring.com/emenue.cfm?eID=765](http://www.yachtscoring.com/emenue.cfm?eID=765)

#### **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 the Sail Canada (formerly the CYA) to the RRS apply for the entire race; including in US waters, see  
[www.sailing.ca/racing/rules\\_and\\_regatta\\_management/racing\\_rules\\_of\\_sailing/](http://www.sailing.ca/racing/rules_and_regatta_management/racing_rules_of_sailing/)

- 1.3 Part 2 of the RSS are to be replaced with the Right of Way Rules of the International Regulations for Preventing Collisions at Sea as amended by Transport Canada <http://www.tc.gc.ca/eng/marinesafety/tp-tp10739-menu-785.htm> between 2000hrs and 0600hrs EDT.
- 1.4 The Lake Ontario 300 is a Category 3 Event under the ISAF Offshore Special Regulations, [www.sailing.org/documents/offshorespecialregs/index.php](http://www.sailing.org/documents/offshorespecialregs/index.php) .  
The Offshore Special Regulations for Category 3 apply as amended by Sail Canada (formerly the CYA) 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**
- |           |   |
|-----------|---|
| PHRF      | PHRF- LO Rules shall apply and PHRF-LO is the Handicap/Measurement Authority              |
| IRC       | IRC Rules 2013 Parts A, B and C shall apply and IRC is the Handicap Measurement Authority |
| Multihull | GLMRA Rules shall apply and GLMRA is the Handicap/ Measurement Authority                  |
- Singlehanded sailboats (Solo Challenge) racing in**
- |           |   |
|-----------|---|
| Monohull  | GLSS Monohull Rules shall apply and GLSS is the Handicap/ Measurement Authority |
| Multihull | GLSS Multihull Rules shall apply and GLSS is the Handicap Measurement Authority |
1. 6 The Lake Ontario 300 Challenge Race is governed by:  
*Port Credit Yacht Club Visiting Yacht Policy* available at [www.pcy.net](http://www.pcy.net)
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 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 boat's position
- 1.7.4 RRS 51 Movable Ballast  
Is modified to allow canting keels and water ballast on fully crewed sailboats only  
Canting Keels and Water Ballast must be listed on the sailboat's certificate.
- 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  
ability to announce a sailboat's successful completion at the finish
- 1.7.7 RRS 61.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  
Is modified to allow the Race Committee the ability to announce a sailboat's successful completion at the finish
- 1.7.9 RRS 64.1  
Is modified that 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
- 1.7.10 RRS A4 & A5  
Is modified such that sailboat not starting within 180 minutes of her starting signal will be scored DNF
- 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) 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. In order to safely enter or leave a harbour, motoring from a minimum safe distance for the conditions is acceptable. Any motoring that would be necessary must not improve 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 registering after the Challenge.

(E) Engine propulsion may be used to clear seaweed or fish netting from the keel, rudder, or propeller as long as the use does not improve the boat's position.

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

##### 21.6.1 IRC

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

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.

## 2 ADVERTISING

Sailboats may be required to display advertising chosen and supplied by the organizing authority.

## 3 ELIGIBILITY AND ENTRY

- 3.1 The Lake Ontario 300 Challenge Race is open to any sailboat that meets one of the following stability measurements.

Precedence	Measurement	Minimum Value
1	ISO 12217-2 Category	B
2	STIX AVS	23 130-0.005m , but always >95°
3	STBIX	103
4	SSSN	15

Where m is the Minimum Sailing Weight

For entries, 2 through 4, the sailboat must have a Minimum Sailing Weight of 1500kg as well as the minimum value.

The Organizing Authority, upon application and subsequent review of the vessel's technical evidence, as supplied by the owner, may, at their sole discretion, accept or reject such vessel as suitable for this race. It is the responsibility of the owner to obtain and submit required technical evidence when requested by the Organizing Authority in order to review a sailboat for its suitability including stability characteristics.

- 3.2 Eligible sailboats may be entered in the race by registering online at the Registration and Race Document Web Site.
- 3.3 Supporting documentation for a complete entry includes all information requested in the online entry, at the Registration and Race Document Web Site, as well as the following:
- 1 Payment of the entry fee (s), paid online by the date in 5.1.
  - 2 Sailboat's valid rating certificate number as soon as available for the year and before the date in 5.1

- 3 Stability measurement and value for 3.1, for specific the sailboat or for a sister ship, submitted by email to [registrar@loor.ca](mailto:registrar@loor.ca) within 48 hours of completion of the online registration.
  - 4 Crew information filed and maintained electronically at the Registration and Race Document Web Site. This includes identification of the Person in Charge as per RRS 46 and compliance with the Sail Canada's prescription to RRS 46.
  - 5 Signed Crew Overboard Recovery Drill Certificate to be submitted at event registration and available at the Registration and Race Document Web Site.
  - 6 Applicable completed and signed *Lake Ontario Offshore Special Regulations*, to be submitted at event registration and available at the Registration and Race Document Web Site.
  - 7 *LO300 Sail Plan*, to be submitted at event registration and available at the Registration and Race Document Web Site.
- 3.4 The race is open to monohull and multi-hull sailboats. Divisions will include Flying Sails (FS) and No Flying Sails (NFS), Doublehanded, Fully Crewed or Flying Sails Singlehanded for Solo Challenge only.

Divisions shall be divided into Spinnaker and White Sail Fleets. Multihull Classes shall be spinnaker only. Divisions may be sub-divided into fleets. The Organizing Authority may assign sailboats to divisions and fleets based on number of sailboats registered.

The following table lists the Divisions by Course

#### Monohull Divisions

	Main Duck Course	Scotch Bonnet Course
PHRF-LO No Flying Sails – Doublehanded	NA	Only
PHRF-LO No Flying Sails – Fully Crewed	NA	Only
PHRF-LO Flying Sails with rating of 186 or greater – Doublehanded	NA	Only
PHRF-LO Flying Sails with rating of 186 or greater – Fully Crewed	NA	Only
PHRF-LO Flying Sails with rating between 171 and 183 inclusive – Doublehanded	Either	Either
PHRF-LO Flying Sails with rating between 171 and 183 inclusive – Fully Crewed	Either	Either
PHRF-LO Flying Sails with rating of 168 and smaller – Doublehanded	Only	NA
PHRF-LO Flying Sails with rating of 168 and smaller – Fully Crewed	Only	NA
IRC – Fully Crewed	Only	NA

IRC – Doublehanded	Only	NA
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**Multihull Divisions**

	<b>Main Duck Course</b>	<b>Scotch Bonnet Course</b>
Multihull with Flying Sails only – Full Crewed	Only	NA

**Singlehanded (Solo Challenge) Divisions**

	<b>Main Duck Course</b>	<b>Scotch Bonnet Course</b>
Monohull with Flying Sails	Only	NA
Multihull with Flying Sails	Only	NA

3.5 Required Handicap Certificates

**Double handed & Fully Crewed sailboats racing in**

PHRF	Must have a valid PHRF- LO Certificate
IRC	Must have a valid IRC Certificate
Multihull	Must have a valid GLMRA Certificate

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

Monohull	Must have a valid GLSS Certificate
Multihull	Must have a valid GLSS Certificate

For sailboats racing under PHRF from outside the PHRF-LO area, arrangements must be made in advance to obtain a PHRF-LO certificate. Contact the Organizing Authority well in advance of the event, to obtain details on accomplishing this.

For sailboats racing singlehanded (Solo Challenge) for the first time, must contact GLSS to obtain the necessary GLSS rating.

3.6 Crew overboard procedures shall be practised aboard the yacht at least once annually. A certificate of such practice (Crew Overboard Recovery Drill Certificate available on the registration page) shall be signed by crew members and submitted as part of the registration. (Refer to Appendix D of the ISAF Offshore Special Regulations for more details on COB Recovery).

3.7 Sailboats entered in a Doublehanded Division shall be crewed only by a Person in Charge and one other crew, both of whom shall be not less than 18 years of age. The Person in Charge in the Fully Crewed Division shall be not less than 18 years of age and at least one other crew member shall not be less than 18 years of age.

3.8 Sailboats competing in the Solo Challenge must meet the eligibility requirements of Great Lakes Singlehanded Society.

3.8.1 Be a member of the Great Lakes Singlehanded Society, or

- 3.8.2 Meet the following
- 3.8.2.1 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 Lake Ontario
- 3.8.2.2 Submit a completed GLSS Sailing Experience Resume Form showing that they meet these qualification requirements.
- 3.8.2.3 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 for consideration and approval
- 3.9 Competitors' sailboats shall only display a sail number registered specific to the sailboat at the time of its commission. Requests, on the *Alternate Sail Number Form*, to display alternative sail numbers to the sailboat's commissioned sail number may be approved by the Organizing Authority and must be filed with the registrar prior to the Mandatory Participants Meeting.
- 3.10 Each competitor provided with bow stickers shall place the stickers on the port and starboard bow of the yacht prior to the race. Solo Challenge sailboats must also place a white 2' x 2' x 2' triangle on the leech of mainsail on both sides above any reefing points formed with Glofast™ luminous cloth tape supplied by the Organizing Authority.
- 3.11 Sailboats will carry and use a transponder supplied by the Organizing Authority. The cost of the transponder rental is included in the Entry Fee. The transponders are to be picked up during check-in prior to the Competitors' Meeting at 1900 EDT Friday, July 12, 2013. The use of transponders shall be outlined in the Sailing Instructions

#### **4 FEES**

- 4.1 Required fees are as follows and payable on line

*All Classes*

Until February 28 <sup>th</sup>	\$225.00 CAD	+\$29.25 CAD HST =	\$245.25 CAD
On & after March 1 <sup>st</sup>	\$290.00 CAD	+37.00 CAD HST =	\$327.70 CAD



- 4.2 Refund - LO300 will allow a 50% refund upon written request up until the registration deadline. Written request must be sent by mail to LO300 c/o PCYC or emailed to **register@loor.ca**. The retained amount covers incurred expense. No refunds will be allowed after the registration deadline.
- 4.3 Solo Challenge Fees - all boats wishing to participate in the Solo Challenge must pay a separate fee to GLSS. For details, see [www.solosailors.org](http://www.solosailors.org), including any refund policy. All the requirements for a complete GLSS entry must be completed by June 30, 2013.

## **5 SCHEDULE**

- 5.1 Registration online, at the Registration and Race Document Web Site until 2359 EDT, Wednesday, July 3, 2013, the registration deadline
- 5.2 The Mandatory Participants' Meeting is at 1900 EDT, Friday July 12, 2013 on the patio at Port Credit Yacht Club. A representative of each boat shall attend this meeting and is open to all participants.
- 5.3 Division Organization (Splits) and starting sequence shall be posted before 0900 EDT July 12, 2013 on the Official Notice Board. Preliminary versions may be posted before, at the Registration and Race Document Web Site.
- 5.4 The warning signal is at 1100 EDT, Saturday July 13, 2013.

## **6 MEASUREMENTS AND INSPECTIONS**

- 6.1 All sailboats shall be reviewed for the equipment listed in the *applicable Lake Ontario Offshore Special Regulations*, available at the Registration and Race Document Web Site. This review will be undertaken by the person in charge of the sailboat. A sailboat must successfully complete this review prior to the start of the race. It must be completed and submitted as part of the entry to the registrar during the check-in.
- 6.2 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

## **7 SAILING INSTRUCTIONS**

The Sailing Instructions will be available at the Registration and Race Document Web Site by June 15, 2013.

## **8 VENUE AND THE COURSE**

- 8.1 Main Duck Island Course shall be a 300 nautical mile clockwise circumnavigation of Lake Ontario, starting at Port Credit, then on to Gibraltar Point Mark, Main Duck and Yorkshire Islands, Ford Shoal Buoy, Niagara Mark, PCYC Mark and the Finish Mark.

8.2 Scotch Bonnet Island Course shall be a 190 nautical mile course starting at Port Credit, then on to Gibraltar Point Mark, Scotch Bonnet Island, Niagara Mark, PCYC Mark and the Finish Mark.

## **9 PENALTY SYSTEM**

The Scoring Penalty, rule 44.3, will apply.

## **10 SCORING**

### **Double handed & Fully Crewed sailboats racing in**

PHRF PHRF- LO time on time formula applies

IRC IRC Rule applies

Multihull GLMRA Rule applies

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

Monohull GLSS time on time formula applies

Multihull GLSS time on time formula applies

Sailboats shall be scored in their own Fleets and Divisions. 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.

## **11 BERTHING**

Boats berthing at PCYC before or after the race must follow *PCYC's Visiting Yachts' Policy* including pre-registration available at

## **12 RADIO COMMUNICATION**

Each yacht may communicate with any person, competitor, yacht or outside source of information available using any means available throughout the race.

## **13 PRIZES**

Trophies and/or flags shall be awarded to the winning yachts in each Division and Fleet.

A list of the trophies awarded, their eligibility requirements and selection methodology is available at [www.loor.ca/lake-ontario-300-race/overview/](http://www.loor.ca/lake-ontario-300-race/overview/) .

Flags shall be awarded to the winning yachts in each Division and Fleet at 1900 Tuesday, July 16, 2013 at Port Credit Yacht Club.

Trophies will be presented on Saturday September 28, 2013 at the Port Credit Yacht Club.

**14 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 boat 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.

**15 INSURANCE**

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

**16 PHOTOGRAPH & VIDEO RIGHTS**

All pictures, audio and video recordings, graphic logos and service names contained herein or produced during the race by or on behalf of the Organizing Authorities or Port Credit Yacht Club, are the property of either the Organizing Authorities or Port Credit Yacht Club or their respective members. No rights are granted to use pictures, graphic logos and service names without permission.

**17 FURTHER INFORMATION**

For further information, including social events and for docking arrangements, please see [www.loor.ca](http://www.loor.ca) or email [lo300@loor.ca](mailto:lo300@loor.ca).

For specific questions on the following, please contact listed individual:

General LOOR		<a href="mailto:info@loor.ca">info@loor.ca</a>
LO300		<a href="mailto:lo300@loor.ca">lo300@loor.ca</a>
Safety		<a href="mailto:safety@loor.ca">safety@loor.ca</a>
Registration		<a href="mailto:registrar@loor.ca">registrar@loor.ca</a>
Race Committee		<a href="mailto:racecommittee@loor.ca">racecommittee@loor.ca</a>
Handicap systems		
IRC	John Crawley	<a href="mailto:jccrawley@gmail.com">jccrawley@gmail.com</a>
PHRF-LO	John Crawley	<a href="mailto:jccrawley@gmail.com">jccrawley@gmail.com</a>
GLSS	Brent Hughes	<a href="mailto:bhughes@ucci.ca">bhughes@ucci.ca</a>