

**GREAT LAKES SINGLEHANDED SOCIETY  
PORT HURON TO MACKINAC ISLAND  
CHICAGO TO MACKINAC ISLAND  
2010 SOLO CHALLENGES  
SAILING INSTRUCTIONS**

## **1. RULES**

The Port Huron to Mackinac Island and the Chicago to Mackinac Island Solo Challenge shall be governed by the current Racing Rules of Sailing (RRS), the Notice and Conditions of Race and these Sailing Instructions.

## **2. SKIPPERS**

Skippers will consist of one person who has fulfilled the qualification requirements in the Notice of Race and has been approved by the Great Lakes Singlehanded Society (GLSS) Board of Directors.

## **3. BOATS ELIGIBLE**

The Challenge is open by invitation of the Great Lakes Singlehanded Society to boats in compliance with (a) the Notice and Conditions of Race and (b) the 2010 Equipment List.

Yachts may optionally fly their national flag of registry and a visiting country courtesy flag if so desired. US Sailing rule #55 does not apply to the display or signaling of either of these flags for this event.

## **4. NOTICES TO SKIPPERS**

Before the start, Notices to Skippers will be posted on the Official Notice Boards located at (a) the Port Huron Yacht Club, Port Huron, and (b) the Columbia Yacht Club, Chicago, during registration on Friday, June 18, 2010.

After the start, Notices to Skippers will be posted on the Official Notice Board of the Great Lakes Singlehanded Society Race Committee located at the Mackinac Island Yacht Club.

## **5. CHANGES IN SAILING INSTRUCTIONS**

Changes in the Sailing Instructions after the Skippers' Meeting will be broadcast by the Race Committee on VHF Channel #72 before the start of the Challenge.

## **6. THE COURSES**

### **Port Huron Start:**

The Challenge begins from the starting line and proceeds to a turning mark located approximately one mile west and one-half mile north of the breakwater off Goderich, Ontario, thence to a finish line located off of Mackinac Island.

The Goderich mark, Thunder Bay Island and Bois Blanc Island are marks of the course and must be left to port.

### **Goderich Mark:**

The turning mark at Goderich will be located a safe distance off the harbor entrance.

A full description of the mark will be provided at the Skippers' meeting.

A Race Committee boat may be on station or the Race Committee may be monitoring the rounding from shore. During hours of darkness, illuminate your sail numbers for identification by the Race Committee.

The Goderich mark is to be left to port.

An acceptable alternative, if the mark is off station or missing, will be to come within 1000 feet of the Goderich breakwall before proceeding on toward Mackinac Island.

Skippers must record in the boat's log and the Rounding Report provided at the Skippers' Meeting the following information: the time of rounding of the Skipper's boat and the identity and time of rounding of the boat ahead and the boat astern, if possible. Confirm the identity of the boat ahead and astern if possible by VHF radio Channel #72.

### **Chicago Start:**

The Challenge begins from a starting line east of the south end of the Chicago Harbor outer breakwall. The fleet proceeds to navigation buoys at Grays Reef and then on to a finish line off Mackinac Island.

The Manitou's, Fox Islands and Beaver Island may be left to either port or starboard. Round Island must be left to starboard.

### **Grays Reef Mark:**

The Grays Reef marks will be G7 (FI G 4s) southeast of Grays Reef Light, left to starboard, and G3 (FI G 2.5s bell) New Shoal #3, left to starboard.

A full description of the Grays Reef marks will be provided at the Skippers' Meeting.

No Race Committee will be on station.

Skippers must record in the boat's log and the Rounding Report provided at the Skippers' Meeting the following information: the time of rounding of the Skipper's boat and the identity and time of rounding of the boat ahead and the boat astern, if possible. Confirm the identity of the boat ahead and astern if possible by VHF radio Channel #72.

## **7. STARTING AREA**

### **Port Huron Start:**

The starting line will be east of the shipping channel buoy R-4 located approximately two nautical miles north of the Bluewater Bridge.

### **Chicago Start:**

The starting line will be east of the south end of the Chicago Harbor outer breakwall.

## **8. THE START**

### **All Starts:**

A complete description of the starting area will be provided at the Skippers' Meeting.

Yachts not starting must stay at least 200 yards away from the starting area until the warning signal of their division has been displayed.

Races will be started using rule 26 with the warning signal given 10 minutes before the starting signal. Starting times, starting sequences and division splits will be provided at the Skippers' Meeting.

### **Port Huron Start:**

The starting line will be between a mark on the west end of the starting line and the Race Committee boat located at the east end of the starting line.

**The first warning signal is at 9am EDT.**

### **Chicago Start:**

The starting line will be between a point on the south end of the Chicago Harbor outer breakwall and the Race Committee boat.

**The first start is at 8am CDT.**

## **9. POSTPONEMENT**

Skippers will be notified of a postponement from the Race Committee with the display of the code shape AP (vertical red and white stripes) accompanied with two sounds.

This shape postpones the start for those divisions that have not yet started.

It will be lowered one minute before the raising of the warning signal for the next scheduled division start.

## **10. INDIVIDUAL RECALL**

Boats on course side before the start will be signaled in accordance with RRS 29.1, Flag X (blue cross on white background) with one sound.

In addition the Race Committee will attempt to notify boats on course side before the start on VHF Channel #72.

Boats failing to return and start properly will be assessed a 30-minute penalty plus the time started early in lieu of disqualification.

## **11. GENERAL RECALL**

A general recall for a division will be made in accordance with RRS 29.3. The Race Committee will signal a general recall by displaying the first substitute flag (yellow triangle on blue background) and two sounds.

The warning signal for a new start for the recalled class shall be made one minute after the first substitute is removed (one sound) and the starts for any succeeding divisions shall follow the new start.

## **12. THE FINISH**

### **Finish Line:**

The finish line will be between a line on the window of the Mackinac Island Yacht Club and Straights of Mackinac Green flashing buoy #3. A diagram of the finish line at Mackinac Island will be provided at the Skippers' Meeting.

Due to a common finish line, Skippers are asked to monitor VHF Channel #72 to be aware of boats finishing from an opposing direction. It is the responsibility of a Skipper already finished to stay clear of other boats that have not finished.

### **Finishing Procedure:**

Skippers are expected to notify the Race Committee at Mackinac Island via VHF Channel #72 approximately one hour before the estimated time of finishing the Challenge. After finishing, the Skippers may verify their finish with the Race Committee on VHF Channel #72.

Skippers must complete a Finish Report which includes his boat's finishing time and the boat finishing ahead or behind, if known.

Within four hours after finishing, Skippers must report to the Race Committee headquarters at the Mackinac Island Yacht Club for check in. This includes signing the Skippers' Register, turning in the Radio Log, Rounding Report and Finish Report.

## **13. TIME LIMIT**

Any Skipper finishing after 1200 hours, Wednesday, June 23, 2010, must submit all of the required forms and petition for an approval of their finish by the GLSS Board of Directors.

## **14. INSPECTION**

Upon the completion of the Challenge, each Skipper's boat is subject to an inspection to verify compliance with the Required Equipment rule. A boat failing to comply may be disqualified and not listed as an official finisher.

## **15. PROTESTS AND ALTERNATIVE PENALTIES**

A boat protesting another boat shall do so in accordance with RRS 61 within four hours of finishing by the protesting boat. A protest by a boat that has abandoned the Challenge must be received or postmarked within 24 hours of arriving at a harbor of refuge.

Notice of intention to protest must be given to the Race Committee when checking in. The Skipper of a protesting boat which finishes the Challenge must not leave Mackinac Island without notifying the Race Committee, failing which; the protest may be decided against such Skipper.

Protests should be submitted on a U.S. Sailing Protest Form, which will be made available at the Race Committee Headquarters on Mackinac Island.

Protests will be heard as soon as practicable thereafter and the date and time will be posted on the Official Notice Board at the Mackinac Island Race Headquarters.

Penalties imposed by the Protest Committee include disqualification or in lieu thereof, the Protest Committee may penalize a boat by having its corrected time increased.

## **16. SCORING**

Each boat that completes the Challenge will be ranked by its corrected time in its division or class.

Corrected times will be calculated on a time-on-distance basis using a course length of 230 nautical miles for the Port Huron start and 287 nautical miles for the Chicago start.

## **17. AWARDS**

Skippers and their guests are invited to attend the Awards Luncheon to be held at the Mackinac Island Yacht Club at 1200 hours on Wednesday, June 23, 2010.

All Skippers who complete the Challenge within the allotted time and within these Sailing Instructions and the Notice of Race will be awarded a commemorative medallion acknowledging this achievement as set forth in the Notice of Race.

Flags will be distributed as set forth in the Notice of Race.

## **18. RESPONSIBILITY TO REPORT**

Any Skipper observing infractions of the Notice of Race and these Sailing Instructions is expected to report such infractions to the Race Committee.

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

A Skipper must attempt to notify the Race Committee if it is apparent that he will finish later than 1200 hours on Wednesday, June 23, 2010.

If a Skipper withdraws from the Challenge, it is the responsibility of the Skipper to notify the Race Committee on Mackinac Island at the earliest opportunity. Phone numbers will be provided

at the Skippers' Meeting.

In the event that a Skipper temporarily anchors or lays to for more than 8 hours, the skipper should attempt to notify the Race Committee or another Skipper by VHF.

Skippers are required to attempt to make radio contact with other Skippers on VHF Channel #72 every 6 hours beginning at 2pm (1400 hours) the day of the Challenge start. Channel #72 is to be monitored for 30 minutes at the appropriate times. Radio contact with other Skippers is to be logged noting time, position and other pertinent information. This Radio Log will be made available at the Skippers' meeting.

Skippers are required to maintain a boat's log noting position and conditions with entries recommended at least every 3 hours.

## **19. SPECIAL AIDS**

The use of electronic navigational aids (i.e., GPS, Radar and LORAN) is permissible. However, such devices shall not be connected to control the boat's self-steering system.

## **20. OUTSIDE ASSISTANCE**

The RRS 41 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 the individual Skippers.
- (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 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 be if he were still on the course and remain on his boat except to attend to docking.

## **21. PROPULSION**

RRS #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.

Participants are reminded that RRS #42 forbids the use of engine propulsion to free a grounded boat.

## **22. SEAMANSHIP**

The Great Lakes Singlehanded Society stresses that the spirit of the Challenge is to complete a safe and seamanlike passage. The fact that a race event is being held does not condone unseamanlike conduct in fog, traffic or conditions of fatigue.

The Race 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 AS TO MAKE FULL APPRAISAL OF THE SITUATION AND THE RISK OF COLLISION.”**

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.