



Lake Ontario 300 Challenge Race

Including

Lake Ontario 600 Challenge Race

Presented by driveHG.ca

Part of the

Ontario Sailing Offshore Keelboat IRC & PHRF Championships

July 13 – July 17, 2018

July 16 – July 20, 2018 (LO600)

Lake Ontario Offshore Racing of the Port Credit Yacht Club

& For LO300 & LO600 Solo Challenge Races

Jointly with the Great Lakes Singlehanded Society

NOTICE OF RACE

With Amendment 1/2018-06-28

www.loor.ca

www.solosailors.org

The Registration and Race Document Web Site is

www.yachtscoring.com/emenu.cfm?eID=4533

For an Entry Checklist, see page 16

Amendments

| # | DATE | SECTION | UPDATE |
|---|------------|---------|--|
| 1 | 2018-06-28 | 5.2 | Clarified dates and times of Mandatory Event Onsite Check-in to be only: <div style="text-align: right;"> Start 1000 EDT, July 13, 2018 End 1745 EDT, July 13, 2018 </div> |

The notation '[DP]' in a rule in the Notice of Race (NOR), Sailing Instructions (SIs) or other additional document that is a rule means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

The notation '[NP]' in a rule in the Notice of Race (NOR), Sailing Instructions (SIs) or other additional document that is a rule means that the penalty for a breach of that rule will not be grounds for a protest by a sailboat.

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 Sail Canada to the RRS apply for the entire race; including in US waters, see
www.sailing.ca/files/RRS_2017_2020_Sail_Canada_Prescription_Final_E_N.pdf
- 1.3 Part 2 of the RRS will be replaced with the Right of Way Rules of the International Regulations for Preventing Collisions at Sea as amended by Transport Canada between 2000 and 0600 EDT.
laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/page-4.html
- 1.4 [DP] [NP] Offshore Special Regulations (OSR)
 The event is a Category 3 Event under the World Sailing Offshore Special Regulations. Offshore Special Regulations for Category 3 with prescriptions from Sail Canada and amended by the Lake Ontario Offshore Racing apply, 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

| | |
|-----------|--|
| IRC | IRC Rules 2018 Parts A, B and C shall apply and IRC is the Handicap Measurement Authority. |
| PHRF | PHRF- LO Rules shall apply and PHRF-LO is the Handicap/Measurement Authority. |
| Multihull | GLMRA Rules shall apply and GLMRA is the Handicap/ Measurement Authority. |

Singlehanded sailboats (Solo Challenge) racing in

| | |
|-----------|---|
| Monohull | PHRF- LO Rules shall apply and PHRF-LO is the Handicap/Measurement Authority. |
| Multihull | GLMRA Rules shall apply and GLMRA is the Handicap/ Measurement Authority. |

- 1.6 The event is governed by *PCYC's Visiting Yacht's Policy*, including pre-registration, available under the link "Additional Event Links" on the Registration and Race Document Web Site.
- 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
Is modified by replacing first sentence with
A boat shall *start* or be assessed the time penalty in 1.7.2, sail the course described in the sailing instructions and *finish*.
 - 1.7.2 RRS 29.1, RRS 64.1 (a) and RRS Appendix A5
Are modified such that a sailboat that is OCS at the start of her class is assessed a 45-minute penalty. A sailboat starting six minutes before her Start Signal may be protested by the Race Committee, and the Protest Committee will apply an appropriate penalty if the sailboat is found to have infringed this.
 - 1.7.3 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 for information available using any means available throughout the race.
 - 1.7.4 RRS 42.3 Exceptions
Is modified so an engine may be used for generating electrical power provided that such use does not advance the boat's position.
 - 1.7.5 RRS 51 Movable Ballast
Is modified to allow canting keels and water ballast, assuming the applicable

class/measurement/handicap rules permit them.

1.7.6 RRS 52 Manual Power

Is modified to allow canting keels and water ballast, assuming the applicable class/measurement/handicap rules permit them.

All movable ballast systems must be capable of manual operation if the powered systems are inoperable.

Is modified to allow the use of power auto helm devices.

1.7.7 RRS 60.1 (a)

Breaches of specific Sailing Instructions, as denoted in the Sailing Instructions by “[NP]”, will not be grounds for a protest by a sailboat.

1.7.8 [NP] 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 [DP] [NP] RRS A4 & A5

Is modified such that a sailboat not starting within 90 minutes of her starting signal will be scored DNF.

1.7.11 Changes applicable to ONLY the 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 are 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. To safely enter or leave a harbour, and motoring from a minimum safe distance for the conditions is acceptable. Any motoring that would be necessary must not advance 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 if the use does not improve the boat's position.

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

1.8.1 IRC 21.6.1

Sailboats are allowed to carry one additional spinnaker over the number listed on the sailboat's IRC certificate.

1.8.2 IRC 22.4.2

Sailboats may choose to use the maximum crew number printed on the certificate or the crew number multiplied by 85kg as the maximum crew weight.

1.9 [DP] All sailboats shall comply with Ontario Environmental Protection Act Regulations #343 as documented at:

www.e-laws.gov.on.ca/html/regs/english/elaws_regs_900343_e.htm

2 [DP] [NP] ADVERTISING

Sailboats may be required to display advertising chosen and supplied by the Organizing Authority.

Additionally, sailboats may carry advertising as permitted by Racing Rules of Sailing with no additional fee. The Organizing Authorities may reject any

advertising that may conflict with any required advertising or with the interests of the Organizing Authorities or sponsors.

3 ELIGIBILITY AND ENTRY

3.1 The Event 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 | 23 130-0.0005m, but always > 95° |
| 3 | ORC Stability Index | 103 |
| 4 | SSS Base Value | 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, 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 [DP] [NP] 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) 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 by uploading it to the Registration and Race Document Web Site.
3. Stability, measurement, and value for 3.1, for the specific sailboat or for a sister ship, submitted by email to LO300@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, i.e., *Crew List*. This includes identification of the Person in Charge as per RRS 46 and compliance with the Sail Canada's prescription to RRS 46. The crew information shall accurately represent the crew onboard for the race. The Person in Charge shall update as necessary up to the start of the race. The Person in Charge, AKA skipper, is crew and must add/update their information in the Crew List.

5. Signed LOOR Crew Overboard Recovery Drill Certificate to be submitted at event Onsite Check-in. The blank form is available at the Registration and Race Document Web Site.
6. Applicable, completed and signed Lake Ontario Offshore Special Regulations Certificate, to be submitted at event Onsite Check-in. These are available at the Registration and Race Document Web Site.
7. LOOR Sail Plan, to be submitted at event Onsite Check-in. A blank form is available at the Registration and Race Document Web Site.

3.4 The race is open to monohull and multihull sailboats that meet the eligibility and entrance requirements.

Monohull sailboats Fleets will be:

- Flying Sails (FS) and No Flying Sails (NFS) - Fully Crew (FC)
- Flying Sails (FS) and No Flying Sails (NFS) - Doublehanded (DH)
- Flying Sails (FS) - Solo Challenge/Single Handed (SH) only

Multihull Fleets will be:

- Fully Crew (FC) - Flying Sails (FS) only

Fleets may be sub-divided into divisions based on handicap system and rating or One Design Classes. The Organizing Authority may assign sailboats to divisions and fleets based on the number of sailboats registered.

If sufficient sailboats in a one design class register, a fleet may be created for them.

For Doublehanded (DH) and Solo Challenge/Single Handed (SH), all souls onboard are crew.

Sailboats participating in the LO600 shall participate and be scored in the LO300.

The following table lists the allowable Fleets by Course.

Monohull Fleets

| Fleet | Main Duck Course (MDC) | Scotch Bonnet Course (SBC) | LO600 |
|---|------------------------|----------------------------|-------|
| PHRF-LO No Flying Sails – Doublehanded | NA | Only | NA |
| PHRF-LO No Flying Sails – Fully Crewed | NA | Only | NA |
| PHRF-LO Flying Sails with rating of 184 or greater – Doublehanded | NA | Only | NA |

| | | | |
|---|--------|--------|-----|
| PHRF-LO Flying Sails with rating of 184 or greater – Fully Crewed | NA | Only | NA |
| PHRF-LO Flying Sails with rating between 171 and 183 inclusive – Doublehanded | Either | Either | Yes |
| PHRF-LO Flying Sails with rating between 171 and 183 inclusive – Fully Crewed | Either | Either | Yes |
| PHRF-LO Flying Sails with rating of 170 and smaller – Doublehanded | Only | NA | Yes |
| PHRF-LO Flying Sails with rating of 170 and smaller – Fully Crewed | Only | NA | Yes |
| IRC – Fully Crewed | Only | NA | Yes |

Multihull Fleets

| Fleet | Main Duck Course (MDC) | Scotch Bonnet Course (SBC) | LO600 |
|--|------------------------|----------------------------|-------|
| Multihull with Flying Sails only – Full Crewed | Only | NA | Yes |

Solo Challenge/Single Handed Fleets

| Fleet | Main Duck Course (MDC) | Scotch Bonnet Course (SBC) | LO600 |
|---|------------------------|----------------------------|-------|
| Monohull with PHRF-LO Flying Sails rating over 183 | Only | NA | NA |
| Monohull with PHRF-LO Flying Sails rating 183 and under | Only | NA | Yes |

3.5 Required Handicap Certificates

Solo Challenge/Single Handed, Double handed & Fully Crewed sailboats racing in:

| | |
|------------------|---|
| GLMRA Multihull) | Must have a valid GLMRA Certificate, see NOR 17 |
| IRC | Must have a valid IRC Certificate, see NOR 17 |
| PHRF | Must have a valid PHRF-LO Certificate, see NOR 17 |

For sailboats racing under PHRF from outside the PHRF-LO area, arrangements shall be made in advance to obtain a PHRF-LO certificate. Contact PHRF-LO, www.phrf-lo.org .

- 3.6 Sailboats entered in a Doublehanded Fleet shall be crewed by individuals 18 years of age or older. On Fully Crewed Division sailboats, the Person in Charge and at least one other crew shall be 18 years of age or older.
- 3.7 [DP] [NP] Competitors' sailboats shall only display a sail number registered specific to the sailboat at the time of its commission. Requests, on the LOOR Alternate Sail Number Form, available on the Registration and Race Document Web Site, 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 Participants' Meeting.
- 3.8 [DP] [NP] 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 and Race Document Web Site) shall be signed by crew members and submitted as part of the registration. (Refer to Appendix D of the World Sailing Offshore Special Regulations for more details on COB Recovery). At least 50% of the crew shall participate in the Crew Overboard Recovery Drill.
- 3.9 [DP] [NP] 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.
- 3.10 [DP] [NP] Sailboats shall carry and use a tracker supplied by the Organizing Authority. The cost of the tracker rental is included in the Entry Fee. The trackers shall be picked up during check-in prior to the Participants' Meeting at 1900 EDT Friday, July 13, 2018. The use of trackers will be outlined in the Sailing Instructions.
- 3.11 [DP] Sailboats competing in the Solo Challenge must meet the eligibility requirements of the Great Lakes Singlehanded Society.
- 3.11.1 Shall be a member of the Great Lakes Singlehanded Society, or
- 3.11.2 Meet the following
- 3.11.2.1 An entrant shall 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.
- 3.11.2.2 Submit a completed GLSS Sailing Experience Resume Form showing that they meet these qualification requirements.
- 3.11.2.3 In addition, new entrants shall document that they have made at least one nonstop singlehanded passage under sail on the boat being entered in the Challenge, covering 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.

3.12 Competitors on the LO600 Course shall meet the following addition items.

Racing in Fully Crewed – The Person in Charge shall have completed a previous year’s LO300 Main Duck Island Course or similar race, minimum length of 270 NM, as the Person in Charge. Information on this race must be submitted to Organizing Authority.

Racing in Double Handed – The Person in Charge shall have completed a previous year’s LO300 Main Duck Island Course or similar race, minimum length of 270 NM, as the Person in Charge, racing Double Handed. Information on this race must be submitted to Organizing Authority.

Racing in Single Handed – The Person in Charge shall be a recognized member of the Great Lakes Singlehanded Society (GLSS).

4 FEES

4.1 Required fees are as follows and payable on line:

All Sailboats

| | | | |
|-----------------|--------------|--------------------|--------------|
| Until Mar. 15th | \$305.00 CAD | +\$39.65 CAD HST = | \$344.65 CAD |
| After Mar. 15th | \$410.00 CAD | +\$53.30 CAD HST = | \$463.30 CAD |

HST will be charged when applicable.

For a registration to be complete, payment is required. An entry is not complete until all entry requirements have been meet by the sailboat.

4.2 LO600 Additional Fee

\$105.00 CAD +\$13.65 CAD HST = \$118.65 CAD

4.3 For registrations made more than 60 days in advance of the event, the applicable fee is due at 60 days before the event, otherwise the registration will be deleted. For registrations made within 60 days of the event, payment in full is required at the time of registration.

4.4 Refund - LOOR will allow a 50% refund upon written request up until the registration deadline in SI 5.1. Written requests must be sent by mail to LOOR LO300 c/o PCYC or emailed to LO300@LOOR.CA. The retained amount covers incurred expense. No refunds will be allowed after the registration deadline.

4.5 Solo Challenge Fees - all boats wishing to participate in the Solo Challenge shall pay a separate fee to GLSS. For details, see www.solosailors.org, including any refund policy. All the requirements for a complete GLSS entry must be completed by June 30, 2018.

5 SCHEDULE

- 5.1 Registration online, at the Registration and Race Document Web Site until 2359 EDT, Wednesday, July 11, 2018, the registration deadline.
- 5.2 The Mandatory Event Onsite Check-in at PCYC
Start 1000 EDT, July 13, 2018
End 1745 EDT, July 13, 2018
- 5.3 [DP] [NP] The Mandatory Participants' Meeting is at 1900 EDT, Friday, July 13, 2018 at Port Credit Yacht Club. A representative from each sailboat shall attend this meeting and it is also open to all participants.
- 5.4 Fleet/Division Organization (Splits) and starting sequences will be posted before 1000 EDT July 13, 2018 on the Official Notice Board. Preliminary versions may be posted before, at the Registration and Race Document Web Site.
- 5.5 The first warning signal for the Solo Challenge 1020 EDT, Saturday, July 14, 2018

6 MEASUREMENTS AND INSPECTIONS

- 6.1 [DP] [NP] 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 the front page submitted as part of the entry to the registrar during the check-in.
- 6.2 [DP] [NP] 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.
- 6.3 [DP] [NP] At its sole discretion, the Race Committee may request a Pre-Race Inspection of a sailboat. This inspection would be conducted during the Mandatory Event Onsite Check-in. The Race Committee will provide 72-hour notice of this inspection, provided the sailboat has started registration before that time.
- 6.4 [DP] [NP] All sailboats registered in the LO600 shall be inspected by Equipment Inspectors appointed by the Race Committee at PCYC between 1800 EDT, Thursday, July 12, 2018 to 1600 Friday, July 13, 2018. The competitor must arrange for this inspection at least 96 hours prior to requested inspection time by emailing SAFETY@LOOR.CA. This pre-race inspection does not apply to sailboats only registered for the LO300

7 SAILING INSTRUCTIONS

The Sailing Instructions will be available at the Registration and Race Document Web Site by July 2, 2018. Sailing Instructions will only be available on the Registration and Race Document Web Site.

8 VENUE AND THE COURSE

- 8.1 Main Duck Island Course is a 303-nautical mile course on Lake Ontario, starting at Port Credit, then on to Mark 1, Ford Shoal Buoy, Main Duck and Yorkshire Islands, Niagara Mark, PCYC Mark and the Finish Mark. See Diagram 1 on page 15.
- 8.2 Scotch Bonnet Island Course is a 194-nautical mile course starting at Port Credit, then on to Mark 1, Scotch Bonnet Island, Niagara Mark, PCYC Mark and the Finish Mark. See Diagram 2 on page 15.
- 8.3 The LO600 Course is 600-nautical miles, consisting of a "Twice Around" sailing of the LO300 Main Duck Island Course, with Mark 1 omitted. See Diagram 1 on page 13. All yachts will complete the LO300 course, by crossing the finish line of the LO300 Course, being scored for the LO300 Race. Yachts will be scored for the LO300 Race regardless of whether they the finish the second lap of the LO600 Challenge. The LO600 Challenge shall be scored when the yachts cross the finish line at PCYC following the second lap of the course.

9 PENALTY SYSTEM

The Scoring Penalty, RRS 44.3, will apply.

10 SCORING

Solo/Single Handed (SH), Double Handed (DH) & Fully Crewed (FC) sailboats racing under following handicap systems:

| | |
|-----------|--------------------------------------|
| IRC | IRC Rule applies |
| Multihull | GLMRA Rule applies |
| PHRF-LO | PHRF-LO Time on Time formula applies |

Sailboats will 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

[DP] [NP] Sailboats berthing at PCYC before or after the race shall follow *PCYC's Visiting Yachts' Policy*, including pre-registration, available from under "Additional Event Links" (click on this) on the Registration and Race Document Web Site.

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 will be awarded to the winning yachts in each Fleet and Division.

A list of the trophies awarded, their eligibility requirements and selection methodology is available at www.loor.ca.

For either of Sperry Trophy or Sperry Gold Cup to be awarded, a minimum of 12 sailboats eligible for the specific award must start the race.

To be eligible for the Ontario Sailing's Offshore Keelboat IRC or PHRF-LO Championship, the sailboat must be representing an Ontario Yacht Club that is a member of Ontario Sailing/Sail Canada and race in both the Susan Hood Trophy Race and the Lake Ontario 300 Challenge Race.

Details on Flag and Awards ceremony will be announced later.

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 because of participation in this event. By participating in this event, each competitor agrees to release the race organizers from all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

15 INSURANCE

[DP] [NP] Each participating boat shall be insured with a valid third-party liability insurance policy with a minimum coverage 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

[DP] [NP] 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.

Registrants, competitors, and participants grant the Organizing Authorities or Port Credit Yacht Club (PCYC) the unrestricted right and permission to use the name and/or image for any text, photograph, or video footage of either themselves or the sailboat they are sailing during the event to be published or broadcast in any media whatsoever (including but not limited to press, TV, social media or internet), for either editorial or advertising purposes or to be used in press information.

17 **FURTHER INFORMATION**

For further information, including social events and for docking arrangements, please see www.loor.ca or email LO300@LOOR.CA

For specific questions on the following, please contact:

ORGANIZING AUTHORITY CONTACTS

| | |
|----------------|--|
| LO300 | LO300@LOOR.CA |
| Safety | SAFETY@LOOR.CA |
| Registration | LO300@LOOR.CA |
| Race Committee | RACECOMMITTEE@LOOR.CA |

GREAT LAKES SOLO SOCIETY (GLSS)

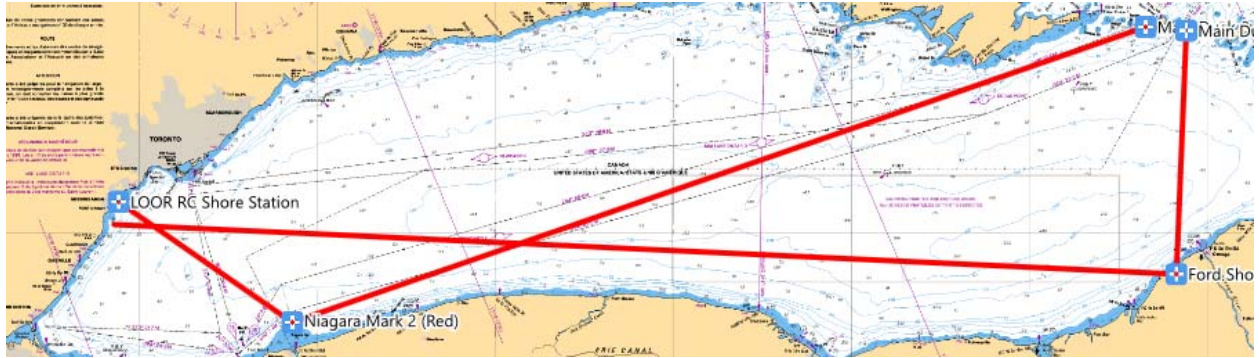
| | |
|------|--|
| GLSS | glss@loor.ca |
|------|--|

HANDICAP SYSTEMS CONTACTS

| | |
|---------|---|
| GLMRA | www.lakeeriemultihull.com |
| IRC | John Crawley - JCCRAWLEY@GMAIL.COM |
| PHRF-LO | Contact your club's PHRF-LO Handicapper or see www.phrf-lo.org |

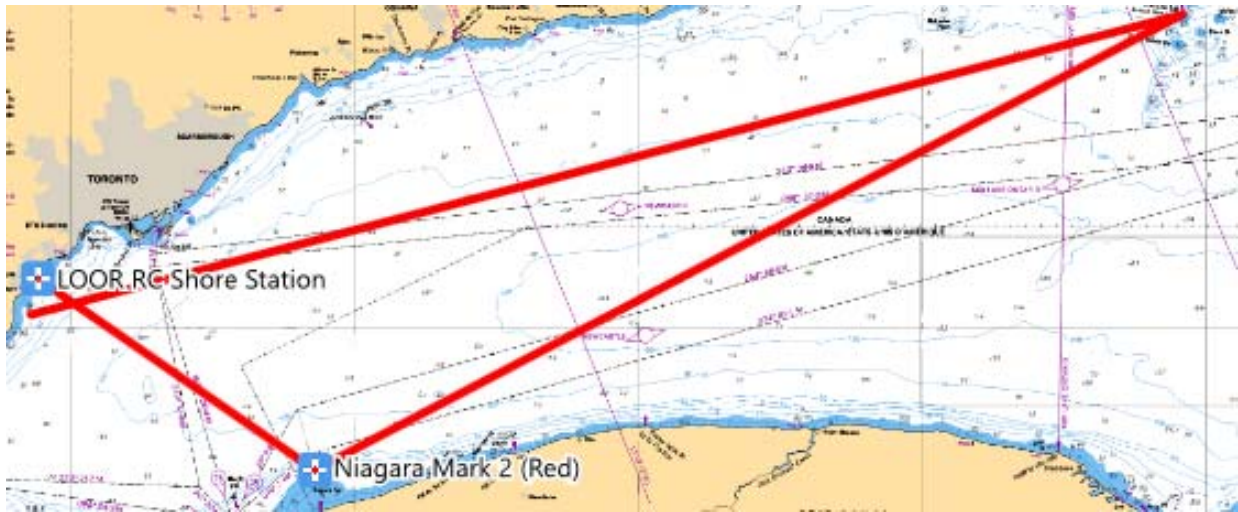
COURSES

Diagram 1 Main Duck Island Course



Not be used for navigation

Diagram 2 Scotch Bonnet Island Course



Not be used for navigation

Lake Ontario 300 Challenge Race
&
Ontario Sailing Offshore Keelboat IRC & PHRF
Championships

July 13 – 17, 2018

ENTRY CHECKLIST

www.loor.ca

www.solosailors.org

The Registration and Race Document Web Site is

www.yachtscoring.com/emenu.cfm?eID=4533

Please refer to the Notice of Race, at Registration and Race Document Web Site, for official requirements and applicable deadlines.

Please ensure eligibility under the Racing Rules of Sailing (RRS), as stated from the RRS below:

“46 PERSON IN CHARGE

A boat shall have on board a person in charge designated by the member or organization that entered the boat. See rule 75.

SAIL CANADA prescribes that the designated person in charge, if resident in Canada, shall be a member of a club affiliated with SAIL CANADA.

75 ENTERING A RACE

75.1 To enter a race, a boat shall comply with the requirements of the organizing authority of the race. She shall be entered by

- (a) a member of a club or other organization affiliated to a World Sailing member national authority,
- (b) such a club or organization, or
- (c) a member of a World Sailing member national authority.

75.2 Competitors shall comply with World Sailing Regulation 19, Eligibility Code.”

For a Person in Charge, who is an Ontario resident but is not a member of a Sail Canada yacht club, they can contact Ontario Sailing, www.ontariosailing.ca, to purchase a ‘Maple Leaf Fund Right to Race Card’.

Potential registrants should review RRS 3.

Guidelines for completing the registration and entry process:

| # | Requirement | How | Comments |
|----|--|--|---|
| 1. | Registration | On the Registration and Race Document Web Site | |
| 2. | Payment | On the Registration and Race Document Web Site | |
| 3. | Rating Certificate | Upload to Registration and Race Document Web Site | |
| 4. | Stability data | By email to LO300@LOOR.CA | |
| 5. | Crew information | On the Registration and Race Document Web Site | <p>Must reflect current information for actual crew participating in the race</p> <p><u>The Person in Charge, AKA skipper, is crew and must add/update their information in the Crew List.</u></p> <p><u>Use Registration and Race Document website to create logon entries for crew so they can input their information.</u></p> |
| 6. | LOOR Crew Overboard Recovery Drill Certificate | Download from Registration and Race Document website and submit at race check-in | |
| 7. | Signed LOOR Offshore Special Regulations (OSR) Certificate (One page only) | Download from Registration and Race Document website and submit at race check-in | |
| 8. | LOOR Sail Plan | Download from Registration and Race | |

| | | | |
|--|--|--|--|
| | | Document website and submit at race check-in | |
|--|--|--|--|