



**Lake Ontario 300 Challenge Race
Presented by driveHG.ca**

Part of the

**Ontario Sailing Offshore Keelboat IRC & PHRF
Championships**

July 12 – July 16, 2019

**Lake Ontario Offshore Racing of the Port Credit Yacht Club
& For LO300 Solo Challenge Races**

Jointly with the Great Lakes Singlehanded Society

Sailing Instructions

Version V01.00/ 2019-07-01

www.loor.ca

www.solosailors.org

The Registration and Race Document Web Site is

www.yachtscoring.com/emenu.cfm?eID=6124

Race Committee Email Address: racecommittee@loor.ca

Race Committee Phone: 1-866-462-8828

Race Committee VHF Channel 71

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_EN.pdf

1.3 Sail Canada is the appeal authority for this event, including for incidents in US waters.

1.4 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. However, Part 2 of the RRS will always apply to any set of starting sequences, from the first warning of the set until 30 minutes after the last start signal of the set.

For Right of Way Rules of the International Regulations for Preventing Collisions at Sea, see

laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/page-4.html

1.5 Offshore Special Regulations (OSR) [DP] [NP]

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.

1.6 Applicable Class Rules

Doublehanded & Fully Crewed sailboats racing in

IRC IRC Rules 2019 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/Masurement 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.

1.7 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. [NP]

1.8 The Racing Rule(s) will be changed as outlined below.

1.8.1 RRS 28.1

Is modified by replacing first sentence with

A boat shall *start* or be assessed the time penalty in 1.8.2, sail the course described in the sailing instructions and *finish*.

1.8.2 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 or more before her Start Signal may be protested, and the Protest Committee will apply an appropriate penalty if the sailboat is found to have infringed this.

1.8.3 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.

1.8.4 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.

1.8.5 RRS 51 Movable Ballast

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

1.8.6 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.

1.8.7 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.

1.8.8

RRS 62.1 (b)

Is modified

to allow the Race Committee the ability to announce sailboats subject to RRS 29.1.

to allow the Race Committee the ability to announce a sailboat's completion at the finish.

such that the announcement, failure of the Race Committee to make announcement, the timing of it, or the failure of a boat to hear it shall not be grounds for redress

1.8.9

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.

1.8.10

RRS A3

Is amended by adding the following:

If any handicap or rating system used does not state the number of significant digits for the corrected time, the corrected time shall be calculated to the nearest second.

1.8.11

RRS A4 & A5 [DP] [NP]

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

1.8.12

Changes applicable to ONLY the Singlehanded (Solo Challenge), part of the LO300 only.

1.8.12.1

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 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.

1.8.12.2 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.

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

1.9.1 IRC 21.6.1

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

1.9.2 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.

1.10 All sailboats shall comply with Ontario Environmental Protection Act Regulations #343 [NP] [DP]. These are documented at:

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

1.11 Sailboats shall only display a sail number registered specific to the sailboat at the time of its commission. Requests to display alternative sail numbers to the sailboat's commission may be approved by the Race Committee if filed, in writing, with the Registrar prior to 1800 EDT Friday, July 12, 2019 [NP] [DP]

1.12 The Person in Charge of a participating sailboat shall accurately and fully maintain the electronic crew list for the sailboat on the Race Document Web site. [NP] [DP]

2 NOTICE TO COMPETITORS

Notices to Competitors will be posted on the official notice board located in the tent adjacent to the PCYC club house and on the Online Notice Board at http://www.yachtscoring.com/notice_board.cfm?eid=6124 .

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted on the Lake Ontario 300 Official Notice Boards prior to 0800 EDT July 13, 2019.

4 SIGNALS MADE ASHORE

Signals made ashore will be displayed on the main flag pole of the PCYC.

5 SCHEDULE OF RACES

5.1 The first warning signal is at

Solo Challenge 1025 EDT, Saturday, July 13, 2019

Doubled Handed & Fully Crewed 1055 EDT, Saturday, July 13, 2019

5.2 Classes, division and fleet splits and starting sequence, including class flags, for RRS 26, shall be made available no later than 1200 EDT Friday, July 12, 2019 on the Official Notice Board. They may be published earlier at <http://www.yachtscoring.com/emenu.cfm?eID=6124> under Document & Forms, see Diagram 5 on page 14. The assignment of participants to a division, fleet or class is subject to change.

6 CLASS FLAGS

See 5.2 for class flags for RSS 26. There is no requirement to fly backstay or identification flags.

7 RACING AREA

The race will occur in Lake Ontario; see Diagrams 3 and 4.

8 THE COURSES

8.1 Main Duck Island Course (Diagram 3)

START		
To	Humberview Mark	Left to port
To	Ford Shoal Buoy	Left to port
To	Main Duck and Yorkshire Islands	Left to port
To	Niagara Bar Lighted Buoy 2	Left to starboard
To	PCYC M	Left to starboard
Finish	PCYC Finish Mark for Onshore Finish & PCYC Shore Station	

The approximate distance is 304NM.

Code Flag D will be flown to indicate the Solo fleets on the Main Duck

Course are starting, at or before the warning for the first such fleet.

Code Flag F will be flown to indicate the Fully Crewed and Double Handed fleets on the Main Duck Course are starting, at or before the warning for the first such class.

8.2 Scotch Bonnet Island Course (Diagram 4)

START		
To	Humberview Mark	Left to port
To	Scotch Bonnet Island	Left to starboard
To	Niagara Bar Lighted Buoy 2	Left to starboard
To	PCYC Mark	Left to starboard
Finish	PCYC Finish Mark for Onshore Finish & PCYC Shore Station	

The approximate distance is 195 NM.

Code Flag E will be flown to indicate the Fully Crewed and Double Handed fleets on the Scotch Bonnet Course are starting, at or before the warning for the first such fleet

9 MARKS

9.1 Marks in Alphabetical Order

MARK REFERENCE	DESCRIPTION
Ford Shoal Buoy	A flashing green (4s.) mark located east of Oswego located at approximately 43° 26.95' N, 76° 35.34' W (Main Duck Island Course only) (Lighted Buoy 1)
Humberview Mark	A yellow inflatable mark approximately at 43° 31.00' N 79° 34.25' W
LOOR Start Area	Located approximately 0.5 NM on a bearing of 150° magnetic from the entrance to the harbour at Port Credit Yacht Club located at approximately 43° 33.41' N 079° 32.90 W
Main Duck and Yorkshire Islands	Sailboats must round both Main Duck and Yorkshire islands including shoal marker buoys MM2, a red buoy with a flashing red light (4s.) located at approximately 43°54.56' N, 76°35.68' W and M9, a green buoy with flashing green light (4s.) located at approximately 43° 55.02' N, 76° 40.53' W (Main Duck Island Course only)
Niagara Bar Lighted Buoy 2	A red buoy marked "2", with a flashing red light (4s.), located at approximately 43°19.04'N, 79°04.23'W, 3.4 NM north of the light at Fort Niagara. (<i>Niagara Bar light buoy 2</i>)
PCYC Finish Mark for	A white buoy with orange stripes and fixed low

Onshore Finish	intensity amber (yellow) light, lighted only overnight, approximately 155 mag 0.2 NM from the shore station approximately at 43° 33.606' N 079° 33.183 ' W. See Diagram 2, The Finish - Onshore. Race Committee may post the actual set location on the Official Notice Boards
PCYC Mark	A white buoy with orange stripes and flashing amber (yellow) light, lighted only overnight, approximately 185° and 0.68 NM from the PCYC Harbour entrance light approximately at 43° 33.320 ' N 079° 33.320 ' W. See Diagram 2, The Finish - Onshore. The Race Committee may post the actual set location on the Official Notice Boards.
PCYC Race Committee Shore Station	A mast flying an orange flag, located on the headland immediately west of the entrance to the harbour at PCYC approximately at 43° 33.76' N 079° 33.45' W. See Diagram 2 The Finish – Onshore
Scotch Bonnet Island	A flashing white (4s.) light on a white skeleton tower (19.1m) located on a small island SW of Nicholson Island at approximately 43°53.97'N, 77°32.55'W (Scotch Bonnet Island Course only)

9.2 Marks as listed, above, should be at the identified latitude and longitude location. If a mark is not at the identified latitude and longitude location, or otherwise cannot be seen due to poor visibility, then the sailboat shall round the identified latitude and longitude location as indicated in the Sailing Instructions and continue with the race.

9.3 A record shall be entered in the sailboat's log detailing the timeline and efforts made to find the mark and the time that the mark's identified latitude and longitude was deemed to have been rounded. This record must be submitted as per 11.3. The sailboat's GPS tracking record shall be saved and provided for evidentiary review by the Race Committee on request.

10 THE START

10.1 Races will be started by using rule 26, with an interval of at least one minute between a starting signal and the warning signal for the next start.

10.2 The starting line will be between an inflatable mark and the halyard carrying an orange flag on the Race Committee signal vessel.

10.3 After the first warning signal and prior to her warning signal, a sailboat shall keep clear of the starting area that extends one-quarter of the length of the starting line ahead of and behind the starting line. It shall also extend one-

quarter of the length of the starting line past either end of the starting line; see Diagram 3, The Starting Area.

- 10.4 *If and only if, code flag "L" is displayed*, on the Race Committee Signal Vessel, sailboats shall sail on starboard tack close to the stern of the Race Committee Signal Vessel and shall report its sail number. Check in will not be complete until the Race Committee acknowledges the sailboat. Sailboats checking in must comply with 10.4. Check in by VHF radio or cell phone may not be accepted. [NP]
- 10.5 Any sailboats starting within the time limit and if the Race Committee is no longer on station, shall radio the Race Committee VHF Channel 71 Canadian when she is starting. [NP]
- 10.6 If any part of a sailboat's hull, crew or equipment is on the course side of the starting line during the minute before her starting signal or she is subject to Si 1.8.2, the Race Committee may announce this on the VHF Channel 71 Canadian. [NP]

11 THE FINISH

- 11.1 The finish is between the Finish Mark and the orange flag at the Race Committee Shore Station.
- 11.2 Each sailboat shall call/hail the Race Committee Shore Station approximately three (3) NM from the finish on VHF Channel 71 Canadian. Sailboats are required to maintain radio contact with the shore station throughout the finish to ensure correct identification of the finishing sailboat, until they are docked at PCYC, whether day or night. When finishing between sunset and sunrise, all sailboats shall announce their sail numbers, immediately prior to finishing, and record their finish time.
- 11.3 After a sailboat has finished, the Race Committee may acknowledge the completion by providing the sailboat's finish time or other signal. This acknowledgement, the failure to make the acknowledgement or its order, will not be grounds for a request for redress. This changes RRS 62.1 (a).
- 11.4 Sailboats are required to return to PCYC after finishing the race. L0300 race logs, finish time and any Alternative Penalty Forms shall be submitted no later than 90 minutes after finishing the race to the Race Check-in Desk located on the PCYC Clubhouse ground floor [NP]

12 PENALTY SYSTEM

The Scoring Penalty, rule 44.3, will apply, with 44.3 (c) is changed so that the penalty assessed will be 30 minutes added to her elapsed time. A sailboat taking a scoring penalty shall complete the Scoring Penalty and file it with the race committee within two hours of her finish.

13 TIME LIMITS AND TARGET TIMES

- 13.1 There is no time limit. The finish line will be attended from prior to the arrival

of the first boat until 16:00 hrs on Tuesday July 18, 2017. All boats finishing after that time must record their own finish time and submit this to the Race Committee upon arrival at PCYC. The race committee has the option of extending the time that the finish line is attended, to no later than 23:59 on Tuesday, July 18. It will advise boats still on the course of any such extension and of its termination on VHF Channel 71

13.2 See SI 16 for withdrawals.

14 PROTESTS AND REQUESTS FOR REDRESS

14.1 Protest forms are available at the Race Check-in Desk located on the ground floor of the PCYC clubhouse.

14.2 Protests shall be filed at the Race Check-in Desk or by email to protestcommittee@loor.ca within two hours of a sailboat's finish.

14.3 Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under rule 61.1(b) on the Official Notice Boards.

14.4 Hearings will take place at 1900 EDT, Tuesday July 25, 2019 at PCYC.

15 SCORING

15.1 Corrected times will be calculated as follows:

Solo Challenge only – PHRF-LO Time on Time (TOT)

Monohull, double handled and fully, crewed - PHRF-LO Alternate Time on Distance (TOD) to Time on Time (TOT) conversion factor and IRC Rule

Multihulls, fully crewed, - GLMRA formula

15.2 Scoring inquiries can be submitted online via the Race Document Web Site.

16 SAFETY REGULATIONS

16.1 Sailboats are encouraged to implement their own check-in process and with individuals ashore via phone email or other mechanism. [NP]

16.2 A sailboat withdrawing from the race shall wear her ensign and keep clear of other competitors. [DP]

16.3 The Race Committee shall be notified of a sailboat's withdrawal at the earliest possible opportunity on VHF Channel Canadian 71, at the following telephone number 1-866-462-8828, or at the email address of racecommittee@loor.ca . [NP] [DP]

16.4 Sailboats may check in with the Race Committee at any time during the race to advise Race Committee of their position at 1-866-462-8828 extension 1 or the email address of racecommittee@loor.ca .

16.5 Failure of a sailboat to make every reasonable effort, under the circumstances, to comply with 16.3, may result in protest by the Race Committee. The results of this hearing may be used by the Organizing Authority whether to accept future registrations by this sailboat or owner.

- 16.6 All sailboats racing shall be required to maintain a log of significant events, mark rounding, calls to the Coast Guard, and engine on and off for charging only. This record must be submitted as per 11.4. [NP]

17 EQUIPMENT AND MEASUREMENT CHECKS

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 Technical Committee. [NP] [DP]

18 COMMUNICATION

- 18.1 Marine VHF Channel 71 Canadian shall be used by the Race Committee for radio communication during the race.

- 18.2 Each sailboat shall monitor VHF Channel 71 from one hour before her warning signal until one hour after rounding the Humberview Mark, and from approximately one hour before finishing or 5 NM from the Finish, whichever occurs earlier until secured at PCYC. [DP]

- 18.3 Sailboats are encouraged to talk to other sailboats in the race on marine VHF channel 71 throughout the race, especially at 1000 and 2200 EDT.

- 18.4 Sailboats shall monitor marine VHF channel 16 at all other times.

19 PRIZES

Prizes will be given as listed on the NOR or at www.loor.ca .

20 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 sailboat 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 fully permitted by law.

21 INSURANCE [DP]

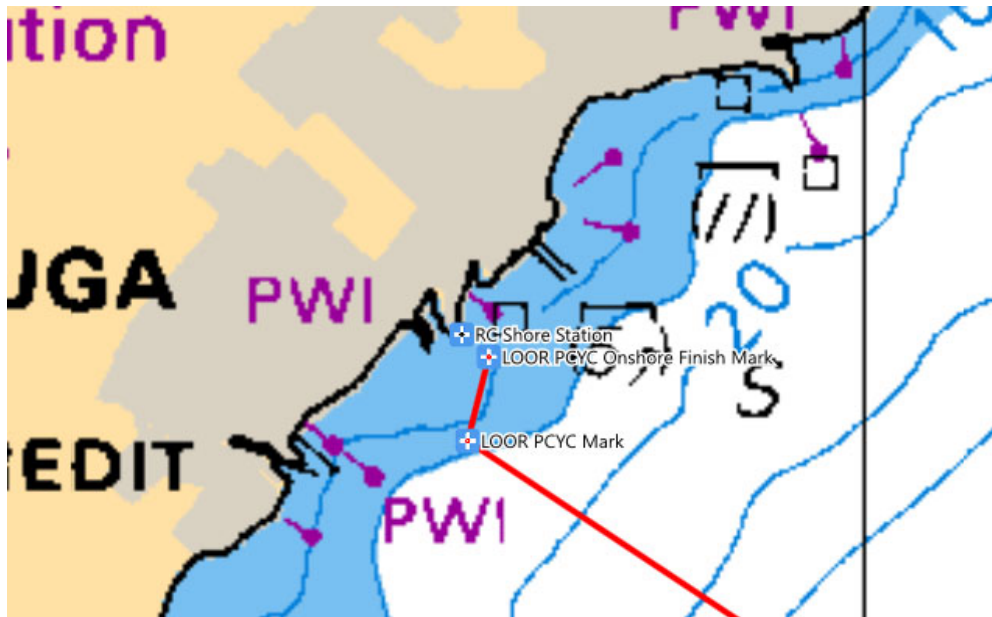
Each participating sailboat shall be insured with a valid third-party liability insurance policy with a minimum cover of \$2,000,000 CAD per event for Canadian boats and an adequate level of third-party liability insurance applicable in Canadian and US waters for non-Canadian sailboats.

Diagram 1 The Starting Area



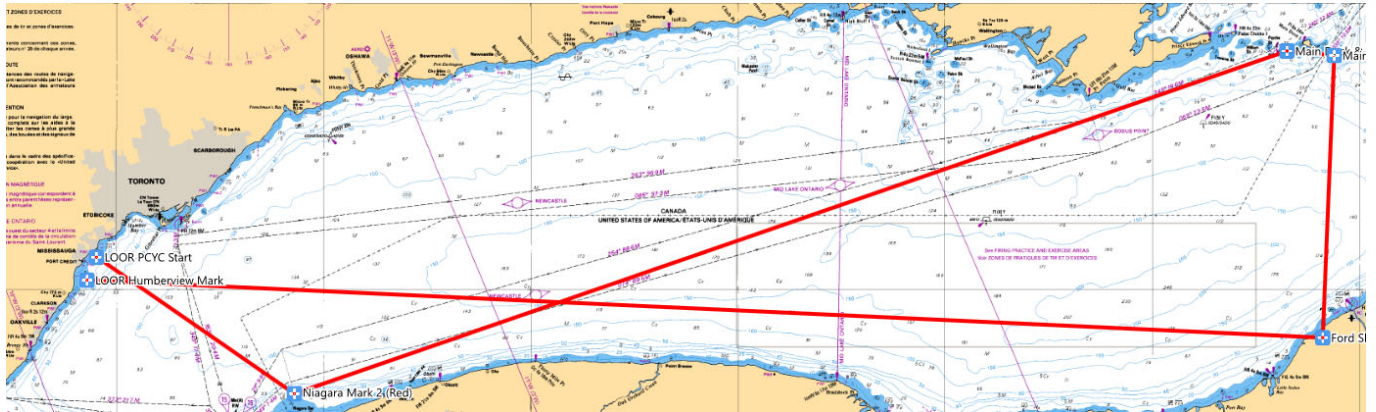
After the first warning signal for a race and prior to her warning signal, a sailboat shall keep clear of the starting area that extends one-quarter of the length of the starting line ahead of and behind the starting line. It shall also extend one-quarter of the length of the starting line past either end of the starting line

Diagram 2 The Finish



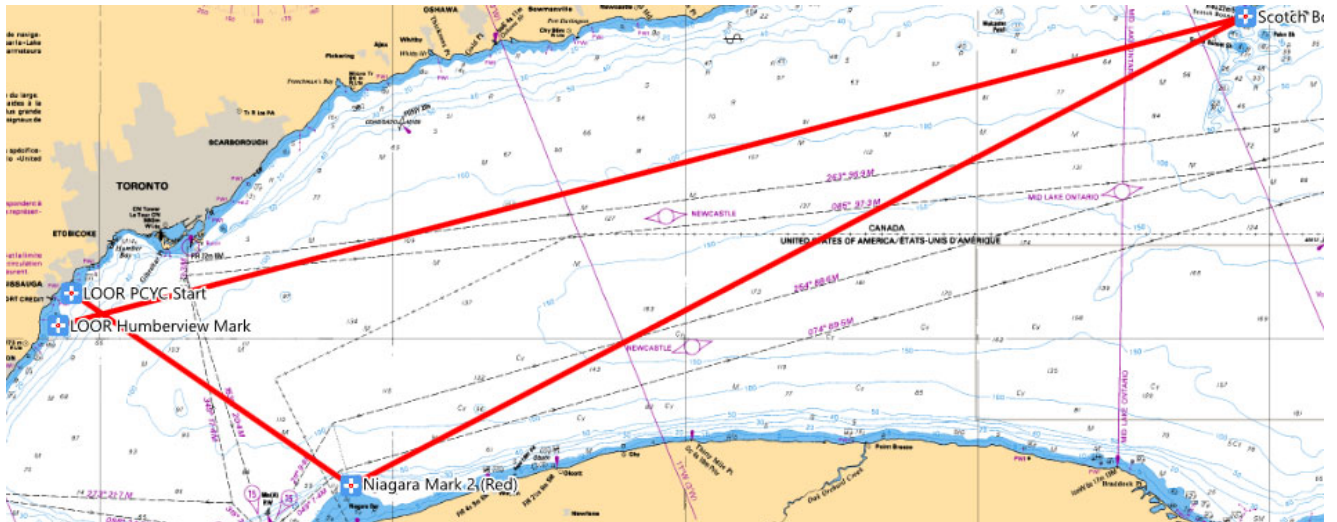
- For a description and locations of the marks, see SI 9 Marks
- For details of the Finish, see SI 11 The Finish

Diagram 3
Main Duck Island Course
(See SI 9 Marks)



Not be used for navigation

Diagram 4
Scotch Bonnet Island Course
(See SI 9 Marks)



Not be used for navigation

Diagram 5

Location of Other Documents on Race Document Web Site

2019 Lake Ontario 300 Challenge
Port Credit Yacht Club
Mississauga, Ontario, Canada
July 12 - July 16, 2019

- [Online Entry Form / Application](#)
(Start your Race Entry Process Here...)
- [Owner's Corner \(login\)](#)
(Payment, Crew List, Info Update, etc...)
- [Crew's Corner \(login\)](#)
(Crew Info update)
- [Current Entry List](#)
- [Scratch Sheet](#)
- [Crew List](#)
- Race Results
- [Scrolling Display Screens](#)
(Scratch Sheet, Results, etc)

SF [SailFlow Weather Forecast](#)

- [Race Tracking](#)
- [Notice of Race](#)
- Sailing Instructions
- [Official Notice Board](#)
- RC Announcements - (No Announcements)
- [Documents & Forms \(5 Docs\)](#) Additional documents, as LOOR Offshore Special Regulations, Safety Requirements, Splits & Starting Sequence, other forms, etc. found here.
- [Subscribe to Event News](#)
- [Press / Media Registration](#)
- [Event Contacts](#)
- [Crew/Boat/Charter Board](#)
- [General Race Forms](#)

[Regatta / Event Web Site](#)
[Port Credit Yacht Club](#)
[Select Another Event](#)

Contact Information

L0300

Web site www.loor.ca
Email racecommittee@loor.ca
Phone 1-866-462-8828

PCYC

Web site www.pcy.net
Phone 905-278-7911
FAX 905-278-2519