

2024
GREAT LAKES SINGLEHANDED SOCIETY
46th PORT HURON / 28th CHICAGO TO MACKINAC SOLO CHALLENGE

SAILING INSTRUCTIONS

1. ORGANIZING AUTHORITY

The Great Lakes Singlehanded Society (GLSS) shall be the Organizing Authority of the Challenges.

2. START DATE

The starts of the GLSS Port Huron to Mackinac and Chicago to Mackinac Challenges shall be Saturday, June 22, 2024.

3. RULES

The Challenges shall be governed by the current US Sailing Racing Rules of Sailing (RRS) except as modified by Great Lakes Singlehanded Society, and the Notice and Conditions of Race and the Sailing Instructions.

4. SKIPPERS

Skippers shall 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.

5. ELIGIBILITY

5.1 The Challenge is open by invitation of the Great Lakes Singlehanded Society to boats in compliance with:

- (a) The 2024 Notice and Conditions of Race and
- (b) The 2024 Required Equipment List.

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

6. TIME ZONES

6.1 All times shown in the Notice of Race and these Sailing instructions involving pre-Race and on-the-water requirements, including the starts, call-ins and finishing times shall be as follows:

- (a) Competitors in the Challenge(s) originating in Port Huron shall use Eastern Daylight Time (EDT)
- (b) Competitors in the Challenge(s) originating in Chicago shall use Central Daylight Time. (CDT)

6.2 All onshore activities at Mackinac Island shall be expressed in Eastern Daylight Time (EDT)

7. NOTICES TO SKIPPERS

7.1 Prior to the start, Notices to Skippers shall be posted on the Official Notice Boards located on Yacht Scoring website <https://yachtscoring.com/emenu.cfm?eid=15871> and at:

- (a.) The Vintage Tavern, 103 Michigan St., Port Huron, MI, during registration on Friday, June 21, 2024
- (b) The Columbia Yacht Club, 111 N. Lakeshore Drive, Chicago, IL 60601, during registration on Friday, June 21, 2024

8. CHANGES IN SAILING INSTRUCTIONS

Changes in the Sailing Instructions after the Skippers' Meeting shall be broadcast by the Race Committee on VHF Channel 72 prior to the start of the Challenge.

9. THE START

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

9.2 Yachts not starting must stay at least 200 yards away from the starting area.

9.3 The Starting Sequence signal shall be made in accordance with RRS 26 except that the warning signal will be given 10 minutes before the starting signal. Starting times, starting sequences and division splits shall be provided at the Skippers' Meeting.

9.4 All Skippers shall check in with the Race Committee via VHF Channel 72 prior to the start

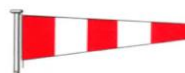
10. START TIME

10.1 The warning signal of the Challenges beginning in Port Huron shall be 9:50 AM (EDT). The start shall be at 10:00 AM (EDT)

10.2 The warning signal of the Challenges beginning in Chicago shall be 8:50 AM (CDT). The start shall be at 9:00 AM (CDT)

11. POSTPONEMENT

Skippers shall be notified of a postponement from the Race Committee with the display of the code shape AP



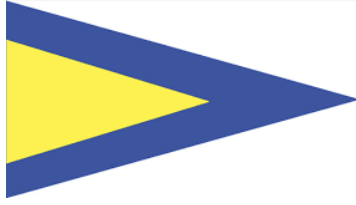
(vertical red and white stripes) accompanied with two sounds

12. RECALLS

12.1 Individual Recalls - Boats on the course side before the start shall be signaled in accordance with RRS 29.1, Flag X (blue cross on white background) with one sound. In addition, the Race Committee shall attempt to notify boats on the course side before the start on VHF Channel 72. Boats failing to return and start properly shall be assessed a 30-minute penalty plus the amount of time started early in lieu of disqualification. Failure to hear a courtesy hail shall not be grounds for redress.



12.2 General Recalls - A general recall for a division shall be made in accordance with RRS 29.3. The Race Committee shall 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.



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13 THE STARTING AREA

13.1 Port Huron Challenges: The starting line shall be approximately 1.5 miles North of SARNIA YACHT CLUB at the "M" mark which is located at 43 01.306 N 82 23.598 W. The line shall be between the mark on the west end of the starting line and the Race Committee boat located at the east end of the starting line.

13.2 Chicago Challenges: The starting line shall be east of the south end of the Chicago Harbor outer break wall. The line shall be between a point on the south end of the Chicago Harbor outer break wall and the Race Committee boat located at the east end of the starting line.

14. THE COURSES AND MARKS

14.1 PORT HURON CHALLENGE:

- (a) Start at Port Huron as stated in 13.1 to Finish at Mackinac Island
- (b) Boats shall perform a navigational rounding of the Goderich mark (43 43.3 N and 81 46.2 W) leaving it to port before proceeding on toward Mackinac Island. A full description of the mark shall be provided at the Skipper's meeting
- (c) Skippers shall record in the boat's log and on the Rounding Report, provided at the Skippers Meeting, the following information: the time of the Goderich rounding, the identity and time of rounding of both the boats ahead and astern if known. Boats shall confirm the identity of the boat ahead and astern by **VHF Channel 72** if possible.
- (d) Thunder Bay Island and Bois Blanc Island are marks of the course and shall be left to port.
- (e) Boats shall pass through the Finish Line at Mackinac Island and confirm their time with the Race Committee. The time shall be entered on the Rounding Report.

14.2 CHICAGO CHALLENGE:

- (a) Start at Chicago to Finish at Mackinac Island.
- (b) Boats shall leave Gray's Reef Passage Channel Lighted Buoy 7 (LL No. 17780) to starboard.
- (c) Boats shall leave New Shoal Lighted Bell Buoy 3 (LL No. 17745) to starboard. A full description of the Gray's Reef mark shall be provided at the Skippers' Meeting
- (d) Skippers shall record in the boat's log and on the Rounding Report, provided at the Skippers Meeting, the following information: the time of rounding, the identity and time of rounding of both the boats ahead and astern if known. Boats shall confirm the identity of the boats ahead and astern by **VHF Channel 72** if possible.
- (e) Boats shall pass under one of the three center spans of the Mackinac Bridge
- (f) Boats shall leave South Graham Shoal Buoy (LL No. 12635) to port

(g) Boats shall pass through the Finish Line at Mackinac Island and confirm their time with the Race Committee. The time shall be entered on the Rounding Report.

15.1 Finish Line: The finish line shall be between a line, determined by the Race Director, on the window of the Mackinac Island Yacht Club and Round Island Lighted Buoy 3 (LL No. 12575) (45° 50 27.447N 084° 36 31.090W). A diagram of the finish line Mackinac Island shall be provided at the Skippers' Meeting.

15.2 Due to a common finish line, Skippers shall monitor VHF Channel 72 and be aware of boats finishing from an opposing direction. A Skipper already finished shall **STAY CLEAR** of other boats that have not finished either course, regardless of the finish boat's tack.

15.3 Finishing Procedure:

- (a) Skippers shall notify the Race Committee at Mackinac Island via VHF Channel 72 approximately **one hour** before the estimated time of finishing the Challenge. After crossing the finish line, the Skippers shall verify their finish with the Race Committee on VHF Channel 72. **A boat may be deemed to have not finished without acknowledgement by the Race Committee.**
- (b) Skippers shall complete a Finish Report which includes the boat's finishing time and the boat finishing ahead and/or behind, if known.
- (c) During hours of darkness, a boat shall illuminate its sail numbers for identification by the Race Committee.

15.4 **Check-in.** Within two (2) hours after finishing the course. Skippers must report to the Race Committee headquarters at the Mackinac Island Yacht Club for check in. This includes signing the Skippers' Register, submitting the Radio Log, the Rounding Report and Finish Report. Any delay after the two-hour time limit will be subject to penalty.

16. TIME LIMIT

Any Skipper finishing after 1200 hours, Wednesday, June 26, 2024, shall submit all the required forms and petition for an approval of their finish by the GLSS Board of Directors.

17. INSPECTION

Upon the completion of the Challenge, each Skipper's boat may be subject to a random inspection to verify compliance with the Required Equipment rule. A boat failing to comply with this Section 17 may be assessed a time penalty or be disqualified and not listed as an official finisher.

18. PROTESTS AND ALTERNATIVE PENALTIES

18.1 A boat protesting another boat shall do so in accordance with RRS 61 within four hours of the finish of 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.

18.2 Notice of intention to protest shall 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.

18.3 Protests should be submitted on a U.S. Sailing Protest Form, which shall be made available at the Race Committee Headquarters on Mackinac Island and is available at <https://www.ussailing.org/resource-library/us-sailing-hearing-request-form/>

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

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

19. SCORING

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

19.2 Corrected times shall 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.

20. AWARDS

20.1 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 26, 2024. Notify the Race Officer at the Skippers' Meeting of the intent to bring guests as there will be a charge.

20.2 All Skippers who complete a Challenge within these Sailing Instructions and the Notice of Race shall be awarded a commemorative medallion for each Challenge completed acknowledging this achievement as set forth in the Notice of Race.

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

21. RESPONSIBILITY TO REPORT

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

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

21.3 A Skipper shall attempt to notify the Race Committee if it is apparent that he/she shall finish later than 1200 hours on Wednesday, June 26, 2024.

21.4 Should a Skipper withdraw from the Challenge; it is the responsibility of the Skipper to notify the Race Committee on Mackinac Island at the earliest opportunity. Phone numbers shall be provided at the Skippers' Meeting.

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

21.6 Mandatory Radio Log and Call-in:

(a) Skippers shall attempt to make radio contact with other Skippers on VHF Channel 72 every 6 hours after the start of the challenge. This will be done using a system of Shepherds which will be reviewed at the Skippers' Meeting. Channel 72 is to be monitored for 30 minutes at the appropriate times. Radio contact, if heard, with other Skippers, regardless of their section, is to be logged noting time, position, and other pertinent information. A form for this Radio Log shall be provided at the Skippers' meeting. Skippers shall turn in the log to the Race Committee on Mackinac Island within two (2) hours of finishing the Challenge and clearing docking. Skippers shall maintain their boat's log noting position and conditions with entries recommended at least every 3 hours.

(b) In addition, at the time of the radio call in, a manual OK signal is to be sent via Spot, InReach or another similar device.

22. SPECIAL AIDS

22.1 The use of electronic navigational aids (i.e., GPS, Radar, and LORAN) is permissible.

22.2 The use of powered winches and powered winch drivers is permitted.

23. OUTSIDE ASSISTANCE

23.1 The RRS 41 shall apply and include the following:

23.2 A boat may anchor or tie to a dock.

23.3 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.

23.4 Should a Skipper feel that it is necessary to **temporarily** pull out of the Challenge, he/she shall continue to be as self-sufficient as they if still on the course and remain on the boat except to attend to docking. The skipper is **REQUIRED** to notify the race committee of his/her withdrawal and intent to re-enter the Challenge. The skipper will notify the race committee of his/her re-entry into the challenge **PRIOR TO RE-ENTRY**. The skipper will not be scored until an appeal is approved by the GLSS Board of Directors. The appeal should contain, at a minimum, the following: a written detailed description of the cause of the temporary withdrawal, corrective action(s) taken, and a time line. The Skipper shall make every effort to minimize motor use, and to minimize the time spent in a harbor. These details will be taken into consideration when the Board reviews the finish.

24. PROPULSION

24.1 RRS 42 shall apply as except the following:

- (a) A boat that has not yet started may use engine propulsion to proceed to no closer 200 yards 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.
- (f) The use of engine power to free a grounded vessel shall be permitted if its use does not advance the vessel's position.
- (g) 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.

25. SEAMANSHIP

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

25.2 The Race Committee stresses Rule 5 of the Inland 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."**

26. SPOT TRACKING

A SPOT or other Messaging and Tracking device using satellite communications capable of sending a manual "OK" signal and set to a ping rate of no less than every 30 minutes is **mandatory** as of 2024. It must be turned on and transmitting for the entirety of the event.

The device must be registered with proper contact information to be useful and a contact shall be provided for all events. The phone number to be used on the tracking device will be sent in an addendum to the Sailing Instructions in Yacht Scoring.

27. AIS

AIS transponder identifying the yacht's position, course and speed to other craft is **mandatory** as of 2024, except for solo sailors who have already completed at least 20 GLSS Solo Challenges. It must be turned on and transmitting for the entirety of the event.