Lake Ontario 300 Challenge Race Presented by driveHG

July 15 – July 19, 2022

Organizing Authority

Lake Ontario Offshore Racing of the Port Credit Yacht Club

www.loor.ca

& For LO300 Solo Challenge, with the Great Lakes Singlehanded Society

www.solosailors.org

Supplementary Information

&

Event Guide

Version 1

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This document does not rank as a *rule* for the event.

In case of a conflict between this document and a *rule*, the *rule* applies.

These abbreviations are used in this document.

CORDC	Crew Overboard Recovery Drill Certificate
DH	Double Handed
FC	Fully Crewed
GLMRA	Great Lakes Multihull Racing Association
GLSS	Great Lakes Singled Handed Society
LO300	Lake Ontario 300 Challenge Race
LOOR OSR	World Sailing's Offshore Special Regulations with Sail Canada Prescriptions and as amended by Lake Ontario Offshore Racing
LOOR	Lake Ontario Offshore Racing of Port Credit Yacht Club
MDC	Main Duck Course
MNA	Member National Authority of the flag state of the boat. MNA is member of World Sailing
NoR	Notice of Race
OA	Organizing Authority
ORC	Offshore Racing Congress
OSR	World Sailing's Offshore Special Regulations
PCYC	Port Credit Yacht Club
PiC	Person-in-Charge, AKA skipper
R&DWS	Registration & Document Web Site at: https://yachtscoring.com/emenu.cfm?eid=14881
RRS	World Sailing's Racing Rules of Sailing
SBC	Scotch Bonnet Course
SH	Single Handed/Solo
SIs	Sailing Instructions

1 DOCUMENT OVERVIEW

This document provides supplementary information for potential participants in the Lake Ontario 300 Challenge Race around pre-registration, registration and preparing for the race.

This document does not rank as a *rule* for the event. In case of a conflict between this document and a *rule*, the *rule* applies.

This document should be used in conjunction with the LO300 Notice of Race, available HERE.

Please report any errors, or submit questions, comments, and suggestions on this document to racecommittee@loor.ca.

To keep updated subscribe to LOOR newsletter.

2 EVENT OVERVIEW

The Lake Ontario 300 Challenge is the major offshore event on Lake Ontario and is LOOR's premier event. It is the longest annual freshwater race in the world. The Single Handed/Solo component is co-organized with the Great Lakes Solo Society as their Lake Ontario Challenge Race.

This race is classified as LOOR OSR Category 3.

3 GOVERNMENT REGULATIONS

Racing does not absolve a boat and its PiC from complying with applicable government regulations for the waters being sailed in and from the flag state of the boat. These include:

I.   Right of Way Rules involving vessels not racing
II.   Carriage equipment requirements and crew certification/licencing for the boat and status for which it is being sailed
III.   Environmental statues and regulations
       a.   Province of Ontario, e.g., [Regulation on Discharge of Sewage from Pleasure Boats.](#)
IV.   Immigration & Customs

Racing boats can be stopped by government enforcement agencies for inspection, etc. This has happened in the past. A Request for Redress by the boat for the time lost by the stoppage was not upheld as the situation did not meet the criteria for granting redress..

4   QUALIFICATIONS

4.1   General

A boat participating in the event must meet all the entry requirements set out in the Notice of Race.

The boat being entered must be a member of a club or other organization affiliated with their World Sailing Member National Authority. In the case of Canada, this is Sail Canada and its affiliated Provincial Sailing Organizations such as Ontario Sailing. Sail Canada has a Prescription to RRS 46 that the PiC is a member of a yacht club, not just a Sail Canada affiliated organization such as a class association.

If a boat meets all the other entry criteria and not the membership conditions, an Ontario owner/PiC can join Ontario Sailing's Maple Leaf Fund to fulfill this requirement. As membership in Ontario Sailing's Maple Leaf Fund is from April 1st to March 31st, If you need to join to race, you need to be a member by the time of the event, not when you register.

4.2   Solo Challenge

As the Solo Challenge, i.e., Single Handed, component of this event is co-organized with the Great Lakes Single Handed Society, any Single Handed/Solo participant must meet the requirements in the LO300 Notice of Race set forth by LOOR and GLSS. These requirements have additional deadlines as outlined in 5.2 on page 4.

5   KEY DATES & DEADLINES

The following lists are designed to aid potential competitors navigate participating in the event. They should be used in conjunction with 10 HIGH-LEVEL CHECKLIST FOR PARTICIPATING on page 7. While they are an extract from the Notice of Race, participants must comply with the conditions in the NoR. If there is an error or omission in the lists, the NoR apply

5.1   Common for All

LO300 COMMON KEY DATES FOR 2022					
ITEM	DAY	DATE	TIME	START	END
1 Registration Opens	Tuesday	February 1, 2022	00:01		
2 Fee Increase	Wednesday	June 1, 2022	00:01		
3 Refunds - Cancel Change	Tuesday	June 14, 2022	23:59		
4 Payment in full	Friday	June 24, 2022	23:59		
5 SIs Published	Friday	July 1, 2022	23:59		
6 Refund Request Deadline	Friday	July 1, 2022	23:59		
7 Registration Deadline	Tuesday	July 12, 2022	23:59		
8 Initial Crew List Due	Tuesday	July 12, 2022	23:59		
9 LOOR CORDC - electronic submission due	Tuesday	July 12, 2022	23:59		
10 LOOR Safety Document - submission due	Tuesday	July 12, 2022	23:59		
11 LOOR CORDC - in-person submission due	Friday	July 15, 2022			
12 Mandatory Check-in	Friday	July 15, 2022		10:00	17:00
13 Mandatory Participants Meeting	Friday	July 15, 2022		19:00	21:30
14 Final Crew List Due	Saturday	July 16, 2022	10:00		

| 15 | Race Start - First Warning Signal | Saturday | July 16, 2022 | 10:20 | | |

5.2   Additional for Single Handed/Solo

LO300 SH(SOLO) ADDITIONAL KEY DATES FOR 2022					
ITEM		**DAY**	**DATE**	**TIME**	**START**	**END**
1	GLSS Sailing Resume Form due	Sunday	May 15, 2022	23:59		
2	GLSS Payment due	Friday	June 24, 2022	23:59		

6   HANDICAP & RATING SYSTEMS

While the LO300 will create a scoring class for a one-design class, if sufficient registrants in the class, the boats in that class shall have a valid handicapping/rating certificate valid for racing in the year of the event to be eligible for the various trophies and awards.

This event uses the following handicapping/rating systems.

GLMRA   Handicapping/rating system for multihulls
ORC   Handicapping/rating system for monohulls
PHRF-LO   Handicapping/rating system for monohulls

Comments & Notes

1. It is the responsibility of the owner to obtain a certificate from the above organizations.
2. Handicapping or rating a boat can take a considerable length of time, *such as several months or more*. It is up to the owner to initiate in sufficient time to have a valid handicapping/rating certificate valid for racing in the year of the event. If a boat belongs to a built class that has never being handicapped/rated either locally or globally, the time to obtain a certificate can be considerable, assuming all the necessary data is readily available.
3. Generally, monohulls can choose either ORC or PHRF-LO. The only exception is Single Handed/Solo since it is co-organized with GLSS and is their Lake Ontario Challenge Race. This is restricted to boats with a current valid PHRF-LO certificate with a Flying Sails rating.
4. PHRF certificates are managed by local groups. This means that ratings for the same boat can and does vary significantly between groups. In order to be fair to all racing under PHRF, all such boats must have a current valid PHRF-LO certificate. PHRF-LO has a mechanism to help boats with a certificate from another group to obtain a PHRF-LO certificate. Please contact PHRF-LO on this.
5. Individuals and their boat are members of a yacht club that is not a member of PHRF-LO or are or are joining Ontario Sailing's Maple Fund can obtain a PHRF-LO certificate by contacting PHRF-LO directly.
6. ORC is a global handicapping/rating system, one certificate is valid and accepted world-wide.
7. ORC has two certificates, Club and International. The International Certificate better reflects the actual rating of an individual boat as it requires actual measurements. This increases the total cost and lead time to obtain an ORC International Certificate. While this event accepts either the Club or International Certificates, some high-level events, such as ORC World Championships, only accept the International Certificates.

As most of the boats participating in this event race, under PHRF, one of LOOR's educational webinars is entitled *"I need a PHRF-LO certificate for my sailboat, what do I need to do?"* and is available on YouTube.

7   EVENT COURSES

This event has two courses:

1. Main Duck Course AKA The Long Course
2. Scotch Bonnet Course AKA The Short Course

They are named after an island that is part of the course. The idea of two courses is to have ones of different lengths so that 95% of competitors complete the race within four days. There are strict criteria on which boats can participate on a specific course as outlined in the NoR. The high-level view is:

- NFS boats can only participate on the Scotch Bonnet Course
- Multi-hulls can only participate on the Main Duck Course
- As the LO300 is the GLSS Challenge Race for Lake Ontario, Single Handed/Solo boats only race FS and on the Main Duck Course no matter the rating.
- FS DH and FC are split between the two courses depending on their rating with faster rated boats on the Main Duck Course and slower rated boats on the Scotch Bonnet Course. The rating splits by course are listed in the NoR. There is an overlap in the rating criteria where the FS boat can choose the course. Outside this overlap range, FS boats are restricted to which course they can race on.

See the NoR for the detailed course criteria. See 13 CHARTS OF COURSES on page 10 for high-level charts of the course,

8   SAFETY REQUIREMENTS, INCLUDING STABILITY

While all the risks and dangers from a sport such as offshore sailing can not be removed, experience can help mitigate the future. That is the history and practice of World Sailing's Offshore Sailing Regulations.

While Offshore may carry the impression of ocean sailing, the Great Lakes can often produce conditions that equal or exceed the conditions blue water racers experience.

To help digest the OSR, they can be broken into several components, such as

1. Naval architecture & design, including stability
2. Equipment, boat & personal
3. Education and training

While most of the first part relates to the design and construction, the owner needs to understand the stability of their boat. As the second and third reflect the status of an individual boat and her crew, the owner needs to play particular attentions to items in these components.

As stability and stability measurements are complex and obtuse, LOOR's first online seminar was on this subject. The video of this online seminar is posted on YouTube. As detailed in the Notice of Race, and in the online seminar video, there are multiple methods to calculate and demonstrate the necessary stability, as listed below.

Precedence	Measurement
1	ISO 12217-2 Category
2	STIX AVS
3	ORC Stability Index
4	SSS Base Value

While having these multiple methods certainly increases the complexity of understanding, they provide an owner several paths to demonstrate stability, some of which might be easier in each situation. For example, a boat with an ORC International Certificate that shows adequate stability, is good to race. It does not matter if the SSS shows inadequate stability. It does not matter that the boat is racing in PHRF-LO for LOOR events.

The Sail Canada web site states:

Resources
ISO 12217-2: Boats sold in Europe and Canada typically have a capacity plate with the CE mark.

ISO 12217-2: Many boats marketed in North America will state on their website that the designer declares that the boat meets an ISO category.

STIX, AVS etc.: IRC certificates will indicate these values if they're available. The IRC website also posts a selection of values.

ORC, ORR STBIX: ORC and ORR certificates indicate the ORC/ORR stability index.

IRC SSS base value: IRC certificates will indicate this if the STIX values are unavailable

SSS: Sail Canada maintains a list of SSS values. Contact offshore@sailing.ca for further information.

While the online seminar video mentions problems of using sistership data, LOOR does accept sistership data for stability.

Additionally, old IMS certificates may have the STIX numbers for a boat or sistership.

As mentioned on the online seminar video, the Sail Canada Offshore Group can calculate the SSS if a PHRF-LO certificate is available as the certificate has the necessary inputs. As a last resort, an owner can contact the Sail Canada Offshore Group at the email address above for assistance on this.

8.1   Category 3 Planning & Preparation

The material from the LOOR Webinar on **Considerations for Registering and Preparing for a OSR Category 3 Event** are available:

- Video Recording
- Presentation

Inspection Checklists are posted on the Registration and Document Web Site for
- LOOR OSR Category 3 Monohulls
- LOOR OSR Category 3 Multihulls

What is required above Category 4 is highlighted in a different font colour.

Future requirements are not included in the Checklist. Neither are suggested or recommended items. LOOR highly encourages that participants review and consider recommendations and understand the implications of noted future requirements.

The Checklist is organized for inspection by either the Person-in-Charge (PiC), against the complete Checklist, or LOOR's Technical Committee Equipment Inspectors conducted as follows:
- Pre-race will use the entire Checklist
- Post race will use a pre-defined subset of the Checklist with at least three different subsets

9   NAVIGATING THE REGISTRATION & DOCUMENT WEB SITE

LOOR uses YachtScoring.com as its race event management system for registration, event documentation, event forms, and scoring. As much as possible, the same layout and terminology is used for all three LOOR events. The diagram below illustrates the major components of the main YachtScoring web page for this event.

The Registration and Race Document Web Site is
https://yachtscoring.com/emenu.cfm?eid=14881

2022 Lake Ontario 300 Challenge Race
Port Credit Yacht Club (PCYC)
Mississauga, Ontario, Canada
Friday, July 15th to Tuesday, July 19th

- **Online Registration Form**
    (Start your Race Entry Process Here...)
- **Owner's Corner (login)**
    (Payment, Crew List, Info Update, etc...)
- **Crew's Corner (login)**
    (Crew Info Update)
- **Current Registration List**
- Scratch Sheet
- **ORC Ratings Table**
- Race Results
- **Scrolling Display Screens**
    (Scratch Sheet, Results, etc)
- **Media Formatted Info & Results**

SF **SailFlow Weather Forecast**

- Notice of Race **(A)**
- Sailing Instructions **(B)**
- **Official Notice Board**
- RC Announcements - *(No Announcements)* **(C)**
- Documents & Forms **(D)**
- **Additional Event Links** **(E)**
    (Photos, Videos, Apparel, Tracking, etc)
- **Subscribe to Event News**
- **Press / Media Registration**
- **Event Contacts**
- **Crew/Boat/Charter Board**
- **General Race Forms**

Regatta / Event Web Site
Port Credit Yacht Club (PCYC)
Select Another Event

(A) Click here for NOR **(C)** Click here for RC Announcements **(E)** Click here for link to other associated web sites, i.e., book dock at PCYC, etc.

(B) Click here for SIs **(D)** Click here for other Documents & Forms, i.e., LOOR OSR, Splits, etc.

A video on the registration process is on YouTube.

10   HIGH-LEVEL CHECKLIST FOR PARTICIPATING

The following checklists are designed to aid potential competitors navigate in participating in the event. They should be used in conjunction with 5 KEY DATES & DEADLINES on page 3. While they are an extract from the Notice of Race, participants must comply with the conditions in the NoR. If there is an error or omission in the checklists, the NoR apply.

10.1 Common Elements for Single Handed/Solo, Double handed, & Fully Crewed

✓		#	AREA	ITEM	NoR	COMMENTS
	C	1.	Pre-registration	Assess whether boat meets the LOOR OSR Cat 3 for design and structural items	1.4	
	C	2.		Assess whether boat meets the LOOR OSR stability requirements & confirmation is available	4.3	
	C	3.		Assess whether boat has the necessary valid rating certificate valid for racing in 2022.	4.7	
	C	4.		Confirm that boat/PiC is: • Canada – member of a club affiliated with Sail Canada via Provincial Sailing Organization (PSO). • Outside Canada – affiliated with their MNA	1	RRS 75 & Sail Canada Prescription to RRS 46.
	C	5.	Registration	Pay the applicable fee(s)	5	
	C	6.		Input the Personal Data	4	
	C	7.		Input Yacht Club	4	
		8.		Input Design, LOA, Beam, Draft, Hull Color, Spin Color, and Registration	4	Used to identify and track boat in an emergency situation.
	C	9.		Input Boat Emergency Phone	4	Needed as way to contact boat while racing
	C	10.		Input rating certificate number or ORC Reference number, and rating, except for ORC.	4	ORC ratings automatically downloaded by system
	C	11.		Input Radio Call (Sign) {If applicable}	4	
	C	12.		Input Crew Number	4	Includes PiC and must reflect class registered in, e.g., SH/Solo, DH, or FC
	C	13.		Select Racing/Div./Class/Class Name	4	PHRF-LO rating must match FS or NFS as selected.
	C	14.		Answer Mandatory Event Specific question "MMSI - Enter MMSI Number or enter text …"	4 3.2	A free MMSI is required for entry if mandatory boat VHF radio has DSC
	C	15.		Answer Mandatory Event Specific Question "Onshore Emergency Contact Individual (Mandatory Field)"	4	Needed if OA needs to contact onshore in an emergency
	C	16.		Answer Mandatory Event Specific Question "Onshore Emergency Contact Individual's Phone Number …"	4	Needed if OA needs to contact onshore in an emergency
	C	17.		Answer Mandatory Event Specific Question "EPIRB onboard and number (Mandatory field) (Number or NA)"	4	
	C	18.		Answer Mandatory Event Specific Question "Any Crew have PLB or Personal AIS? … "	4	
	C	19.		Submit stability data	4	
	C	20.	Prepare	Add crew to Crew List in Registration System.	4.5	
	C	21.		Ensure all crew inputs the required information for each crew, including PiC, in the Registration System	4.5	Critical to know EXACT Souls on Board in any SAR event.
	C	22.		Ensure all crew signs the Crew Waiver, including PiC, in the Registration System	4.5	PiC to ensure crew aware of their responsibility under Rowan's Law
	C	23.	Pre-race	Submit **LOOR OSR Compliance Form, AKA Safety Document**	9.1	
	C	24.		Submit **LOOR CORDC**	4.5	
		25.		If necessary, input Alternative Sail Number in YachtScoring's Owner's Corner under Sail Declarations	RRS 77	
	C	26.		Fri., July 15th - Do check-in	8.2	
	C	27.		Fri., July 15th - Tracker pickup	4.10	
	C	28.		Fri., July 15th - Attend Mandatory Participants' Meeting	8.3	
	C	29.		Fri., July 15th or Sat., July 16th -Check tracker is working	8.2	
	C	30.		Sat., July 16th Ensure crew list is up to date & accurately reflects crew participating including PiC	4.5	
	C	31.	Post-race	Check-in within 90 minutes of finishing, submit **LOOR Race Log,** & return tracker	1.11	
	C	32.		If applicable, submit **LOOR Alternative Penalty Form**	1.11	

LOOR LO300 CHECKLIST 2022 FOR COMMON ELEMENTS FOR SH/SOLO, DH, & FC

10.2   Single Handed/Solo Specific Elements

In addition to items in the checklist above, potential participants in SH/Solo need to do the following.

✓	#		AREA	ITEM	NoR	COMMENTS
**LOOR LO300 CHECKLIST 2022 SPECIFIC ELEMENTS FOR SH/SOLO (GLSS)**						

✓		#	AREA	ITEM	NoR	COMMENTS
	G	1.	Pre-registration	Assess 1. Whether a member of GLSS or 2. Have the required sailing experience	4.11	
	G	2.		If not a member of GLSS, **submit GLSS Sailing Experience Resume Form** by the deadline.	4.3	
	G	3.	Pre-race	Attend meeting for SH/Solo participants after general Mandatory Participants Meeting	8.3	

11   OTHER ITEMS, i.e., ALTERNATE SAIL NUMBERS

11.1   Alternate Sail Number Disclosure

If you are going to be racing with sails that have a number different from that input during registration, they need to be registered as follows.

1. Log into the Owner's Corner via the **Registration and Document Web Site** for this event.
2. Select MY Sail Inventory on the upper side of the web page
3. Input the information about the sail with the alternate number. The required fields are:
    a. Sail Type
    b. Sail ID

12   ADDITIONAL RESOURCES

12.1   LOOR eNewsletter

SUBSCRIBE!

12.2   CONTACTS

The following are contacts needed for this event.

ORGANIZING AUTHORITY CONTACTS		
LO300 Registration	registrar@loor.ca	www.loor.ca
LO300 Race Committee	racecommittee@loor.ca	www.loor.ca
LOOR Safety	safety@loor.ca	www.loor.ca
LOOR	info@loor.ca	www.loor.ca
GLSS	glss@loor.ca	www.solosailors.org
PCYC		www.pcyc.net
HANDICAP SYSTEMS CONTACTS		
GLMRA	racecommittee@loor.ca	
ORC – Ontario District	can3005@aol.com	www.orc-canada.org
PHRF-LO	Contact your club's PHRF-LO Handicapper	www.phrf-lo.org

12.3   LOOR's YouTube Channel

LOOR's YouTube Channel has instructional videos and the number is increasing. They cover topics such as:

- I need a PHRF-LO certificate for my sailboat, what do I need to do?
- LOOR Registration Video

- Recommended Sail Inventory for Lake Ontario Offshore Sailing
- Stability Screening Alphabet Soup by Richard Hinterhoeller

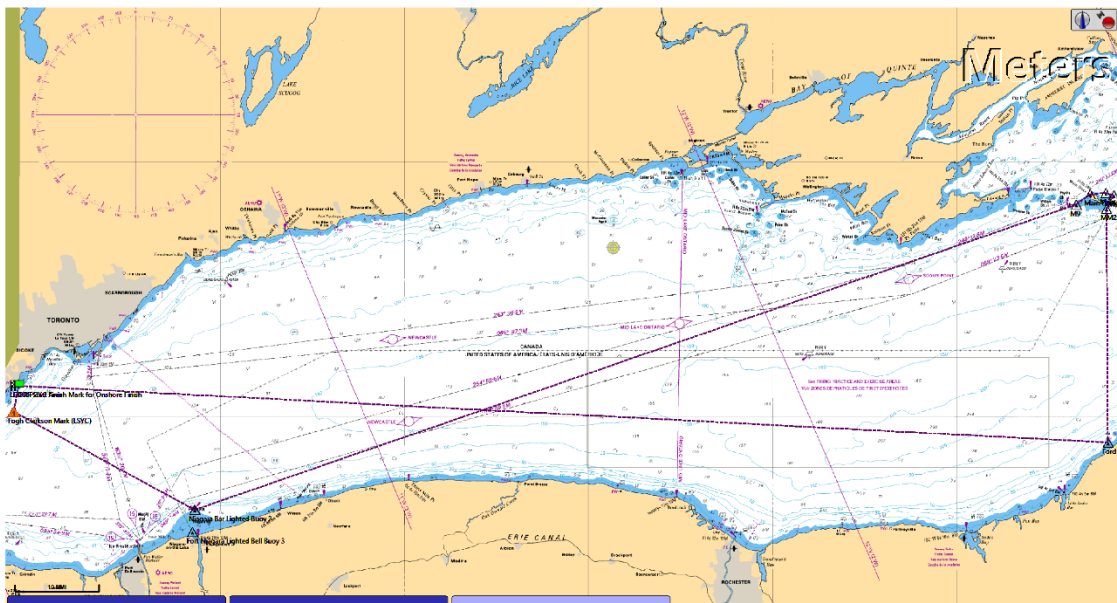To search for LOOR's YouTube Channel type in "LOOR Racing" into YouTube's search engine,

12.4   General References & Resources

LOOR is redeveloping the reference section of its web site, www.loor.ca. This should be ready by March 1, 2022. It will be available **HERE.**

13   CHARTS OF COURSES

13.1   Main Duck Course (Long Course)

<p style="text-align:center"><strong style="color:red">NOT FOR NAVIGATION</p>

13.2 Scotch Bonnet Course

NOT FOR NAVIGATION