

# 2018 GPSC Lake Huron Cruise Race

## Sailing Instructions

1. **SCHEDULE OF RACE** – The first start will be on **July 15, 2018 at approximately 0930 hrs**. There will be three racing segments. Segments are scheduled for each day, weather permitting, Sunday through Tuesday July 15 - 17. The Race will be scored as a series of three race segments.
2. **RULES & AUTHORITY** - The races will be governed by [The Racing Rules of Sailing 2017-2020 \(RRS\)](#), the prescriptions of USSA, and **as modified by these Sailing Instructions**.  
  
The Race Chairman (Peter Baumann) shall have the authority to establish the Race Course, to obtain ratings from the DRYA or assign a rating for the participating yachts and to amend all Sailing Instructions. Any amendment to these Sailing Instructions shall be e-mailed to the participants by **2000 hrs on July 14, 2018** or agreed to at the **daily 0730 hrs** communications each race day.
3. **ELIGIBILITY & REGISTRATION** - The races are open to any monohull sailing boat that (i) has an engine, a head, & sleeping quarters, and is registered for the Race. Registration forms are available upon e-mail request to the Race Chairman ([Peter Baumann](#)). **A completed registration/rating form is to be received by the Race Chairman the latest Friday, July 14, 2018.**
4. **SKIPPERS' MEETING** – There will be a skippers' meeting for all participants on **Saturday, July 14, 2018, 2000 hrs** in Port Huron (exact location TBD). **All skippers or their representatives are to attend.**
5. **STARTING & FINISH PROCEDURES & TIMES** - The following [Table A](#) describes the daily procedures for the start & finish for each day of the Cocktail Cruising Race.

**The start:** The first day's starting location is at the specified Lat/Lon as shown in [Table A](#) below. The other daily starts will be at a specified Lat-Lon at the "**marina of the night**" (see [Table A](#)). The S/V "**Stella Maris**" will be at the specified Lat-Lon and will act as the starting vessel. All competing yachts are to be in the general vicinity and **on the Southern side of "Stella Maris" during the starting sequence**. The starting signals will be sounded from "**Stella Maris**". There will be no visual signals. "**Stella Maris**" will also broadcast on **VHF channel 71** the Warning, Preparatory and Start Signals, accompanied by a horn, if possible.

**The Finish:** The finish locations are at specific Lat-Lon's (**using a 0.1 nm arrival circle = 600 feet**) at each nightly marina.

Each participant is to record the specified data in [Table B](#) (below) and report same to the Race Chairman by **2000 hrs** for all segments (races)..

**Table A – Start & Finish information**

Start time	Start Location	Start Procedure	Finish Location ----- Marina of the night	Finish Procedure
Approx. 0930 hrs	Start Line @ Approx. 43 04.46 N 82 25.74 W	Signals as described above from " <b>Stella Maris</b> "	Harbor Beach 43 50.26 N 82 36.52 W	Record finish time using GPS time. Fill out <b>Table B</b> Report the information to the Race Chairman.
0830 hrs	Harbor Beach 43 52.20 N 82 37.94 W	Signals as described above from " <b>Stella Maris</b> "	Harrisville 44 39.59 N 83 16.47 W	Sam e as above.
0830 hrs	Harrisville 44 39.92 N 83 16.28 W	Signals as described above from " <b>Stella Maris</b> "	Presque Isle 45 19.94 N 83 26.70 W	Sam e as above.

**TABLE B: TIME SHEET TO DETERMINE MOTORING TIME PENALTY**

Skipper name and Boat name	Arrival Time (GPS time)	Motor Start (GPS time)	LAT	Motor Stop (GPS time)	LAT	Motoring Time (min)
			LON		LON	
Skipper: Boat:	Harbor Beach					
Skipper: Boat:	Harrisville					
Skipper: Boat:	Presque Isle					

**Record time when starting to motor and the respective LAT/LON; record time when stopping to motor and the respective LAT/LON.** Race management will be able to determine the distance you motored and your speed. Time penalty for motoring is one hour for each hour or fraction thereof motored. Your time motored will then be multiplied by a correction factor for unequal speed of motoring between boats. The correction factor is your motoring speed divided by the speed of the slowest boat. Corrected time is calculated as elapsed time plus corrected motoring penalty. Motoring is defined as engine running and in gear. Motor sailing is permitted and counts as motoring. Ref. to Sailing Instructions for full details.

- 6. COURSES** – **Day1 = Port Huron to Harbor Beach.**  
**Day2 = Harbor Beach to Harrisville.**  
**Day3 = Harrisville to Presque Isle.**

**7. MOORING - ANCHORING NIGHTLY** – Each competing yacht will be responsible for paying mooring charges at all marinas. Each marina has our information/reservations. After finishing you are to call the marina and tell them you are with the *GPSC Lake Huron Cruise Race*. They will give you mooring instructions.

**8. DAILY SKIPPERS MEETING & POTENTIAL POSTPONEMENTS** – There will be a “check-in” radio communication on VHF **channel 71** at **0730 hrs** each race day for all contestants. If the weather is questionable, the Race Chairman will poll all participants for a vote to race as scheduled for that day or postpone. A postponement may be for a specified number of hours, at which time radio contact will be resumed and a decision will be made to race or postpone for the day. If there is a day postponement, the schedule will move to accommodate that delay.

**9. SHORTENED Race** – The race will not be shortened.

10. **ABANDONMENT(S)** – Once the day's race begins, there will be no abandonment. Yachts may motor to the next specified marina and record their times or abandon on their own for a different marina and **contact the Race Chairman on Channel 71 or by cell phone (248-805-3741).**
11. **TIME LIMITS** – The Racing Rules of Sailing rule #35 (Time Limit and Scores) is hereby modified as follows: The time limit for all segments (races) is **2000 hrs.** Any boat finishing after the time limit will be awarded a finish time equal to the time limit plus 120 minutes and scored accordingly for that day. However, all boats must report their finish information (**Table B**) to the Race Chairman by **2100 hrs** on channel **71** or **248-805-3741.** A boat not reporting by 2100 hrs will not be scored.
12. **RADIO MONITORING** - The general communication channel for the Fleet is channel **71.** All boats are to monitor Channel 71 from **0730 till 2100 hrs.**
13. **PROTESTS** – **There will be no protests allowed.** Confrontations between yachts are to be handled by the US Court System. The Race results will not be affected by any conflict between competing yachts.
14. **JAM RATINGS** – Contestants, whose yachts' ratings is not known, will obtain a Provisional Jib and Main (PJAM) rating for their yacht from DRYA. The rating obtained will be adjusted by **+15 seconds per mile** if towing a dinghy. The use of a spinnaker is at the skipper's discretion **and must be declared after each race day** for scoring. A rating adjustment for spinnaker usage on a JAM rated boat will be made based on the characteristics and type of spinnaker (e.g., + 6 for asymmetrical spinnaker and gennaker, +12 for symmetrical spinnaker).
15. **SCORING** – The number of divisions will be determined the latest at the time of the Skippers' Meeting. The Series will consist of three scheduled **race segments (race days).** Each boat's score for the Series shall be calculated on the sum of her corrected times for all three segments.
- Using the engine - Every time a racer starts their engine and puts it in gear before finishing, other than avoiding commercial traffic and without gaining an advantage during the maneuver, one hour is added to the uncorrected finish time. Motor sailing is acceptable at all times. Starting your engine twice or thrice within an hour will give you a total of two-hour and then a three-hour total penalty and so on. Thus, it makes sense to motor for a full hour, unless wind comes up and you think you can sail faster than motor. Once the motor has been started, motoring beyond the first hour adds another hour to your time (e.g., motoring for 2.5 hours will give you a total of three hours of penalty for that motor usage event, so you may as well motor for three complete hours unless you could sail faster or more safely under sail alone. Running the engine in Neutral for purposes of charging is acceptable; putting the engine in gear starts the penalty.
- Time limit - Racers that don't finish by 2000 hrs. and call in by 2100 hrs. will get a total of a two-hour penalty, no matter what time they actually finish.
- Ties - In case of a tie for the Series between two or more boats, the tie will be broken as follows:
- (a) In favor of the boat with the most first place finishes.
  - (b) If the tie remains, in favor of the boat with the most second place finishes and so on till the tie has been broken.
  - (c) If the tie still remains, it shall be broken in favor of the boat that beat the other most often, based on corrected times.
  - (d) If the tie still remains, it shall be broken in favor of the boat with the best corrected time in the last race.
16. **Awards** – There will be 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> place awards each day. There also will be 1<sup>st</sup> through 3<sup>rd</sup> place awards for the series and an overall Perpetual Series Trophy. Daily awards will be presented at the Presque Isle Awards Party, the award for the overall win will be presented at the GPSC Awards Party on the first Friday in November 2017.
17. **INTERFERENCE WITH SHIPPING** - When crossing a shipping channel, boats shall not interfere with major ships (Federal Law 89-764). Participants at all times shall abide by USCG Rule 18, which reads in part: "(b) A sailing vessel underway shall keep out of the way of: ... (ii) a vessel restricted in her ability to maneuver." Boats may use their engines to stay clear of commercial shipping. However, in doing so they are not to better their position in the process. This engine run time need not be reported on the vessels race log or reported to the Race Chairman.

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18. **ASSUMPTION OF RISK** - By participating in any race of the series, each person aboard as skipper, crew or otherwise (a) acknowledges that racing sailing boats has certain inherent risks and can be a dangerous activity and (b) nevertheless voluntarily assumes all such risks, and waives any and all claims that he or she may have for damages of any kind against the race chairman or any other person involved in the organization & running of the race. The skipper and crew shall be responsible for deciding whether to start or to continue each race of the series. Each boat is to have a valid insurance policy covering liability and property damage.
19. **SAFETY & SAFETY EQUIPMENT – Safety** - Any boat participating in any race of this series shall be seaworthy in hull, rigging and gear. **Safety Equipment** - The skipper of a participating boat acknowledges that he or she is aware of the safety equipment required by the United States Coast Guard to be carried aboard the boat and accepts full responsibility for deciding what additional safety equipment is necessary for the safety of the boat and crew under the circumstances. During each race in which a boat participates, the skipper shall insure that all such required and additional equipment will be aboard, in accessible locations and in good working order, and the skipper shall assure that each member of the crew and any others aboard during this race know the location and proper use of all such equipment. The individual boats skipper has sole responsibility for decisions to race, maneuver, and participate in the event.
20. **DISPOSAL OF TRASH** - Any crew observed discharging trash overboard shall be subject to reports given to the US Coast Guard.