



2024 GPSC Lake Huron Cruise Race Sailing Instructions

SCHEDULE OF RACE – The first start will be on Saturday, July 13, 2024 at approximately 1000 hrs. There will be four competition legs, one scheduled each day, weather permitting, Saturday through Tuesday, July 13, 14, 15, & 16. The Race will be scored as a series of four separate segments.

RULES & AUTHORITY - The races will be governed by *The Racing Rules of Sailing 2021-2024 (RRS)* and the prescriptions of USSA, as modified by these Sailing Instructions.

The Race Chairman (Com. Larry Haggart) shall have the authority to establish the Race Course, obtain ratings from MWPHRF, or assign a rating for participating boats, and to amend all Sailing Instructions. Any amendment to these Sailing Instructions shall be e-mailed to the participants by 2000 hrs on July 10, 2024 or announced in the daily 0730 radio communications each day of the event.

ELIGIBILITY & REGISTRATION - The competitions are open to any monohull sailing boat that has an engine, a head, & sleeping quarters, and is registered for the Race. Registration forms are available on the Grosse Pointe Sail Club website: www.gpsc.org. A completed registration form must be received by the Race Chairman no later than Saturday, July 6, 2024.

SKIPPER'S MEETING – There will be a skipper's meeting for all participants on Friday, July 12, 2024, at 2000 hrs in Port Huron (exact location TBD). All skippers or their representatives should plan to attend.

START & FINISH PROCEDURES & TIMES -The following table describes the daily procedures for the start & finish for each day of the Lake Huron Cruise Race.

The start: The starting location for each day's race is at the specified Lat/Lon as shown in the table below. The Race Committee Boat will be on station 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 the RC boat before the starting signal. The starting signals will be displayed by the RC boat using a standard 5 minute sequence. The RC boat will also broadcast on VHF channel 72 the Warning, Preparatory, and Start Signal, accompanied by a horn signal, if possible.

The Finish: The finish locations are at specific Lat-Lon's (using a 0.1 nm arrival circle equal to 600 feet) near each nightly port of call. Each participant is to record the specified data in the Sailing Time & Distance Log (below) and report same to the Race Chairman by 2100 hrs for each day of racing.

Start time	Start Location	Start Procedure	Finish Location ("Port of Call")	Finish Procedure
Approximately 1000 hrs	Port Huron 43° 04.46' N 82° 25.74' W	Warning GPSC burgee 5 min to start (horn) Prep flag up 4 min to start (horn) Prep flag down 1 min to start (long horn) Start GPSC burgee down (horn)	Port Sanilac 43° 25.80' N 82° 31.70' W	Complete Sailing Time & Distance Log and turn in to Race Com by 2100.
0830 hrs	Port Sanilac 43° 25.80' N 82° 31.70' W	Same as above.	Port Austin 44° 05.80' N 82° 59.60' W (G Buoy C"1")	Same as above.
0830 hrs	Port Austin 44° 05.80' N 82° 59.60' W (G Buoy C"1")	Same as above.	Harrisville 44° 39.70' N 83° 16.00' W	Same as above.
0830 hrs	Harrisville 44° 39.70' N 83° 16.00' W	Same as above.	Presque Isle Hbr. 45° 20.30' N 83° 27.9' W (R Nun Buoy "2")	Same as above.

COURSES – Day 1 = Port Huron to Port Sanilac (22 NM)

Day 2 = Port Sanilac to Port Austin (50 NM leaving Port Austin Reef Light to Port)

Day 3 = Port Austin to Harrisville Harbor (36 NM leaving Thunder Bay Island Light to Port)

Day 4 = Harrisville Harbor to Presque Isle Harbor (49 NM)

DOCKAGE OR ANCHORING NIGHTLY – Each competing yacht will be responsible for paying dockage charges at all marinas. Each marina will be notified ahead of time and should have reservations. After finishing each day, you are to call the marina and tell them you are with the *GPSC Lake Huron Cruise Race*. They will give you docking instructions.

DAILY SKIPPERS MEETING & POTENTIAL POSTPONEMENTS – There will be a “check-in” radio communication on VHF **channel 72 at 0730** 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 further for the day. If there is a day postponement, the schedule will move to accommodate that delay.

SHORTENED RACE – The race will **NOT** be shortened.

ABANDONMENT(S) – Once the day’s race begins, there will be no abandonment. Yachts may motor to the finish mark and record their times or abandon on their own and head for a different marina. **Contact the Race Committee on Channel 72 or by cell phone (313-510-8512)** if abandoning the race.

TIME LIMITS – The Racing Rules of Sailing rule #35 (Time Limit and Scores) is hereby modified as follows: All boats must finish racing by **2000 hrs** each day. All boats must report the data on their Sailing Time & Distance Log to the Race Committee by **2100 hrs** on channel **72** or **313-510-8512**. **A boat not reporting by 2100 will be scored DNF.**

RADIO MONITORING -The general communication channel for the Fleet is channel **72**. All boats are to monitor Channel 72 from **0730 until 2100**.

PROTESTS – **There will be no protests, hearings, or requests for redress hearings allowed.** Conflicts between yachts while racing will be resolved by the protested boat taking penalty turns promptly after the incident. Damages will be handled by the US Court System. The Race results will not be affected by any conflict between competing yachts.

HANDICAP RATINGS – Contestants who do not have a handicap rating for their boat, must obtain a rating from Midwest PHRF (go to MWPHRF.ORG on-line for more information). 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 using the Sailing Time & Distance Logs** for scoring (see below).

SCORING – The Series will consist of four scheduled **segments (one each day)**. The boat with the highest Score (Corrected Average Velocity Made Good multiplied by Total Distance Sailed) will be the winner each day. The sum of each boat’s scores will produce the Series Score for all four days of racing.

USING THE ENGINE - It is permissible to use engine propulsion **TWICE** during each day of racing. The distance motored will be deducted from the total distance and the remaining distance sailed will be used for scoring. Running the engine without engaging the propeller, for purposes of charging batteries, is permitted.

TIES - In case of a tie for the Series between two or more boats, the tie will be broken as follows:

- In favor of the boat with the most first place finishes.
- If the tie still remains, it shall be broken in favor of the boat that beat the other boat most often.

AWARDS – There will be 1st, 2nd, and 3rd place awards each day. There will also be 1st, 2nd, and 3rd place awards for the series and an overall Perpetual Series Trophy. Daily awards will be presented at the Presque Isle Harbor Awards Party on July 17, 2024. The award for the overall winner will be presented at the GPSC Awards Party in November 2024.

INTERFERENCE WITH SHIPPING - Racing 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 racing position in the process. This engine run time need not be reported on the vessel's Sailing Time & Distance Log or reported to the Race Committee.

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 committee 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 third party liability of at least \$300,000.

SAFETY & SAFETY EQUIPMENT – Any boat participating in any race of this series shall be seaworthy in hull, rigging and gear. 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 boat skipper has sole responsibility for decisions to race, maneuver, and participate in the event.

DISPOSAL OF TRASH - Any crew observed discharging trash overboard shall be subject to reporting to the US Coast Guard.

SAILING TIME & DISTANCE LOG - Each boat must record the time when starting to motor and the respective distance to the finish mark; record the time when stopping to motor and the respective distance to the finish mark; and also announce these times over VHF channel 72 when stopping or starting use of the engine as soon as possible thereafter. The Race Committee will determine the distance motored and deduct it from the total distance from start to finish. The remaining distance will be considered sailing distance and, together with the total sailing time, will be adjusted using the PHRF handicap to produce a Corrected Average Velocity Made Good (CAVMG). The CAVMG will be multiplied by the Total Sailing Distance to produce a Score for each boat. The boat with the highest Score will be the winner. Motor sailing is permitted and will count as motoring distance.

LAKE HURON CRUISE RACE SAILING TIME & DISTANCE LOG					
Boat Name:					
DAY ONE: PORT HURON START TO PORT SANILAC FINISH					
Motoring Leg #	Engine Start Time (00:00:00)	NM Distance to Finish Mark (43°25.80'N 082°31.70'W)	Engine Stop Time (00:00:00)	NM Distance to Finish Mark (43°25.80'N 082°31.70'W)	
1					
2					
Symmetrical spinnaker?		Yes	No	Asymmetrical spinnaker? Yes No	

LAKE HURON CRUISE RACE SAILING TIME & DISTANCE LOG					
Boat Name:					
DAY TWO: PORT SANILAC START TO PORT AUSTIN FINISH					
Motoring Leg #	Engine Start Time (00:00:00)	NM Distance to Finish Mark (44°05.80'N 082°59.60'W) G Buoy C"1"	Engine Stop Time (00:00:00)	NM Distance to Finish Mark (44°05.80'N 082°59.60'W) G Buoy C"1"	
1					
2					
Symmetrical spinnaker?		Yes	No	Asymmetrical spinnaker? Yes No	

LAKE HURON CRUISE RACE SAILING TIME & DISTANCE LOG				
Boat Name:				
DAY THREE: PORT AUSTIN START TO HARRISVILLE FINISH				
Motoring Leg #	Engine Start Time (00:00:00)	NM Distance to Finish Mark (44°39.70'N 083°16.60'W)	Engine Stop Time (00:00:00)	NM Distance to Finish Mark (44°39.70'N 083°16.60'W)
1				
2				
Symmetrical spinnaker? Yes No		Asymmetrical spinnaker? Yes No		

LAKE HURON CRUISE RACE SAILING TIME & DISTANCE LOG				
Boat Name:				
DAY FOUR: HARRISVILLE START TO PRESQUE ISLE HARBOR FINISH				
Motoring Leg #	Engine Start Time (00:00:00)	NM Distance to Finish Mark (45°20.3'N 083°27.9'W) R Nun Buoy "2"	Engine Stop Time (00:00:00)	NM Distance to Finish Mark (45°20.3'N 083°27.9'W) R Nun Buoy "2"
1				
2				
Symmetrical spinnaker? Yes No		Asymmetrical spinnaker? Yes No		