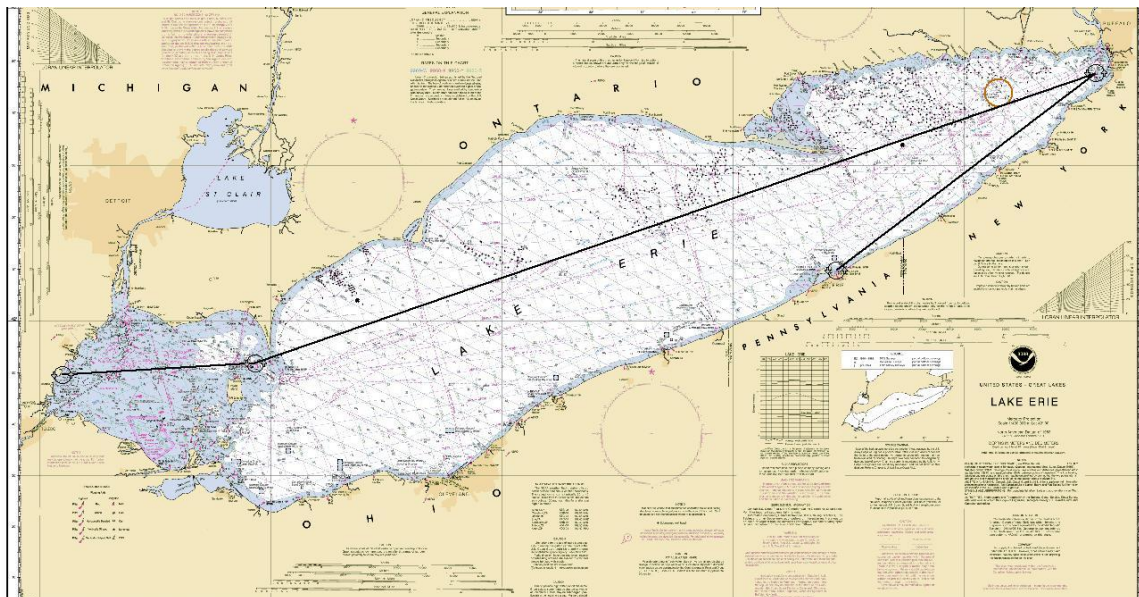


GREAT LAKES SINGLEHANDED SOCIETY

2026 LAKE ERIE SOLO CHALLENGE



NOTICE AND CONDITIONS OF RACE

1. MANAGEMENT

The Great Lakes Singlehanded Society (GLSS) is the organizing authority of the 2026 Lake Erie Solo Challenge. The Challenge shall be under the management of the Great Lakes Singlehanded Society Race Committee, who shall have full authority in interpreting the rules and conditions for this event, directing the race management, establishing the event and establishing the Protest Committee for hearing protests.

The Race Committee has the right to reject any entry of any boat for any reason at any time before the start of the Challenge.

The fleet will be divided into divisions or classes according to rating/handicap and other factors at the discretion of the Race Committee.

Questions can be sent to Racechair@solosailors.org

The Challenge will start on Saturday, August 08 2026

2. RULES

The Challenge shall be governed by the following (except as changed by the Sailing Instructions):

- 2.1 The current Racing Rules of Sailing (RRS) 2025-2028 and the prescriptions of the United States Sailing Association (US SAILING).
- 2.2 This Notice and Conditions of Race.
- 2.3 The Sailing Instructions and any amendments.
- 2.4 RRS Amendments
 - 2.4.1 **Rule 26** Races will be started as stated in the Sailing Instructions.
 - 2.4.2 **Rule 29.1** Individual recall RRS 29.1 will apply and include as follows: The Race Committee will make an effort to hail the sail number of each boat on the course side at its starting signal on VHF Channel 72. Boats on the course side at the start shall comply with RRS 29.1 and as follows: In lieu of disqualification, a 30 minute penalty plus the time started early shall be assessed for those boats failing to sail completely to the pre-start side of the line before starting.

- 2.4.3 **Rule 41** The outside help rule will apply and include the following: A boat may anchor or tie to a dock. During the Challenge, including when a boat is anchored or moored, the following is specifically prohibited:
- A. Any prearranged transmissions for the advantage of individual Skippers.
 - B. Communications with non-participants for the purpose of a position fix.
 - C. Outside physical assistance.
 - D. Materials, equipment, or supplies of any sort shall not be taken aboard the boat.
 - E. No materials shall leave the boat except those that accidentally fall overboard or are supplied to others in distress.
- If a Skipper feels that it is necessary to pull out of the Challenge temporarily, he/she shall attempt to continue to be as self-sufficient as he/she would if he were still on the course and remain on his/her boat except to attend to docking.
- 2.4.4 **Rule 42** The propulsion Rule 42 will apply, except the following:
- A. A boat that has not yet started may use engine propulsion to proceed to no closer than one quarter mile 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. **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 BOD. The appeal should contain as a minimum, the following: a written detailed description of the cause of the temporary withdrawal, corrective action(s) taken, and time line. The Skipper shall make every effort to minimize motor use, and minimize the time spent in the harbor. These details will be taken into consideration when the board reviews the finish.**
 - 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 FOR PROPULSION TO FREE A GROUNDED VESSEL IS PERMITTED AS LONG AS IT DOES NOT ADVANCE THE SKIPPER'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
- 2.5 The International Regulations for Preventing Collisions at Sea. (COLREGS)
- 2.6 U.S. Coast Guard Rules and Regulations. The Inland navigation Rules
- 2.7 Midwest PHRF & Great Lakes Multihull Racing Association (GLMRA) rules, as administered by the Race Committee. A current 2026 or GLMRA certificate must be presented to avoid a 6 second per mile penalty.

2.8 **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 Racing Rules of Sailing 4, Decision to Race. **(The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.)**

The race organizers (the Great Lakes Singlehanded Society, the officers and directors, race committee, protest committee, host club, sponsors, or any other organization or official or member of such a committee) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to waive any rights he/she may have to sue the race organizers and to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law. An entrant represents to the Society that his/her vessel is seaworthy, that he/she is 18 years of age or older, competent, and that the Required Equipment is aboard and in operable condition.

2.9 The safety of the boat is the sole and inescapable responsibility of the Skipper. The Skipper must be satisfied with the soundness of the hull, spars, rigging, sails and gear and must ensure that all equipment is properly maintained and stowed. The establishment of equipment or safety requirements does not limit or reduce the complete and unlimited responsibility of the Skipper.

2.10 The Great Lakes Singlehanded Society recommends that a Skipper wear a Safety Harness designed and constructed for offshore sailing and be always tethered to the boat. However, a skipper need not be tethered to the boat if they are wearing:

- a. Self-inflating life jacket with personal strobe and whistle and a
- b. Personal Location Beacon (PLB) registered with a current SARSAT registration sticker.
- c. A registered DSC capable waterproof VHF.

Otherwise, a Skipper shall be tethered to the yacht from the time of casting off the dock, to start of the Challenge until the yacht crosses the finish line and returns to the proximity of the dock.

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

3. **QUALIFICATION** Visit the GLSS website (<http://www.solosailors.org>) for more information:

3.1 As used in this Notice and Conditions of Race and the Sailing Instructions, the term "Skipper" shall mean the person who is designated on the Entry Form as "Skipper" and who is in charge of the boat whether the owner or not.

3.2 An entrant shall be 18 years of age or older prior to the start of the Challenge and shall have at least 1000 miles of sailing experience on a water body equal to or greater than the magnitude of Lake Erie.

3.3 New entrants shall document that they have made at least one nonstop singlehanded passage under sail, on the boat being entered in the Challenge, covering a distance of no less than 100 statute miles and requiring a passage time of no less than 24 hours. If a different boat is used for the solo qualification passage, a complete description of the type of boat intended to be used in the Challenge, is to be provided to the GLSS Race Director for consideration and approval.

3.4 Entrants other than GLSS members must submit a completed GLSS Sailing Experience Resume Form showing that they meet the qualification requirements listed above.

4. ELIGIBILITY OF YACHTS

4.1 The Challenge is open to single hulled self-righting boats with permanent cruising accommodations, or multihull boats with permanent cruising accommodations. Cruising accommodations shall consist of a marine toilet legal for Great Lake waters, a permanently installed bunk and galley facilities.

4.2 The overall length limits shall be a minimum of 26 feet in length (LOA) and a maximum of 50 feet in length (LOA). Boats exceeding either of these parameters may be considered for acceptance into the Challenge by petition to the GLSS Race Committee.

4.3 The safety of the boat and the Skipper shall be the sole responsibility of the owner or Skipper, who shall insure that the boat is fully sound, thoroughly seaworthy and that the Skipper is physically and mentally prepared for the Challenge.

5. ENTRY

The Race Committee must receive the following items prior to the Challenge.

- a. Completed Entry Form, pages 1 and 2.
- b. Entry fee of **\$300. - for current dues paid GLSS members (\$350 for non-paid GLSS members)** in U.S. funds payable to the GLSS. A late entry fee of \$50 in U.S. funds will be required for an entry received after **July 19 2026**. No entries will be accepted after August 1, 2026.
- c. Evidence of Liability Insurance to cover this event, a copy shall be submitted. Each boat shall have a minimum of \$300,000.00 Liability Insurance coverage. Insurance shall be valid for the duration of the Challenge.
- d. Current life raft inspection certificate or
- e. Anti-Exposure suit certificate dated and signed.
- f. A copy of the boat's current 2026 MWPHRF or GLMRA rating certificate.
- g. The completed GLSS Sailing Experience Resume form (new entrants only).
- h. GLSS Documentation of Solo Passage (new entrants only) form which must be submitted by July 1st, 2026
- i. **All Entry Fees are non-refundable and cannot be applied to other GLSS Challenges.**

6. REQUIRED EQUIPMENT AND ITS USE

An entrant will be required to carry all equipment in the GLSS Required Equipment List and maintain it in serviceable condition. A Required Equipment List must be signed by the skipper and submitted at registration. All entrants are still subject to inspection by the Race Committee before or after the race for verification of such equipment.

The Required Equipment List for the 2026 Challenges shall be posted to the GLSS website: www.solosailors.org/mac

7. REGISTRATION AND SKIPPERS' MEETING

A **Mandatory Skippers' Meeting** and weather briefing will be held in conjunction with a final registration at the North Cape Yacht Club. Check-in will begin at 1600 hours on **Friday August 7th, 2026**, with a Skipper's Dinner at 1800 and Skippers' Meeting commencing at 1900 hours.

Documentation of all requirements must be complete at this time. The following must be submitted at or prior to registration:

- a. Updated proof of liability insurance if not already submitted.

- b. Life raft inspection certificate, if not already submitted.
- c. Required Equipment checklist, dated and signed.
- d. Anti-Exposure suit certificate, dated and signed.
- e. Waiver and Release dated and signed.

North Cape Yacht Club is located at 11850 Toledo Beach Road, LaSalle, MI, 48145. (734) 242-5081.

8. SAILING INSTRUCTIONS

Sailing Instructions and revisions to these rules will be distributed at the mandatory Skippers' Meeting. The Sailing Instructions will also be available for downloading from the GLSS website:
<http://www.solosailors.org>

9. DATE

The start will be on **Saturday, 1000 August 08 2026**, time to be announced at the skippers meeting.

10. TRACKING

Yellow Brick satellite tracking will be used to follow and finish all boats. Units will be disbursed prior to skippers meeting.

AIS transponder will be mandatory to allow a boats to track and identify other vessels in the areas position, course ,speed and direction. It must be turned on and transmitting for the entirety of the event.

Note: These devices must be registered with proper contact information to be useful, a contact shall be provided for all events.

11. PERSONAL DOCUMENTATION – CUSTOMS AND IMMIGRATION

It is the responsibility of each skipper to be aware of and acquire proper forms and registration for this event. As this is a “pass through” (starting and finishing in the US) sail no special forms should be required for participation through US or Canadian Customs unless landing (docking or anchoring) in a foreign country. We work with the US Coast Guard in organizing the LESC but are still subject to all regular activities of Homeland Security, Customs and the Coast Guard. Make sure you carry all appropriate crew and boat papers.

12. COURSE

The course will start approximately one half mile outside the harbor at North Cape Yacht Club/Toledo Beach Marina. It then proceeds approximately forty nautical miles (40nm) eastbound thru Pelee Passage, leaving Pelee Island, Ont. to starboard, thence approximately one hundred sixty eight nautical (168nm) miles to Seneca Shoal Light (approximately 42°47.5', 78°56.0'), R"2", Fl R4s, near Buffalo, NY. After rounding the lighted buoy, leaving it to starboard, the course proceeds southwesterly approximately sixty three nautical miles (63nm) to the finish mark (approximately 42°09.9', 80°03.2'), R"2", Fl R4s, just outside the harbor at Presque Isle Harbor, PA. A vessel will have finished when it has broken the plane of a line drawn through the R"2", Fl R4s light and the G"1", Fl G4s Bell light leaving R"2" to starboard. The course distance is rated at 271 nautical (312 statute) miles.

13. STRUCTURE OF RACING DIVISIONS

Boats entered in the event will compete in one of several monohull divisions or multihull divisions.

It is mandatory that the MWPHRF certificate be used for this year's event. Any Skipper wishing to participate in the Challenge without a MWPHRF GLMRA certificate shall be assigned the base rating for your boat and a six second a mile penalty may apply.

GLMRA ratings will be used for handicapping multihull boat performance.

The Race Committee, at its sole discretion, will assign ratings for this event.

14. AWARDS

All skippers who finish the course within these rules and the entry conditions set forth by the GLSS directors will be awarded a commemorative medallion (which may be awarded at the AGM) acknowledging this achievement.

Flags will be awarded using PHRF or GLMRA time allowances calculated on a time-on-distance basis using a course distance of 271 nautical miles. The GLSS reserves the right to provide additional awards for exceptional passages or seamanship. Flags will be awarded by using the following criteria:

- One or two boats in a division – 1st place.
- Three boats in a division – 1st and 2nd place.
- Four or more boats in a division – 1st, 2nd and 3rd place.

The President's Challenge Cup will be awarded to the first-time finish challenger with the best corrected time in a monohull boat.

The GLSS reserves the right to provide additional awards for exceptional passage or seamanship.

15. **ADDITIONAL INFORMATION, APPLICATIONS, AND DOCUMENTATION**

All interested parties are encouraged to visit the GLSS website at **solosailors.org** for information, applications, and guidance. Send applications and documentations to the GLSS Lake Erie Solo Challenge Race Chairman at:

Lease Schock, Race Chairman
1217 Riverside Ave. Huron, OH 44839
cell (419) 656-5424
crshem@aol.com

Risk and Liability

To the fullest extent permitted by law, I hereby waive any rights I may have to sue the race Organizers (Great Lakes Singlehanded Society, the officers and directors, race committee, Protest committee, host club, sponsors, or any other organization or official or member of such a Committee) involved with the event with respect to any and all personal injury or property damage Suffered by myself or my yacht, including death, as a result of my participation in this event and Hereby release to the fullest extent permitted by law the race organizers from any and all liability Associated with my participation in this event.

Schedule of Key Dates and Events

2026

GLSS LAKE ERIE SOLO CHALLENGE

Sunday, July 23th	APPLICATION DEADLINE
Sunday, July 1st	DEADLINE FOR SUBMITTING QUALIFYING SAIL
Friday, August 07th	<i>NORTH CAPE YACHT CLUB</i> FINAL REGISTRATION AND CHECK-IN (1600-1800) DINNER FOR SKIPPERS AND GUESTS (1800-1900) MANDATORY SKIPPERS MEETING (1900-2000)
Saturday, August 09 th	LAKE ERIE SOLO CHALLENGE STARTS (1000)
Wednesday, August 13th	<i>ERIE YACHT CLUB</i> LUNCHEON AND AWARDS FOR SKIPPERS AND GUESTS, (1100-1400)