

GREAT LAKES SINGLEHANDED SOCIETY
2026 LAKE ERIE SOLO CHALLENGE
SAILING INSTRUCTIONS

1. RULES

The Lake Erie Solo Challenge shall be governed by the current Rules of Sailing (RRS), the Notice and Conditions of Race and these Sailing Instructions.

2. SKIPPERS

Skippers will 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.

3. BOATS ELIGIBLE

The Challenge is open by invitation of the Great Lakes Singlehanded Society to boats in compliance with (a) the Notice and Conditions of race and (b) the GLSS Required Equipment List.

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

4. NOTICE TO SKIPPERS

Before the start, Notices to skippers will be posted on the main entry door of North Cape Yacht Club on Friday, August 7th.

After the start, Notices to Skippers will be posted on the Official Notice Board of the Great Lakes Singlehanded Society at Erie Yacht Club.

5. CHANGES IN SAILING INSTRUCTIONS

Changes in the Sailing Instructions after the Skipper's Meeting will be broadcast by the Race Committee on VHF Channel #72 before the start of the Challenge.

6. THE COURSE

The course will start approximately .7 nautical miles outside of the harbor at North Cape Yacht Club/Toledo Beach Marina. It then proceeds approximately forty (40nm) nautical miles eastbound thru Pelee Passage, leaving Pelee Island, Ontario to starboard, thence approximately one hundred sixty eight (168nm) nautical miles to Seneca Shoal Light (approximately 42°47.5' / 78°56.0'), R"2", Fl R4s, near Buffalo, NY. After rounding the buoy, leaving it to starboard, the course proceeds southwesterly approximately sixty three (63nm) nautical miles to the finish mark (approximately 42°09.9' / 80°03.2'), R"2", Fl R4s, just outside the harbor at Presque Isle Harbor. A vessel will have finished when it has broken the plane of a line drawn through the R"2", Fl R4s buoy and the G"1", Fl G4s Bell buoy leaving R"2" to starboard. The course distance is rated at 271 nautical (312 statute miles) miles.

7. THE START

The starting line will be between a staff displaying an orange flag on the Race Committee (RC) signal boat and the orange cylinder mark located approximately .7 nautical miles straight outside of the NCYC / TBM harbor. The race will start using Rule 26 with the warning signal being given five (5) minutes prior to the starting signal.

<i>Signal</i>	<i>Flag and Sound</i>	<i>Minutes before Start</i>
Warning signal	Yellow flag, 1 sound	5
Preparatory signal	Code flag "P"(Blue with white square), 1 sound	4
One minute	Code flag "P" removed, 1 long sound	1
Starting	Yellow flag removed	0

8. SIGNALS

Signals Made Ashore:

A: Answering Pennant (Red and white vertical stripped): It shall be raised with two sound signals and indicate a postponement is in effect. The warning signal WILL NOT be made in less than one hour of lowering, with a single sound signal.

B: Lima (2 Yellow and 2 Black squares): When raised it will indicate that a change in sailing instruction has been made.

Signals Made Afloat from the Race Committee boat:

A: Answering Pennant (Red and White vertically striped): Raised with two sound signals indicate a postponement is in effect. The warning signal will be made 1 minute after removal with a single sound signal.

B: Individual Recall will be signaled with code flag "X" (White with a Blue X) a single blast of the horn. Boat identification will be made on VHF channel 72.

C: General Recall will be signaled with First Substitute Pennant (Yellow triangle within a Blue triangle) and two sound signals. The warning signal will be made one minute after removal with a single blast of the horn.

9. THE FINISH

Finish Line:

A vessel will have finished when it has broken the plane of a line drawn through the R"2", Fl R4s buoy and the G"1", Fl G4s Bell buoy leaving R"2" to starboard. SKIPPERS ARE RESPONSIBLE FOR RECORDING THEIR OWN FINISH TIME USING GPS TIME. Effort may be made to confirm the finish time by observation from ashore and to acknowledge the finish on channel #72 but restricted visibility may not make this possible.

Finishing Procedure:

Skippers are expected to notify the Race Committee at Erie Yacht Club via channel #72 approximately one hour before their expected finish. They will be given instructions on dockage arrangements at the Skipper's Meeting. The Race Committee phone number will be issued at the Skipper's Meeting.

Skippers must complete the Finish Report which includes the boat's finish time as well as the boat name finishing ahead, if that is known. This report, along with the Radio Log and the Seneca Shoal Rounding Report are to be turned in to the GLSS Race Committee headquarters at the Erie Yacht Club within four (4) hours of docking.

10. TIME LIMIT

If the finish committee is not available, skippers finishing after 1200 hours Wednesday, August 14th must submit all of the required forms and petition for an approval of their finish by the GLSS Board of Directors.

11. INSPECTION

Upon completion of the Challenge, each skipper's boat is subject to an inspection to verify compliance with the Required Equipment rule. A boat failing to comply with this section may be disqualified and not listed as an official finisher.

12. PROTESTS AND ALTERNATIVE PENALTIES

A boat protesting another boat shall do so in accordance with RRS #61 within four hours of finishing by 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.

Notice of intention to protest must be given to the Race Committee when checking in. The skipper of a protesting boat which finishes the Challenge must not leave the Erie Yacht Club without notifying the race Committee, failing which, the protest may be decided against such skipper.

Protests should be submitted on a US Sailing Form which will be made available at the Race Committee headquarters.

Protests will be heard as soon as practical thereafter and the date and time will be posted on the Official Notice Board.

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

13. RESPONSIBILITY TO REPORT

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

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

A skipper must attempt to notify the Race Committee if it is apparent that he will finish later than 1200 hours on Wednesday August 14th.

If a skipper withdraws from the Challenge, it is the responsibility of the skipper to notify the race Committee at the earliest opportunity. Phone numbers will be provided at the Skipper's Meeting.

In the event that a skipper temporarily anchors or lies to for more than 8 hours, the skipper shall attempt to notify the Race Committee or another skipper by VHF.

Skippers are required to attempt to make radio contact with other skippers on VHF channel #72 every six (6) hours beginning at 2pm (1400hours) on the day of the Challenge start. Channel #72 is to be monitored for 30 minutes at the appropriate times. Radio contact with other skippers is to be logged noting time, position, and other pertinent information. This Radio Log will be made available at the skippers meeting, and is to be turned in at the finish.

Skippers are required to maintain a boat's log noting position and conditions with entries recommended at least every three (3) hours.

14. OUTSIDE ASSISTANCE

The RRS #41 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 the individual skipper.
- (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.

If a skipper feels that it is necessary to withdraw from the Challenge temporarily, he or she shall attempt to continue to be as self-sufficient as he or she would be if he or she were still on the course and remain on the boat except to attend to docking.

15. PROPULSION

RRS #42 will apply, except the following:

(A) A boat that has not started may use engine propulsion to proceed no closer than 200yards to 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.

16. SEAMANSHIP

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

The Race Committee stress Rule #5 of the international 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 AND TO MAKE FULL APPRAISAL OF THE SITUATION AND RISK OF COLLISION".

A participant in this event holds the Great Lakes Singlehanded Society, the race Committee and any committee and agent, director and officers harmless from liability for personal injury and property damage.

The participant acknowledges that sailing may be a hazardous activity and assumes the risks associated with the activity.

17. Tracking

All skippers, regardless of number of Challenge completions, will be issued a Yellowbrick tracking device at the Skippers' Meeting. It shall be attached to the boat per instructions at the Skipper's Meeting. It shall be turned on prior to the start and left on and transmitting until after crossing the Finish Line or returning to any port.

18. AIS able to send and receive is mandatory . it shall be on and able to track speed direction and position of all boats.

AIS transponder identifying the yachts position, course and speed to other craft is mandatory as of 2024. It must be turned on and transmitting for the entirety of the event.