



NORTH CHANNEL RACE WEEK

July 21 – 25, 2014

Organizing Authority: Little Current Yacht Club

in cooperation with

the Algoma Sailing Club and the North Channel Yacht Club

Racing completed in five legs through the scenic North Channel of Lake Huron

NOTICE OF RACE

1. RULES

- 1.1. The race will be governed by the Racing rules of Sailing 2013-2016 and the prescriptions of Sail Canada.
- 1.2. If there is a conflict between the Notice of Race and the Sailing Instruction (SI), the SI will take precedence.
- 1.3. Vessels shall comply with Transport Canada Small Vessel Regulations. Vessels and all participating persons shall comply with the requirements of the Safe Boating Guide.
- 1.4. In addition to the requirements of paragraph 1.3, the following requirements shall apply:

Structural Features and Fixed Equipment	
1	Boats shall be strongly built, watertight and, particularly with regard to hulls, decks, and cabin trunks, capable of withstanding solid water and knockdowns. They must be properly rigged and ballasted, be fully seaworthy, be built to resist capsize, and must meet the standards set forth herein.
2	Shrouds – A boat's shrouds shall never be disconnected while racing.
3	Hulls – A hull, including decks, coach roofs, windows, hatches and all other parts, shall form an integral, essentially watertight unit and any openings in it shall be capable of being immediately secured to maintain this integrity.

4	Centerboard/Daggerboard Trunks -- Centerboard and daggerboard trunks and the like shall not open into the interior of a hull except via a watertight inspection/maintenance hatch of which the opening shall be entirely above the waterline of the boat floating level in normal trim.
5	Sea Cocks and Valves -- Sea cocks or valves shall be permanently installed on all through-hull openings below the boat's loaded length of the waterline (LWL) except integral deck scuppers, speed indicators, depth finders, and the like; however a means of closing such openings shall be provided.
6	Bow Pulpits -- Boats shall have a bow pulpit forward of the headstay.
7	Stern Pulpits -- Boats shall have a stern pulpit, or lifelines arranged as an adequate substitute.
8	Lifelines -- Boats must have taut lifelines made of stainless steel wire and/or HMPE (High Molecular Polyethylene rope) such as Dyneema or Spectra, supported by permanently installed stanchions. All lifelines and stanchions shall be in good state of repair and be able to meet or exceed design loads. Upper lifelines shall be no less than twenty-three (23) inches above the working deck. Double lifelines are strongly recommended. Lifelines, stanchions and pulpits shall effectively form a continuous barrier around the working deck for man-overboard prevention. However, bow pulpits may be open to allow access to a spinnaker pole or a bowsprit.
9	Toilet -- Boats shall have a toilet, permanently installed, or a portable toilet, properly secured.
10	Cooking facilities -- Boats shall have a cooking stove permanently installed or securely fastened with safe accessible fuel shutoff control capable of being safely operated in a seaway.
11	Bilge Pump(s) -- Boats shall have at least one (1) permanently installed manual bilge pump operable with all cockpit seats, hatches and companionways shut. Unless permanently installed, each bilge pump handle shall be provided with a lanyard or catch or similar device to prevent accidental loss. Bilge pumps shall not be connected to cockpit drains unless the combined system has sufficient capacity to handle the maximum combined volume. Bilge pumps may not discharge into a cockpit unless that cockpit opens aft to the sea.
12	A marine magnetic compass, independent of any power supply, permanently installed and correctly adjusted.
13	Boom Support -- Boats shall have some means to prevent the boom from dropping independent of the mainsail or the main halyard. Topping lifts, lazy jacks or supporting vang are acceptable for this purpose.
14	Global Positioning System (GPS) -- Boats shall carry a permanently installed or portable GPS.
15	Permanently Installed Marine Radio Transceiver -- Boats shall carry a permanently installed VHF marine radio transceiver, which shall have a rated output power of twenty-five (25) watts.
16	Depth Sounder -- Boats shall carry a depth sounder capable of sounding depths up to one hundred (100) feet.
17	Boat Batteries -- When an electric starter is the only method for starting the engine, it is recommended boats shall carry a separate battery, the primary purpose of which is starting the engine.
18	Propulsion Engine and Fuel Tanks -- A propulsion engine shall be provided, capable

	<p>of powering the boat at a speed in knots equal to the square root of its LWL in feet. Such engine shall be either:</p> <ol style="list-style-type: none"> 1. a securely covered inboard engine together with permanently installed exhaust and fuel supply systems and fuel tanks; or 2. an outboard engine with associated tanks and fuel supply systems, all securely fastened. The outboard must be ready for immediate use as a source of propulsion.
19	Engine Fuel -- Boats shall, at a minimum, carry fuel sufficient to motor at a speed of five (5) knots for ten (10) hours. Fuel tanks must be provided with shutoff valves or in the case of a portable fuel tank, a quick disconnect of the fuel line.
Portable Equipment and Supplies for the Boat	
20	Buckets -- Boats shall carry two (2) buckets of stout construction, each with at least two (2) US gallons (7.5 litres) capacity. Each bucket shall have a lanyard.
21	Portable Marine Radio Transceiver -- Boats shall carry a hand-held watertight VHF marine transceiver, or a hand-held VHF marine transceiver with a waterproof cover.
22	Soft Wood or Purpose Built Foam Plugs -- Boats shall carry soft wood plugs, tapered and of the appropriate size, to be stowed or attached adjacent to the appropriate fitting for every through-hull opening.
23	Jacklines -- Boats shall be fitted with jacklines attached to through-bolted or welded deck plates or other suitable and strong anchorage fitted on deck, port and starboard of the boat's center line to provide secure attachments for safety harnesses/tethers. Stainless steel 1x19 wire, webbing or composite line with a minimum breaking strength of 4,500 lbf (foot pounds) is recommended.
24	First Aid Kit -- Boats shall carry a first aid kit suitable for the likely conditions of the passage and the number of crew aboard.
25	Paper Charts -- Yachts shall carry chart numbers 2207-1, 2207-2, 2207-4, 2250, 2251, 2257, 2259, and 2299.
26	Safety Equipment Location Diagram -- It is recommended a durable waterproof diagram or chart 2013 MSR- Monohull-v2 4 locating the principal items of safety equipment shall be provided and displayed in the main accommodation area where it can be easily seen.
27	Spare Tiller -- Boats with wheels shall carry an emergency tiller, capable of being fitted to the rudder stock.
28	Throwable Device - Boats shall carry a life ring, horseshoe or Lifesling® ready for instant use. Lifeslings inflated with compressed gas should be tested and serviced at intervals in accordance with its manufacturer's instructions.
29	Mainsail Reefing Equipment -- Boats shall have mainsail reefing equipment that will allow the luff of the mainsail to be reduced by 25%.
30	Headsail Reefing -- Boats not fitted with roller furling shall have 100% LP genoa or smaller onboard and able to be deployed. A suitable storm jib and associated rigging is strongly recommended.
Personal Equipment	
31	Each crew member shall have a safety line (tether) not more than 2m long with a snap hook at one end and a quick release shackle on the harness end that is releasable under heavy load. Snaphooks should be of a type which will not self-release from a U-bolt.
32	Each crew member shall have a harness.
33	A crew member's life jacket and harness shall be compatible.

Training	
34	Annual Man Overboard Practice – Recommended that Man-Overboard procedures appropriate for the boat's size and speed shall be practiced aboard the boat at least annually. At least two thirds of all crewmembers racing on the boat during the Race must participate in this practice. A Crew Overboard Drill Certificate of such practice shall be signed by participating crew members and kept aboard the boat. Practice of the "Quick Stop" man-overboard procedure is strongly recommended.

1.5. Racing rule(s): Changes will appear in full in the SI. The SI may also change other racing rules.

2. RESPONSIBILITIES OF SKIPPER AND CREW

- 2.1. Where used in the Notice of Race and the Sailing Instructions, the term "Skipper" means the person who is designated on the Entry Form as the "Skipper" and who is in charge of the boat (Person In Charge), whether or not the owner.
- 2.2. Without limiting responsibilities of the Skipper (Person in Charge as described in the Rules), the OA stresses that safety of a boat and its crew is the sole and inescapable responsibility of the Skipper, who shall ensure that the boat is fully sound, thoroughly seaworthy and sailed by an experienced, knowledgeable and physically and mentally fit crew. 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 and that the crew knows where it is kept and how it is to be used. Neither the acceptance of a Crew List, the establishment of equipment or safety requirements nor an inspection of a boat in any way limits or reduces the complete and unlimited responsibility of the Skipper.

3. CONDUCT

The Skipper shall be responsible for the conduct of the crew before, during, and after the race. In the event of a serious breach of conduct, the destruction of property, or the failure to comply with a reasonable request of the Race Committee, the Race Committee may request that the Protest Committee act under RRS 69.1.

4. ELIGIBILITY AND ENTRY

- 4.1. The regatta is open to all mono-hull handicap yachts which have a valid 2014 Lake Huron PHRF certificate. The OA may limit the number of entrants.
- 4.2. The deadline for registration is June 15, 2014. Registration consists of a completed registration form, payment of fee and proof of insurance received the Race Committee (RC). Registrations completed after June 15, 2014 and before June 30, 2014 may be accepted (up to limits imposed by the OA and venue capacities) but will not be subject to a late registration fee. After June 30, 2014, a \$50 late registration fee will apply.
- 4.3. Boats registering must have a LOA of 25 feet or greater. All boats must have a minimum of two persons on board.
- 4.4. Eligible boats may register online through the website (www.lcyc.ca) or by completing the registration form and submitting it, together with the required fee and copy of insurance North

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Canada.

5. DIVISIONS

5.1. There will be two divisions. Each division may be divided into classes based on handicap rating and/ or the number of registrants. The separation of classes will be announced at the first skippers' meeting.

5.2. Division 1 – PHRF Spinnaker: A minimum of 10 registrants will be required to have more than one class, which will be scored using the PHRF handicap system with either symmetrical or asymmetrical spinnakers or gennakers. Entries with their ratings will be posted on the web site. Final class splits will be announced and circulated at registration at Hilton Beach Marina.

5.2.1. Boats in the PHRF Spinnaker Class are subject to the following limitations:

5.2.1.1. May use either an asymmetrical or a standard Spinnaker interchangeably.

5.2.1.2. Headsails must be flown hanked to the headstay or in the headstay groove except that asymmetrical spinnakers may be flown as provided below.

5.2.1.3. Staysails may not be flown on sloop-rigged boats. Other boats may fly a staysail in the foretriangle provided that the combined areas of the staysail and the headsail do not exceed the maximum LP stated on the boat's entry form.

5.2.1.4. If a roller-furler credit is given:

a) All headsails must be cut for the roller-furler

b) The roller-furler must be used throughout the race, and

c) During headsail changes, the old sail must be dropped to the deck and the new sail then put on the roller-furler and hoisted.

5.2.1.5. Asymmetrical spinnakers may be flown provided they

a) Are flown without a whisker or spinnaker pole and

b) Are attached to a tack point or are attached to a tack line (of no more than 48 inches from the tack point and the tack of the sail) that is led to a tack point that is no more than 12 inches fore or aft of the jib tack or

c) From a tack point at the lead (forward) end of the sprit if the sprit has been accounted for in the LPHRF rating i.e., reported to the LH-PHRF committee when obtaining or renewing the vessels' PHRF rating.

5.2.1.6. Whisker or spinnaker poles may only be used for headsails or symmetrical spinnakers.

5.2.1.7. PHRF-ASM (Asymmetrical): Boats sailing under the PHRF-ASM rating have the same terms as PHRF Spinnaker with the restrictions listed below. A credit will be given to boats sailing under ASM limits to allow for speed difference to spinnaker boats for overall scoring. This credit will be based on the LH-PHRF rating system.

a) Staysails may not be flown.

b) Symmetrical spinnakers may not be used.

5.3. Division 2 – Jib and Main (JAM): Note that White Sails Only may also be referred to as Jib and Main or JAM. All White Sail Only classes will have the same requirements as shown above for

PHRF Spinnaker, except spinnakers and gennakers will not be allowed. A credit will be given to White Sail Only boaters to allow for speed different to spinnaker boats for overall scoring. This credit will be based on the LH PHRF rating system.

6. MEASUREMENT

Each boat shall produce a valid 2014 Lake Huron PHRF certificate. All boats must furnish the PHRF certificate with their entry. PHRF certificates are available from Lake Huron PHRF Association for \$25.00. Unchanged renewals are free of charge if submitted prior to May 1st. For further information may be found at www.lhphrf.com.

7. FEES

7.1. Registration fees are collected for the purpose of administering the race, and race expenses. Excess funds shall be donated to charities in hosting communities. Fees as follows: (Each paid registration includes one boat entry fee, and sailor's breakfast at Hilton. A BBQ dinner (cash) at NCYC and LCYC are planned. Restaurant and provisioning services are available at Hilton, Thessalon, Gore Bay and Little Current.

Description	Fee
Vessel (25 feet and up)	\$ 250
Skipper, crew & guests – Hilton Lions Club Sailors Breakfast	\$ 10 each
Skipper, crew & guests – North Channel Yacht Club BBQ	Paid at NCYC
Skipper, crew & guest – Little Current Yacht Club BBQ	Paid at LCYC

Marina Fees are not included in race entry fees. Marinas offering reduced rates for racers will have a list of race participants.

8. SCHEDULE

8.1. Check in and Skippers Kits

July 20th, Mariner's Lounge, Hilton Beach Marina, 19:00 – 21:00

8.2. Dates of Racing and Courses:

The OA reserves the right to modify, postpone or cancel any individual leg.

Date	Leg / Distance	Start / Finish
Monday, July 21	1 / 24 nm	Hilton Beach to Thessalon
Tuesday, July 22	2 / 31 nm	Thessalon to Vidal Bay
Wednesday, July 23	3 / 21 nm	Vidal Bay to NCYC
Thursday, July 24	4 / 23 nm	NCYC to Gore Bay
Friday, July 25	5 / 28 nm	Gore Bay to Little Current

8.3. Skippers Meeting and Check In

Leg	Date / Time	Location
1 Hilton to Thessalon	July 21 / 08:00	Hilton Sailor's Breakfast
2 Thessalon to Vidal Bay	July 22 / 08:00	Thessalon Marina Lounge
3 Vidal Bay to Gore Bay	July 23 / 08:30	Monitor VHF according to SI

4 NCYC to Gore Bay	July 24 / 08:30	NCYC Clubhouse
5 Gore Bay to Little Current	July 25 / 08:30	Marina Pavilion

8.4. The schedule time for the start of the race signals will be at 9:50, and further described in the Sailing Instructions.

9. SAILING INSTRUCTIONS

The SI will be available between 19:00 and 21:00, Sunday, July 20 at the Hilton Beach Marina Mariner's Lounge. SI's may be available electronically on the website prior to this date.

10. VENUE

Harbours are as follows:

- #1 - Hilton Beach Marina
- #2 – Thessalon Harbour
- #3 – Vidal Bay (wilderness anchorage)
- #4 – North Channel Yacht Club
- #5 – Gore Bay Marina
- #6 – Little Current Marina

11. COURSES

- 11.1. The courses to be sailed will be described in detail in the SI. All aids to navigation shall be kept on the proper side except as noted in the SI.
- 11.2. Start and finish lines are in close proximity to the Clubs, Marinas and anchorages with the exception of Vidal Bay anchorage which is 2 nm from the line.
- 11.3. The diagrams in Attachments 1 to 3 inclusive show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

12. SAFETY

- 12.1. A boat that retires from a Leg shall notify the Race Committee as soon as possible on VHF channel #80.
- 12.2. All persons on deck must wear personal flotation devices without exception when starting and finishing. The OA strongly recommends the use of harnesses, safety lines (tethers) and that jacklines be fitted at all times except when the Skipper directs that they may be set aside. Competitors are reminded that it is the individual competitor's responsibility to wear personal flotation devices adequate for the conditions (RRS 1.2) and that each boat is solely responsible for deciding whether or not to start or to continue racing (RRS 4).

13. SCORING

The low point scoring system of Appendix A in the RRS will be used for the race. Each leg will be scored. Each boat's series score shall be the total of her race scores excluding her worst score. If the RC cancels one leg, then the cancelled leg will be deemed the excluded score for all participants.

The Overall winner will be decided from total points accumulated during the best four out of five legs.

14. PROTESTS AND REQUEST FOR REDRESS

- 14.1. Protests must be submitted to the Race Committee in writing within 60 minutes of the posting of the results.
- 14.2. There will be a Protest Committee constituted in compliance with RRS Appendix M.
- 14.3. Penalties imposed by the Protest Committee may include disqualification, but in lieu of disqualification, the Protest Committee may penalize a boat by an amount that the Protest Committee deems appropriate.

15. SUPPORT VESSEL

- 15.1. The Canadian Coast Guard and OPP will be notified of the race. No support vessel is anticipated.

16. BERTHING

- 16.1. The OA will provide to host marinas at Hilton, NCYC, Gore Bay and Little Current a list of vessels participating in North Channel Race Week. Participating marinas will provide discounted rates directly to the skipper of participating vessels during the event.

17. LAUNCH AND HAULOUT

Launch ramp is available at Hilton Marina. No other launch facilities are available. The nearest facilities offering crane launch are Purvis Marine, Sault Ste. Marie, and Passage Boatworks, Detour Michigan. If launching in Michigan, Canadian Customs may be cleared at Hilton Beach Marina using CANPASS. Boyles Marine and Spider Bay Marina may be contacted for haulout arrangements at Little Current.

18. RADIO COMMUNICATION

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones and other mobile devices.

19. PRIZES

- 19.1. The Overall trophy will be presented to the yacht that has the lowest score based on paragraph 13 racing the five legs of the race.
- 19.2. Announcements of race results will be made at the completion of leg 1, 3, 4, and 5. Leg 2 results will be announced during the Leg 2 Skippers' meeting.
- 19.3. The Overall Trophy, Pennants for first, second and third place for Division Overall, Legs 1-5 by Division will be presented at Little Current July 25 at the Pavilion.

20. DISCLAIMER OF LIABILITY

- 20.1. The OA emphasizes that competitors participate in the North Channel Race Week entire at their own risk. See rule 4 RRS, Decision to Race. Responsibility for the safety of each vessel

and crew and the decision whether to start a race or to continue racing rests ultimately and solely with the Person in Charge. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the "North Channel Race Week".

20.2. The decision of a boat to enter the race shall constitute acceptance of the rules described herein.

21. INSURANCE

Each participating yacht shall be insured with a valid third-party liability insurance minimum coverage of CAN or US \$ 2,000,000.

22. FURTHER INFORMATION

The Race Committee will e-mail information to competitors. Competitors will be deemed to have knowledge of such information from the time it is sent. Notices to competitors will be posted on the Official Notice Board(s) as provided in the SI. Competitors are required to supply a working e-mail address on the Entry Form as a condition of entry in the race. Sailing Instructions and ratings will also be supplied by e-mail.

Contacts:

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