

**35th Anniversary
Georgian Bay Regatta
2021**



July 28 – August 1, 2021

Beausoleil Island – Hope Island – Twelve Mile Bay – Western Islands – Sans Souci

Organizing Authority: Georgian Bay Sailing Association

PRESIDENT'S WELCOME

For past participants, as well as newcomers, welcome to the Georgian Bay Regatta! After a tumultuous 18 months of having our lives turned upside down with a Global pandemic, life is slowly returning to normal and we are delighted to finally be able to celebrate the 35th Annual Georgian Bay Regatta.

This year's route will be familiar to some, while others will find that the route introduces them to new and interesting waters and anchorages. Of course, COVID-19 still imposes some constraints on our event, and that is why we have no indoor gatherings planned. As a result, the event is simpler and less expensive, but the sailing has not changed. Sailing the lovely blue waters of Georgian Bay is still the main reason we are here and that has not changed.

There are some outdoor gatherings planned with the highlight being the Margaritaville themed party at 12 Mile Bay. Some of you may also choose to visit the famous Henry's Fish House in Sans Souci the following day. Raft parties and games are also on the itinerary.

Please give the Sailing Instructions (SI's) a good read with your crew. Ron Owston along with your Race officers, Andrew and Daina Morgan, have put considerable time into this and it is your "Bible" for this event. The sailing courses are all outlined for you as well as other GBR details. As always, keep safety in mind both on the water and when ashore.

The GBR Motto -

- *Confidence*. Sailing across long stretches of open water can be intimidating for many, but in the company of a large fleet of sailboats, one is never far away. It's a great way to build sailing skills and confidence. This goes for overnight anchoring as well.
- *Competition*. Don't get me wrong, in the racing divisions we fight hard for every second, but the cruising division is a relaxed format where any sailor can feel at home. Just cruise from A to B and enjoy the scenery and arrive at your own time and terms.
- *Comradery*. Like "après ski", making new friends, sharing stories, refreshments and food with fellow sailors, who all share the love of this beautiful Bay.

A big "Thank You" to the 2021 organizing committee and the volunteers who have done the work to make this regatta possible. Many thanks as well to Andrew and Daina Morgan, our Race Officers. And to Edward Blake, the owner of our committee boat, Ironside.

Enjoy the 35th Georgian Bay Regatta!

Steve Winks
President
Georgian Bay Sailing Association

Georgian Bay Regatta (GBR)

July 28 – August 1, 2021

SAILING INSTRUCTIONS (SIs)

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1 RULES

1.1 The event is governed by the rules as defined in The Racing Rules of Sailing (2021-2024).

1.2 All times are stated in EDT as determined by the GPS signal of the Race Officer.

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions will be announced orally during skipper's meetings or on water not less than 20 minutes before the first warning via VHF radio channel 74.

These oral notices shall constitute official notice to each competitor. This changes RRS 90.2(c).

Lack of knowledge or understanding of the revision will not be grounds for redress. This changes RRS 62.1(a).

2.2 Any change to the schedule of races will be announced by 2000h on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

3.1 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 74.

3.2 A daily skippers meeting will be held at 0800h by the race committee on VHF radio channel 74.

3.3 The Race Committee will not respond to radio calls from competitors for 10 minutes prior to all races except in the case of emergencies.

3.4 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 CODE OF CONDUCT

4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE AT ANCHORAGE

5.1 Signals made at anchorage will be displayed from the main mast of the Signal Boat (Ironsides). The Race Officer will follow a signal with an oral advisory on VHF radio channel 74. Failure to hear the advisory will not be grounds for redress.

5.2 When flag AP is displayed at anchorage, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP. Accompanying announcements will be

made via VHF radio channel 74.

6 SCHEDULE

6.1

	Wednesday, July 28 (1800h +)	Check in with GBR-RC/regatta committee (VHF radio channel 74)
	Thursday, July 29 (0800h)	Skippers Meeting via VHF radio channel 74
Race 1	Thursday, July 29	Beausoleil Island to Hope Island
Race 2	Friday, July 30 am	Round Beckwith Island
Race 3	Friday, July 30 pm	Hope Island to Twelve Mile Bay
Race 4	Saturday, July 31 am	Twelve Mile Bay to Western Islands
Race 5	Saturday, July 31 pm	Western Islands to Sans Souci
Race 6	Sunday, August 1	Sans Souci to Hope Island

6.2 Boats shall check in with the Committee Boat on VHF radio channel 74 from the Beausoleil Island anchorage between 1800h July 28, 2021, and 0800h July 29, 2021.

6.3 The scheduled time of the first warning signal for the first race each day is 0855h.

6.4 To alert boats that a race or sequence of races will begin soon, the yellow starting line flag may be displayed with one sound no less than five minutes before a warning signal is made.

6.5 The scheduled first warning signal for a second race, will be at 1355h. The yellow starting line flag will be displayed with one sound no less than five minutes before a warning signal is made. Changes to the start time will be announced by the Race Officer on VHF Radio channel 74 prior to displaying the yellow starting flag.

7 DIVISIONS AND CLASS FLAGS

7.1 The class flags are:

DIVISION	Colour
High Cruising	Turquoise
Low Cruising	Dark Blue
High PHRF White Sails	Orange

High PHRF Flying Sails	Mauve
Low PHRF White Sails	Gold
Low PHRF Flying Sails	Light Blue

7.2 Division backstay flags will be used and must be displayed before or with the warning signal.

7.3 Division Captains will be announced at the first Skippers Meeting at 0800h.

8 RACING AREA & COURSES

8.1 Racecourse information is found in SI Addendum A.

8.2 The diagrams in SI Addendum A show the courses, including the approximate angle of legs, the order in which islands and marks are to be passed, the side on which each island or mark is to be left, and the approximate course length.

8.3 At the Race Committee's discretion, the start may be moved to a location up the course, based on wind and weather conditions. The fleet will be advised by radio to follow the committee boat along the course route to an alternate start line. This change will be signalled by the committee boat hoisting the code "L" flag (follow me).

8.4 Courses may be shortened at a point along the rhumb line. Boats will be advised of the shortened course on VHF radio channel 74. This changes RRS 32.2 and Race Signals "S".

Boats are advised not to deviate too far from the course rhumb line if shortening is required.

9 MARKS

9.1 The rounding marks will be islands and DOT Navigation Aids as described in SI Addendum A.

The Starting and Finish marks will be an orange inflatable marks or DOT Navigation Aid as described in SI Addendum A, or as announced at the daily skippers meeting.

10 THE START

10.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

At least 20 minutes prior to the scheduled start of each race, boats shall contact their Division Captain by hail, or VHF radio on fleet channel 71, stating boat name, sail number, and intent to participate and receive an acknowledgment. Division Captains shall relay this information to the Race Committee on VHF radio channel 74.

10.2 The starting line is between a staff displaying yellow (Q) flag on the signal boat and the course side of the Starting mark.

10.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

10.4 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail

number on VHF radio channel 74. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).

10.5 A boat in a PHRF/racing division that does not start within 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

10.6 Cruising Division boats have a 10-minute window to start. Their elapsed time will be used to calculate their standing.

11 THE FINISH

11.1 The finishing line is between a staff displaying a blue flag on the signal boat and the course side of the Finishing mark.

11.2 If the race committee is absent when a boat finishes, she shall report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.

12 PENALTY SYSTEM

12.1 The Scoring Penalty, RRS 44.3, applies. The penalty is 20%

12.2 [DP] Boats taking and accepting penalties under RRSs 44.1 and 44.2 shall advise the Race Committee at the conclusion of the race by VHF radio channel 74 and receive an acknowledgement.

12.3 A boat that has broken a rule of Part 2 or RRS 31 may take a scoring penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty as calculated in RRS 44.3(c). However, if she caused injury or serious damage or gained a significant advantage in the race or series by her breach, her penalty shall be to retire. This changes RRS 44.1.

13 TIME LIMITS

13.1 The Race Time Limit (see RRS 35) is included in SI Addendum A.

13.2 If no boat has finished withing the Race Time Limit, the race will be abandoned.

14 HEARING REQUESTS

14.1 The protest time limit is 60 minutes after the time limit for the given race.

14.2 Immediately after finishing, a protesting boat shall advise the Race Committee of the sail number(s) and/or names of the boat(s) protested via VHF Radio channel 74.

14.3 Protest Hearings will be held as soon as practicable after the end of Protest time on the signal boat. Boats involved in the protest hearing will be advised by VHF channel 74 immediately following the end of protest time. Failure to hear the broadcast will not be grounds for redress. The commencement of hearing(s) will be indicated by displaying Code Flag 'B' with two sound signals. This changes RRS 62.1(a).

14.4 Protests and requests for redress shall be written and delivered to a RMC Co-Chair.

14.5 RSS Appendix T will apply.

Arbitration Meetings will be held as soon as practicable. If the Arbitration Meeting does not resolve the protest, a hearing will be held as determined by

the RMC Co-Chair(s).

15 SCORING AND HANDICAPPING

15.1 The scoring system will be Appendix A

15.2 Three (3) races are required to be completed to constitute a series.

15.2 (a) When fewer than 5 races have been completed, a boat's series score is the total of her race scores.

15.2 (b) When 5 or more races have been completed, a boat's series score is the total of her race scores excluding her worst score.

15.3 Rule A5.3 applies.

15.4 PHRF divisions will be scored using PHRF-LO, time-on-time corrections as adopted and adjusted by the RMC.

15.5 At the close of registration boats will be assigned to a division. The boats in each division will be announced at the Skippers' Meeting at 0800h on the first day of the event.

16 SAFETY REGULATIONS

16.1 [DP] Boats shall have suitable auxiliary propulsion power and adequate fuel on board for running at least twelve (12) hours under power.

16.2 [DP] A boat that retires from a race shall notify the race committee and their Division Captain at the first reasonable opportunity on VHF Radio channel 74.

16.3 A boat that retires from a race for any reason or leaves the race area before starting, should fly an ensign and keep clear of other boats still racing.

17 CREW

17.1 A list of crew members and their contact information for the duration of the regatta shall be submitted at time of registration.

18 EQUIPMENT AND MEASUREMENT CHECKS

18.1 [DP] A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

18.2 [DP] Boats shall register and use only one sail number, except that, with prior agreement from the RMC, a boat may use one sail with a different sail number. It is the responsibility of the competitor to notify the Race Committee.

18.3 Boats shall carry up-to-date charts of the course areas including 2202, 2241, and 2242.

18.4 Electrically powered winches and auto-steering are allowed. This changes RRS 52.

19 SUPPORT BOATS

19.1 [DP] Boats may tow a dinghy that is capable of transporting a minimum of 3 adults. Boats towing a dinghy shall have their ASP increased by 8%; rounded up to the nearest ASP.

19.2 Towed dinghies must float free (they cannot be partially hauled aboard). The length of the dinghy tow line must be such that the distance separating the towing boat and the dinghy does not exceed five feet at any time during the start sequence, at the finish, when boats are crossing tacks, or at any time when any other boats are within five boat lengths.

20 RESULTS AND PRIZES

20.1 Race results will be announced daily at ~2000h. The Race Officer will attempt to make results available online each day at

<http://sailwave.com/results/GBR2021.htm>

20.2 Flags will be awarded to boats placing 1st, 2nd and 3rd in each race. Flags and other awards may be presented during the evening at anchor or after the regatta.

20.3 When more than one division is competing for a fleet award and when the number of races for each division is not equal, the least number of races completed by any of those divisions will be the number of races considered for the award.

21 RISK STATEMENT

21.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.** The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the regatta.

22 INSURANCE

22.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$2 million per incident or the equivalent.

ADDENDUM A

Race Areas¹ and Course Information

Race 1 – Beausoleil to Hope (Thursday, July 29)



Start: The start line will be located between M13 just south of Beausoleil Pt. and the committee boat.

Course: Sail northwest, passing **M14 on either side**, and **M12 and M6 to port**. Then head west to the south end of Beckwith Island keeping **M3** to starboard. Round the end of Beckwith and proceed north to finish at the committee boat, which will be anchored just south of Hope Island.

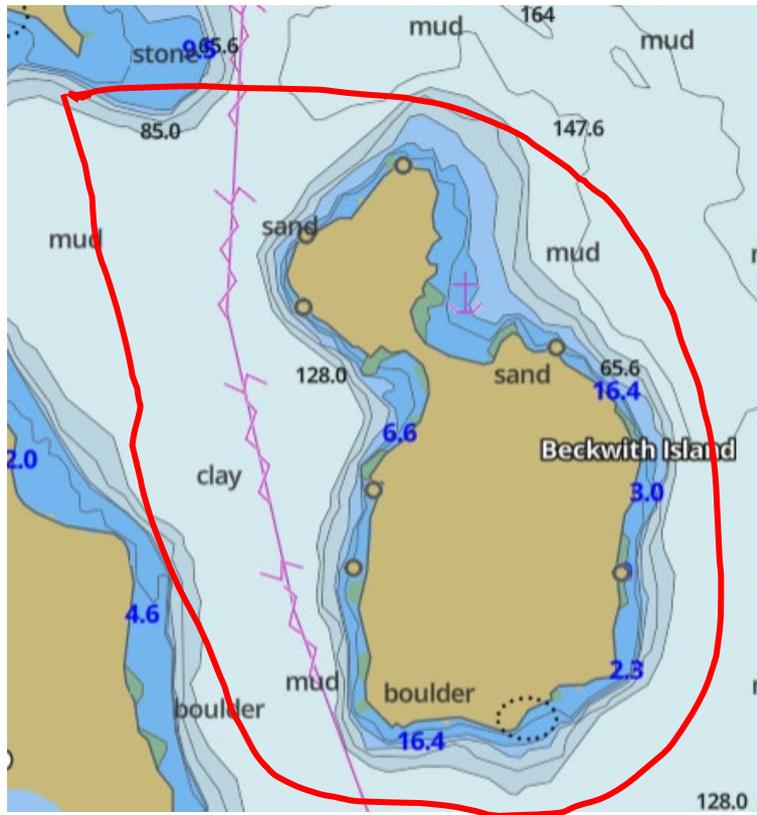
Proceed to anchor at Little Sand Bay if conditions are favourable. Other options are on the west side of Beckwith or south side of Hope Island. Regatta Chair will announce the preferred anchorage.

Course Length: approx. 16.5 NM

Time Limit: 1800 hrs

¹ Note – chart excerpts in this section are for information only and are not to be used for navigation.

Race 2 – Round Beckwith (Friday, July 30 AM)



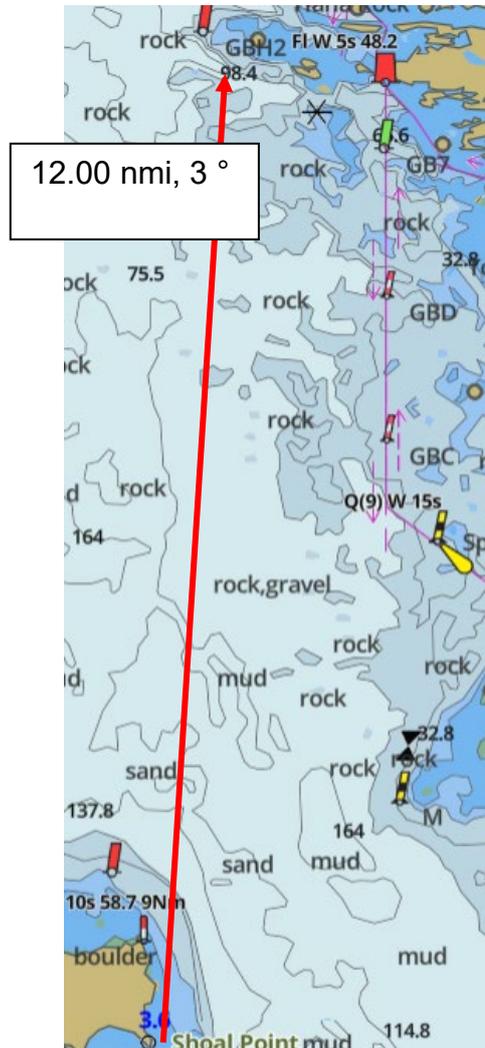
Start: The start line will be at the south end of Hope Island.

Course: The course will be around Beckwith Island in either a clockwise or counterclockwise direction as determined by the Race Committee.

Course Length: approximately 9 NM

Time Limit: 1300 hrs

Race 3 – Hope to Twelve Mile Bay (Friday, July 30 PM)



Start: The start line will be at the south end of Hope Island.

Course: The course will be northerly to a finish between the committee boat and GBH2.

After finishing, continue east to Bowes Island keeping C156 to port and enter the anchorage through the deep-water passage at the east end of the unnamed island immediately east of Bowes. Keep to the starboard side of the anchorage entrance.

Course Length: Approximately 12 NM.

Time Limit: 1800 hr.

Provisioning: Moose Deer Point Marina, about 2.5 NM up Twelve Mile Bay, has pumpout (expensive and possibly the barge is too busy to accommodate transients) and other services. Contact them at 705-375-5155. See www.moosedeerpointmarina.com.

Race 4 – Twelve Mile Bay to Western Islands (Saturday, July 31 AM)



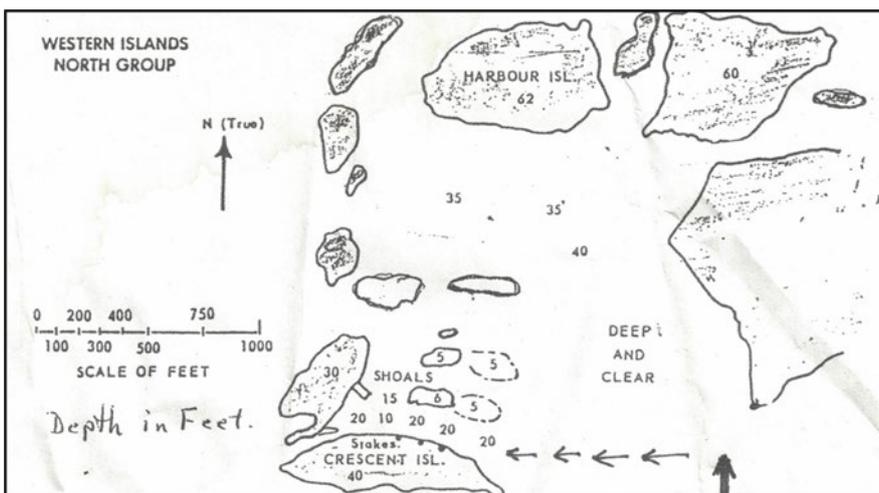
Start: The start line will be located between the Committee boat and GBH2.

Course: The course will proceed south-westerly passing Black Rock to starboard. *Caution – Black Rock is distinctively black in colour and has a low elevation. It should not be confused with Southeast Rock, which should be given a wide berth.* The course will then be NNW toward Western Islands Harbour to a finish line near Crescent Island.

Course Length: Approximately 8 NM

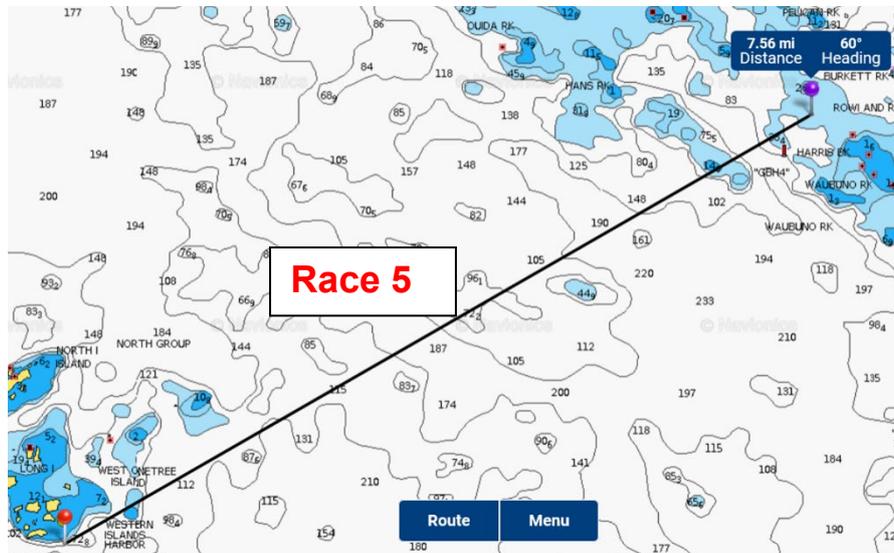
Time Limit: 1300hr

See hand drawn chart below for details of Western Islands Harbour for those who wish to explore the area before start of afternoon race.



Area to explore prior to Race 5

Race 5 – Western Islands to Sans Souci (Saturday, July 31 PM)



Start: The start line will be located in the vicinity of Crescent Island.

Course: The course will be north easterly passing to port the unnamed rock and shoal area near the start, passing to port Northeast Rk and shoal area, and proceed to passing GBH4 to starboard with a finish in the vicinity of GBH6.

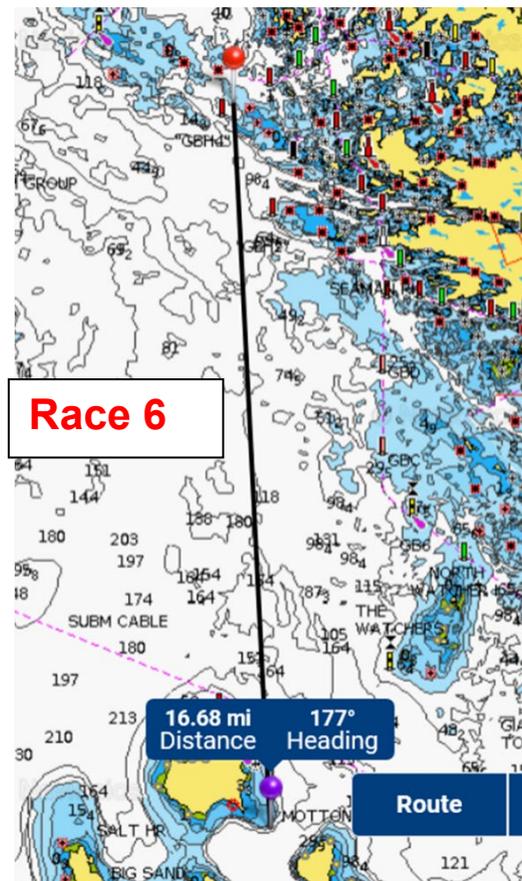
Race Length: Total race length of approximately 7.6 NM.

Time Limit: 1800

Recommended Anchorage: Echo Bay or Henry's Marina (first-come-first-served)

Provisioning: General provisions, including LCBO products, and some services available. at LeBlanc's general store in Frying Pan Harbour - (705) 746-5598. Pumpout not working but call just in case it's fixed.

Race 6 – Sans Souci to Hope Island (Sunday, Aug 1)



Start: The start line will be located in the vicinity of GBH6.

Course: The course will be southerly passing GBH4 to port with a finish near the south easterly tip of Hope Island. *Note: skippers must allow sufficient time to reach the starting line as the Echo Bay anchorage is approximately 4 NM from the starting line. This may mean departing for the starting line before the 0800 skippers meeting. The start will not be delayed due to stragglers.*

Course Length: approximately 16.7 NM

Time Limit: 1700 hrs.

ADDENDUM B

Shore and Anchoring Events

July 28 Beausoleil anchorage

- Handing out skipper bags/wine/fleet flags
- 7 pm VHF 74 - fun facts Beausoleil Island
- 8 pm - Welcome from GBSA President and Regatta Chair, safety briefing

Race 1 Thursday, July 29, Beausoleil Island to Hope Island

- Hope Is anchorage 5:30 pm 1 hour "raft party" share app (wine/skipper bag)
- 6:30 pm history of GBR the 35th anniversary
- 7 pm VHF 74 fun facts Christian Island

Race 2 Friday, July 30 am Round Beckwith Island

Race 3 Friday, July 30 pm Hope Island to Twelve Mile Bay

- 6 pm 12 Mile Bay anchorage "Margaritaville" on shore hotdog/corn boil
- 7 pm vhf 74 - fun facts Western Is & San Souci

Race 4 Saturday, July 31 am Twelve Mile Bay to Western Islands

Race 5 Saturday, July 31 pm Western Islands to Sans Souci

- Echo bay anchorage afternoon hula hoop water polo- 7 pm vhf 74 trivia (henry's restaurant san souci - optional)

Race 6 Sunday, August 1 Sans Souci to Hope Island

- Hope Is anchorage - Regatta ends
- Optional/weather permitting - 5 pm potluck raft party (share what's left in your fridge - BYOB)

ADDENDUM C

Emergency Action Plan for the Georgian Bay Regatta

- Emergency phone numbers: 9-1-1 for all emergencies while ashore (in-port)
- VHF Emergency Channel: Coast Guard Radio Channel 16 (all emergencies on the water including anchorages)
- CCG Meaford to be briefed on Regatta by Martin Warmelink. Meaford is one of two full time search and rescue bases on Georgian Bay. The other being Tobermory
- Random boat safety checks by Eric Owston, Safety Officer, to ensure compliance with TC's Safe Boating Guide as well as GBR's minimum fuel policy
- At registration, sailors will be asked about possible first aid qualifications on board each vessel. Safety Officer will keep this information available during the Regatta.
- Safety Officer to provide short briefing prior to the first race.
On water emergency procedure:
 1. "MAYDAY MAYDAY MAYDAY " on VHF Channel 16
 2. Give name of vessel, position, and nature of emergency. This may be done by another vessel close by, not necessarily the vessel in distress.If you or another vessel require help, but are not in imminent danger, use "PAN PAN, PAN PAN, PAN PAN" instead of MAYDAY.
Coast Guard Radio can also be reached with a cell phone by calling *16 or #16. For a number of reasons, using a VHF radio is much more effective than using a cell phone.
- GBR Safety Officer: Eric Owston, boat name: Qamotiq, Cell # 514-249-2264.
- When the Regatta is "at the dock" of a sailing or boat club, the Emergency Action Plan of the respective club will take precedence over this plan.

Charge Persons

Charge persons are the Division captains who will be announced at the commencement of the regatta. Obligations of Charge Person: you are "in-charge". Arrange for first aid by the most qualified person in the immediate area.

Things to consider:

- clear risk of further harm, seek shelter from the elements
- protect yourself
- Assess ABC's: Airway, Breathing, Circulation
- Wait with injured person until EMS arrives

Call Persons

Call persons will be assigned by the Charge Person

Obligations of Call Person: call for help, provide all necessary information as appropriate, ensure a contact person (friend or family of injured person) has been notified. Charge Person/ Fleet Captain to assign this role to a willing participant.

The above is a general guideline of things to consider in an emergency. It is not intended to be a checklist. Above all, use common sense and all available resources. As most of our activities are on the water, day and night, we are often far from Coast Guard or Police assistance. It is everyone's responsibility to ensure we act with safety as our number one priority and we should insist on safe boating and safe behaviour from all participants.

ADDENDUM D

Notice from Ontario Sailing: All participants should read Ministry-Approved Concussion Resources

All GBR participants should be aware of Rowan's law on concussion and acknowledge that they will adhere to the concussion code of conduct below.

In recognition of the potential seriousness of a concussion, I commit to following the concussion protocols and expectations highlighted below I will help prevent concussions by:

- Respecting the rules of my sport
- Being committed to fair play and respect for all, including other athletes, coaches, and officials. I will care for my health and safety by taking concussions seriously, and I understand that:
 - A concussion is a brain injury that can have both short and long-term effects.
 - A blow to my head, face, neck, or body that causes the brain to move around inside the skull may cause a concussion.
 - I don't need to lose consciousness to have had a concussion.
 - I have a commitment to concussion recognition and reporting, including if I think I might have a concussion I should stop participating in further training, practice or competition immediately and tell a coach; as well as reporting to my coach if I think another participant has a concussion.
 - Continuing to participate in further training, practice or competition with a possible concussion increases my risk of more severe, longer lasting symptoms, and increases my risk of other injuries. I will not hide concussion symptoms. I will speak up for myself and others.
 - I will not hide my symptoms. I will tell a coach, official, parent or another adult I trust if I experience any symptoms of concussion.
 - If someone else tells me about concussion symptoms, or I see signs they might have a concussion, I will tell a coach, official, parent or another adult I trust so they can help.
 - I understand that if I have a suspected concussion, I will be removed from sport and that I will not be able to return to training, practice or competition until I undergo a medical assessment by a medical doctor or nurse practitioner and have been medically cleared to return to training, practice or competition.
 - I have a commitment to sharing any pertinent information regarding incidents of removal from sport with my school and any other sport organization where I am registered. I will take the time I need to recover, because it is important for my health.
 - I understand my commitment to following the return-to-sport process.
 - I will respect my coaches, parents, health-care professionals, and medical doctors/nurse practitioners, regarding my health and safety.

Additional resources also available at <https://ontariosailing.ca/concussion-information/>

ADDENDUM E

Lightning Safety Tips – from U.S. Coast Guard

We all learn in grade school that lightning seeks the highest point, and on the water that's the top of the boat — typically a mast, antenna, bimini top, fishing rod in a vertical rod holder or even the tallest person in an open boat. If possible, find a protected area out of the wind and drop anchor. If the boat has an enclosed cabin, people should be directed to go inside and stay well away from metal objects, electrical outlets and appliances (it's a good idea to don life jackets too). Side flashes can jump from metal objects to other objects — even bodies — as they seek a path to water.

Lowering antennas, towers, fishing rods and outriggers is also advised, unless they're part of a designated lightning-protection system. Some boaters also like to disconnect the connections and power leads to their antennas and other electronics, which are often damaged or destroyed during a strike or near strike.

Under no circumstances should the VHF radio be used during an electrical storm unless it's an emergency (handhelds are OK). Also, be careful not to grab two metal objects, like a metal steering wheel and metal railing — that can be a deadly spot to be if there's a strike. Some boaters opt to steer with a wooden spoon and keep their other hand in a pocket if forced to man the helm during a storm, while others like to wear rubber gloves for insulation.

An open boat like a runabout is the most dangerous to human life during lightning storms, since you are the highest point and most likely to get hit if the boat is struck. If shore is out of reach, the advice is to drop anchor, remove all metal jewelry, put on life jackets and get low in the center of the boat. Definitely stay out of the water and stow the fishing rods.

If all goes well, the storm will blow past or rain itself out in 20 to 30 minutes. It's best to wait at least 30 minutes until after the last clap of thunder to resume activities.

What to do if hit?

Knowing what to do in a storm and having the best lightning-protection system installed on the boat is by no means a guarantee that lightning won't strike. The immediate checklist for a direct hit is very short:

1. Check for unconscious or injured persons first. If they're moving and breathing, they'll likely be OK. Immediately begin CPR on unconscious victims if a pulse and/or breathing is absent — there's no danger of being shocked by someone just struck by lightning.
2. In the meantime, have someone check the bilges for water. It's rare, but lightning can blow out a transducer or through-hull — or even just blow a hole in the boat. Plug the hole, get the bilge pumps running, work the bail bucket — whatever it takes to stay afloat. An emergency call on the VHF is warranted if the situation is dire. If the radio is toast, break out the flare kit.

If there are no injuries and no holes or major leaks below, just continue to wait it out. Once the danger has passed, check the operation of the engine and all electronics. Even a near strike can fry electronics and an engine's electronic control unit, cutting off navigation, communication and even propulsion. Some boaters stash charged handheld VHF and GPS units and a spare engine ECU in the microwave or a tin box for this very reason. These makeshift Faraday cages have saved equipment.

Obvious damage will need to be assessed and set right. Even those lucky enough to come away completely unscathed after lightning storms, with no apparent damage should have a professional survey done just to be sure. Minor damage to through-hulls can result in slow leaks, and all manner of electrical wackiness can emerge — sometimes much later. It's best to catch these issues right away and get that information to the insurance folks for coverage.