Lake Ontario 300 Challenge Race (LO300)

July 10– July 14, 2026

Organizing Authority

Lake Ontario Offshore Racing of the Port Credit Yacht Club

www.loor.ca

& For LO300 Solo Challenge, with the Great Lakes Singlehanded Society

www.solosailors.org

A component of Ontario Sailing's Offshore Keelboat PHRF-LO & ORC Championships

NOTICE of RACE

Version V04

Published on 2026-06-14

With Amendments 1, 2 & 3

A component of Ontario Sailing's Offshore Keelboat PHRF-LO & ORC Championships

Amendments

#	DATE	SECTION	AMENDMENT
1	2026-05-10	5.2. Fees	Removed references to LOOR 1St Time Racer as does not apply LO300.
2	2026-05-14	5.2.1	Early Bird Fees end on June 14, 2026, and increase as June 15, 2026
3	2026-06-15	4.1	Cap adjusted downwards to 60.

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LOOR Web Site

www.loor.ca

LOOR Race Portal

racing.loor.ca

LOOR YouTube Channel Registration Playlist

LOOR Registration Using Nautical Cloud

These abbreviations are used in this document. (Not part of the Notice of Race)

CORDC	Crew Overboard Recovery Drill Certificate
DSC	Digital Selective Calling. Part of the Global Maritime Distress Safety System. Developed by International Maritime Organization (IMO) and mandated for specific vessels under the Safety of Life at Sea Convention (SOLAS), and available to all vessels.
DH	Double Handed
DP	Discretionary Penalty as defined in the RRS, Introduction, Terminology under **Notation.**
FC	Fully Crewed
FS	Flying Sails
GLMRA	Great Lakes Multihull Racing Association
GMDSS	Global Maritime Distress Safety System
GLSS	Great Lakes Singled Handed Society
LO300	Lake Ontario 300 Challenge Race
LO600	Biannual Lake Ontario Challenge Race that uses LO300 as the first half of the race.
LOOR OSR	World Sailing's Offshore Special Regulations with Sail Canada Prescriptions and as amended by Lake Ontario Offshore Racing
LOOR	Lake Ontario Offshore Racing of Port Credit Yacht Club
MDC	Main Duck Course
MMSI	Maritime Mobile Service Identity issued by boat's flag state's telecommunications area
NFS	No Flying Sails
NoR	Notice of Race
NP	In a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.
OA	Organizing Authority
ORC	Offshore Racing Congress
OSR	World Sailing's Offshore Special Regulations
PCYC	Port Credit Yacht Club
PiC	Person-in-Charge, AKA skipper
RRS	World Sailing's Racing Rules of Sailing
SBC	Scotch Bonnet Course
SH	Single Handed/Solo
SIs	Sailing Instructions
SP	In a rule denotes a rule for which a standard penalty will be applied by the race committee without a hearing. The Standard Penalty assigned is listed in the applicable rule.
TCF	Time Correction Factor to multiply actual elapsed time to obtain the corrected elapsed time. TCF is determined by the rating/handicap authority.

The LOOR Race Portal is at racing.loor.ca

The Notice of Race

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.

The notation '[SP]' in a rule denotes a rule for which a standard penalty will be applied by the race committee without a hearing. The Standard Penalty assigned is listed in the applicable rule.

{Field Name} is the LOOR Race Portal's Field Name, to be filled in during the boat's entry, referenced in the rule.

1 THE RULES

1.1 The event is governed by the *rules* as defined in The Racing Rules of Sailing (RRS).

1.2 The Sail Canada Prescriptions to the RRS apply for the entire race.

1.3 Sail Canada is the appeal authority for this event,

1.4 The event is also governed by the following documents.

1. LOOR Offshore Special Regulations
    a. The event is a Category 3 Event under the World Sailing Offshore Special Regulations for Category 3 with prescriptions from Sail Canada and amended by LOOR, as documented in:
        i. LOOR Offshore Special Regulations for Category 3 Monohulls
        ii. LOOR Offshore Special Regulations for Category 3 Multihulls

These are available on the LOOR Race Portal under *Annual Notices*

1.5 The Racing Rules of Sailing are changed as outlined below. The SIs may also change other *rules*.

1.5.1 RRS 41 Outside Help

Each boat may communicate with any person, competitor, boat, or outside source for information available using any means available throughout the race.

1.5.2 RRS 42.3 (i) Propulsion

1. As permitted under RRS 42.3 (i).
2. Engine propulsion may be used to avoid a collision or interfering with vessels, that are not participating or involved in the event, providing that such usage does not advance the boat's position from its original position just prior to the hazardous incident.
3. An engine may be used for generating electrical power provided that such use does not advance the boat's position.
4. 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

All uses of the engine for propulsion must be logged and reported to the Race Committee after finishing the race.

1.5.3 RRS 51 Movable Ballast

Canting keels and water ballast are allowed if the applicable class/measurement/handicap *rules* permit them.

1.5.4 RRS 52 Manual Power

1. All movable ballast systems must be capable of manual operation if the powered systems are inoperable.
2. The use of power auto helm devices is allowed.

1.5.5 [NP] RRS 61 Redress

1. The Race Committee may announce boats subject to RRS 29.1.
2. The Race Committee may announce or publish a boat's successful completion at the finish.

The contents of these announcements, including order or whether they are made, are not grounds

for redress.

1.5.6 RRS A5

A boat coming to the starting area and not starting within 18 minutes of her starting signal will be scored DNS. If Code Flag T was flown at or before her warning and she was in the starting area at her starting signal, then the 18-minute deadline is waived.

1.5.7 **This section only applies to boats competing in the Single Handed/GLSS Solo Challenge and the changes are**:

1.5.7.1 RRS 41 & 45

A boat may anchor or tie to a dock.

Including when a boat is anchored or moored, the following are specifically prohibited:

(A) Any prearranged transmissions for the advantage of the PiC.

(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 PiC 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 address docking or address required customs and immigration.

1.5.7.2 RRS 42.3 (i) Propulsion

(A) A boat may temporarily withdraw from the Challenge. To safely enter or leave a harbour, and motoring from a minimum safe distance for the conditions is acceptable. Any motoring that would be necessary must not advance the boat's position.

All uses of the engine for propulsion must be logged and reported to the Race Committee after finishing the race.

1.6 Changes to Class Rules

1.6.1 ORC

1.6.1.1 ORC 102

The following is added at the end of 102.

Fully crewed rating is based on declared or default crew weight. The maximum crew weight in certificates is converted to head count instead of weighing a named list of crews based on a nominal 85 kg or 187 lbs. per person. To comply, the owner is to determine the maximum crew weight for the purpose of the certificate based on the anticipated number of crews.

1.6.1.2 ORC 209

The following is added at the end of 209.

The number of ORC permitted spinnakers shall be increased by one additional sail. The sail inventory on the ORC certificate is exclusive of all storm and heavy weather sails required by the LOOR OSR for Category 3.

1.7 RRS Appendix RV, Reduced Visibility replaces RRS Part 2 between sunset and sunrise and is available on the World Sailing web site HERE.

1.8 RRS Appendix WP, Rules for Racing Around Waypoints applies when waypoints are used and is available on the World Sailing web site HERE.

1.9 World Sailing Test Rule DR21-01 (2025-2028), HERE, is used, with the definition of *Start* changed as follows:

> *Start* A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the Pre-start side to the course side either
>
> (a) at or after her starting signal, or
>
> (b) during the last eight minutes before her starting signal.

When a boat starts in accordance with item (b) of the definition *Start*, she may return to the pre-start side of the line to comply with item (a) of the definition of *Start*, but, if she does not, the starting

penalty shall be: 20 minutes added to her elapsed time.

1.10 World Sailing Test Rule DR25-01 – Tracking to determine Starting and Finishing (2025-2028), applies to change the definition of *Finish*.

1.11 When RRS 20 applies, a boat may indicate her need for room to tack or her response by VHF radio on channels 16 and 71.

1.12 [NP] Boats shall maintain the LOOR Race Log, as specified in the SIs, and retain for submission, upon request, to the OA, Race Committee, or Protest Committee.

1.13 [NP] Within 120 minutes of finishing, boats shall electronically submit the LOOR Alternative Penalty Form, a report by a boat that she broke a rule subject to a discretionary penalty, report of engine use or any other report required by the event's rules to racecommittee@loor.ca.

1.14 [NP] [SP] Within 120 minutes of finishing, boats shall return the tracking device to the designated area at PCYC. The Standard Penalty is 30 minutes plus the elapsed time over 120 minutes deadline to return the tracker. The maximum penalty is 150 minutes. This is in addition to any financial charge that may be applied.

2 SAILING INSTRUCTIONS

2.1 The SIs will be available by June 26, 2026, on the LOOR Race Portal.

3 COMMUNICATION

3.1 The online official notice board is located on the on the LOOR Race Portal.

3.2 VHF-FM Marine Radio

3.2.1 All boats shall carry a VHF radio capable of receiving courtesy broadcasts from the Race Committee on 68, 69, or 71 Canadian and being heard at the helm during the start and finish.

3.2.2 If a boat has a fixed VHF radio that is DSC capability, the boat shall have an assigned MMSI, configures in the radio and it shall be input as part of her online registration process. The MMSI shall be properly registered for international usage, reflect current name, ownership and flag state.

3.3 [NP] A cell phone shall be carried onboard, it shall be kept charged and it shall be kept on at all times while racing, and its number shall be entered as part of the registration and shall be updated as necessary. {*Onboard Mobile*}

4 ELIGIBILITY AND ENTRY

4.1 To ensure that YB Trackers™ are available to all, entries are capped at **60**, The precedence of an entry will be based on the date and time of the payment in full of the total applicable fee. `

4.2 Registration for new entries closes at the end of day, Sunday, July 5, 2026 (The Registration Deadline). Registration for new entries can be reopened for an additional fee, see 5.2.2.

4.3 The OA, upon application and subsequent review of the boat's technical evidence, as supplied by the owner, may, at their sole discretion, accept or reject such boat as suitable for this race. It is the responsibility of the owner to obtain and submit required technical evidence when requested by the OA, to review a boat for its suitability including stability characteristics.

4.4 A boat entered shall comply with the LOOR OSR Category applicable to the race.

4.4.1 Non-compliance to OSR for a boat's VHF radio DSC capability. If the boat's fixed 25 W VHF radio does not meet the OSR requirements for being DSC capable and was installed in 2015 or earlier, LOOR may grant an exemption. This must be requested via email to registrar@loor.ca, supplying manufacturer, model, and date of installation.

4.5 For monohulls, the event is open to boats that meet one of the following stability measurements, in order of precedence, from highest to lowest.

Precedence	Measurement	Minimum Value
1	ISO 12217-2 Category	B
2	STIX AVS	23 130-0.0005m, but always > 95°
3	ORC Stability Index	103
4	SSS Base Value **	15

Where m is the Minimum Sailing Weight. For entries 2 through 4, the boat must have a Minimum Sailing Weight of 1500kg as well as the minimum value.

** Race, series, held before 2000.

Sail Canada maintains a list of stability values for a number of boat types HERE under REFERENCES

4.6 Eligible boats may be entered in the race by registering at the LOOR Race Portal.

4.7 [NP] Supporting documentation for a complete entry includes all information requested in the online entry process in the LOOR Race Portal for individuals, PiC and other crew, boats and event, as well as the following:

1. ***All Entry Fee(s) shall be paid via online on the LOOR Race Portal by the date in NoR 5.
2. The Person-in-Charge and all other crew shall agree to the *"Lake Ontario Offshore Racing (LOOR) of the Port Credit Yacht Club (PCYC) Assumption of Risks, Indemnity Agreement and Acceptance for LOOR Events 2026",* done electronically via the LOOR Race Portal.
3. ***The LOOR Rating/Handicap System Data Checklist for the boat on the LOOR Race Portal.
4. ***The Crew List on the LOOR Race Portal shall accurately represent the crew onboard for the race and PiC shall always maintain the list. The PiC is crew and shall be included. The initial Crew List shall be completed by end of day on the Tuesday before the event.
5. *** Boat Emergency Phone shall be entered in the field "Onboard Mobile" under the Boat Entry in the LOOR Race Portal in compliance of NoR. {*Onboard Mobile*}.
6. *** The MMSI for the boat's 25 watt fixed radio shall be entered in the Field "MMSI Number." under the Boat's entry in the LOOR Race Portal in compliance of NoR. {*MMSI Number}*.
7. *** The applicable *LOOR OSR Checklist*, Category 3 or 4, available on LOOR Race Portal shall have been submitted for the boat.
8. *** All required Online Checklists or Certificates associated with the event in the LOOR Race Portal shall be completed by end of day Tuesday before the event. *LOOR CORDC Checklist* excepted
9. *** All outstanding tasks associated with the event entry in the LOOR Race Portal shall be completed by end of day Tuesday before the event. Tasks for *LOOR CORDC Checklist* excepted.
10. *** For monohulls, the *LOOR Stability Checklist* shall be completed within five days of the start of the online registration of the boat for the event. It is available on the LOOR Race Portal

    The *LOOR Stability Checklist* shall be completed as follows.

    1. If the boat has participated in a LOOR OSR Category 3 Event in previous years and stability has not been reduced since then, answer Yes to question, #1.
    2. If it's known that a sistership has participated in a LOOR OSR Category 3 Event in previous years and stability has not been reduced from that of the sistership, answer Yes to question, #2,
    3. If the answer to both questions is NO, then in third the question, provide the details for the stability measurement and value for NoR 4.5 for the specific boat or for a sister ship, including references.

    The Organizing Authority reserves the right to require current stability data for any potential participation to fulfil the requirements for a complete entry.
11. LOOR Crew Overboard Recovery Drill Certificate ("CORDC"). The completed form shall be uploaded using the *LOOR CORDC Checklist* on the LOOR Race Portal by end of day on the Thursday before the event, or submitted at the Onsite Check-in. Actual signatures of the crew are needed whether submitted online or in-person. At least 50% of the crew racing, including the PiC, in the event shall participate in the Crew Overboard Recovery Drill and sign the LOOR CORDC. A fillable PDF version of a blank CORDC is available on the LOOR Race Portal.
12. Each individual, that is used to meet the percentage of a boat's crew required to have the necessary training under the LOOR OSR CAT 3 Training Requirement, as defined in the applicable LOOR OSR CAT 3 document, shall submit evidence of the successful completion of the training by uploading the evidence via the *Coastal Survival Course Certificate* submission process in the LOOR Race Portal by the end of the Sunday before the race. The evidence shall be one of the following.
    - When a Sail Canada Coastal Personal Survival Course is used, a copy of the certificate received.

- When a World Sailing approved Offshore Personal Survival Training Course, e.g., Sail Canada Offshore Personal Survival Course, is used, a copy of the certificate received.
- When a LOOR approved equivalency or exemption is used, a copy of the LOOR document providing the individual equivalency or exemption.

If crew substitutions occur after the Sunday before the race, the training requirement shall still be met.

[SP] Items denoted by *** must be completed by the End of Day (EOD) of Tuesday before the race otherwise a Standard Penalty of up to 15 minutes may be added to the elapsed time. If more than one of the above items, marked by *** is missing by the deadline, only one applicable Standard Penalty will be applied.

4.8 The race is open to monohull and multihull boats that meet the eligibility and entrance requirements.

Monohull classes/fleets will be:

- Flying Sails (FS) and No Flying Sails (NFS) - Fully Crewed (FC)
- Flying Sails (FS) and No Flying Sails (NFS) – Double Handed (DH)
- Flying Sails (FS) - Single Handed/Solo Challenge (SH) only

Multihull classes/fleets will be:

- Fully Crewed (FC) - Flying Sails (FS) only

Classes may be sub-divided into divisions based on handicap system and rating or One Design Classes. The OA may assign boats to classes/fleets and divisions based on the number of boats registered. If sufficient boats in a one design class register, a fleet for scoring purposes may be created for them.

The following table lists the allowable boats by Course:

COURSE	BOATS ALLOWED	PHRF-LO (DH & FC) P2P TCF	PHRF-LO (SH) P2P TCF	ORC (DH & FC)	GLMRA TCF ALL
Main Duck Course (MDC)	FS with TCF rating equal or above	0.9050	All Allowed	*	All Allowed
Scotch Bonnet Course (SBC)	NFS	All Allowed	Not Allowed	*	Not allowed
Scotch Bonnet Course (SBC)	FS with TCF rating equal or below	0.9900	Not Allowed	*	Not allowed

(*) Contact registrar@loor.ca to determine.

4.9 Handicap/Rating Certificates Required

Boats racing in:

- GLMRA Must have a current GLMRA Certificate, valid for racing.
- ORC Must have a current ORC Certificate, Club or International, valid for racing.
- PHRF Must have a current PHRF-LO Certificate, valid for racing issued by PHRF-LO.

For boats racing under PHRF from outside the PHRF-LO area, arrangements shall be made in advance to obtain a PHRF-LO certificate by contacting PHRF-LO, www.phrf-lo.org.

The LOOR Rating/Handicap System Data Checklist, available in the LOOR Race Portal, must be completed and submitted with current handicap/rating certificate valid for racing attached.

See NoR 19 for contact information.

4.10 Boats shall only display a sail number registered specific to the boat at the time of its commission unless Alternative Sail Numbers are entered in notes in applicable entry in the LOOR Race Portal.

4.11 The OA may provide each boat with an event flag. The SIs will define how the flag shall be displayed throughout the event. Boats shall obtain the event flag during the in-person Check-in or Participants Meeting.

4.12 Boats shall use a tracker supplied by the OA. Their use will be outlined in the SIs.

4.12.1 The tracker shall be picked up during check-in prior to the Participants' Meeting at 1900 EDT Friday,

July 10, 2026.

4.12.2 The representative picking up the tracker of the boat, which did not finish, is responsible for all shipping and customs duties to return the unit to the supplier if not returned to PCYC by noon EDT, Thursday, July 16, 2026.

4.12.3 The representative of the boat shall provide a credit card number when picking up the tracker, which will only be charged,

- If not returned at all.
- If not returned by deadline specified in the Notice of Race $30 CAD plus HST may be charged in addition to any applicable Standard Penalty,

4.13 This section only applies to boats competing in the Single Handed/GLSS Solo Challenge and they shall meet the following requirements of the GLSS:

4.13.1 Shall be a member of the GLSS, or shall meet the following:

4.13.1.1 An entrant shall have at least 1,000 miles of sailing experience on a body of water equal to or greater than the magnitude of Lake Ontario. In addition, 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 no less than one hundred 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 is to be provided to GLSS Director for consideration and approval.

4.13.1.2 Shall submit a completed GLSS Sailing Experience Resume Form for consideration and approval by the GLSS. The completed form must be received by May 15, 2026, at glss@loor.ca.

4.13.2 Boats have a limit of a maximum of 50 feet in length (LOA). Boats exceeding this parameters may be considered for acceptance by petition to glss@loor.ca.

4.13.3 Shall carry a working AIS transceiver that remains on during the race unless the Person-in-Charge has completed 25 GLSS Challenge Events.

5 FEES

5.1 For a registration to be complete, full payment and all other entry requirements, must be met.

5.2 Fees are as follows and payable online on the LOOR Race Portal, based on the date that payment in full is completed.

5.2.1 Fee for all boats.

June 14, 2026	$365.82 CAD	+$47.56 CAD HST =	$413.38 CAD
June 15, 2026, and later	$491.09 CAD	+$63.84 CAD HST =	$554.93 CAD

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5.3 The following fee will be added for reopening registration after the registration deadline has passed.

Reopen registration	$50.00 CAD	+$6.50 CAD HST =	$56.50 CAD

5.4 Payment in full is required by June 21, 2026. Registrations made after that date must include payment in full. Registrations without payment in full by that date will be removed.

5.5 LOOR will provide refunds as follows:

1. If LOOR cancels the event by June 10, 2026, LOOR will refund fee paid less $60.00 CAD + HST to cover committed costs.
2. If LOOR cancels the event after June 10, 2026, LOOR will refund fee paid less $100.00 CAD + HST to cover committed costs.
3. If the event is held, a 50% refund will be granted for requests received by LOOR by the end of day June 27, 2026. No refunds will be provided after this. Written requests must be sent by mail to LOOR LO300 c/o PCYC or emailed to registrar@loor.ca.

5.6 Failure to obtain or be granted the required current rating certificate valid for racing does not change LOOR's refund policies or practices.

5.7 Single-Handed/Solo Challenge Fees - all boats competing in Single Handed/GLSS Solo Challenge shall pay a separate fee to GLSS. For details, see www.solosailors.org, including any refund policy. All the requirements for a complete GLSS entry must be completed *by Friday, June 12, 2026.*

6 CREW LIMITATIONS & REQUIREMENTS

6.1 The following limitations apply to crew, in addition to those in the applicable LOOR OSR and class

rules. The PiC is part of the crew, so all limitations and requirements on crew apply to the PiC.

CREWING CLASSES	LIMITATIONS & REQUIREMENTS
ALL	• All souls onboard are counted as crew.
Single Handed/Solo (SH)	• PiC shall be 18 years of age or older.
Double Handed (DH)	• All members of the crew shall be 18 years of age or older.
Fully Crewed (FC)	• The PiC and at least one other crew shall be 18 years of age or older.

7 ADVERTISING

7.1 Boats may be required to display advertising chosen and supplied by the OA.

7.2 Boats may carry advertising as permitted by RRS with no additional fee. The OA may reject any advertising that may conflict with any required advertising or with the interests of the OA or sponsors.

8 SCHEDULE

8.1 [NP] Registration online until *2359 EDT, Sunday, July 5, 2026,* the registration deadline.

8.2 [NP] The Mandatory Event Onsite Check-in at PCYC from 1000 to 1730 EDT, Friday, July 10, 2026.

8.3 [NP] The Mandatory Participants' Meeting is at 1900 EDT, Friday, July 10, 2026, at PCYC. A representative from each boat shall attend this meeting and it is also open to all participants.

8.4 Class Organization (Splits) and Starting Sequences Document will be posted before 1000 EDT July 10, 2026.

8.5 The warning signal for the Single Handed/GLSS Solo Challenge will be 1020 EDT, Saturday, July 11, 2026. The warning signal for others will be made after that.

9 EQUIPMENT INSPECTION

9.1 All boats shall be reviewed for the equipment listed in the applicable LOOR OSR. The PiC/Owner will undertake this review and shall submit confirmation s on the applicable *LOOR OSR Checklist*, see NoR 4.7 (6).

9.2 [DP] A boat may be inspected at any time during the period from the Participants' Meeting until three hours after her finish. At the finish of the race the Race Committee may direct a boat to proceed directly to a designated location. A boat, which fails to follow such directions, or which subsequently fails the inspection, may be protested by the Technical Committee.

9.3 The Technical Committee may request a Pre-Race Inspection of a boat. 48-hour notice will be provided.

10 VENUE

10.1 Port Credit Yacht Club (PCYC), 115 Lakefront Promenade, Mississauga, ON L5E 3G6.

11 COURSES

These courses are representative of those under development that will be fully defined in the Sailing Instructions (SIs).

11.1 USA waters are an obstruction

11.2 Main Duck Course (MDC) – The Long Course ~ 300 NM.

The course will generally be: Start, western Lake Ontario, middle Lake Ontario, eastern Lake Ontario, middle Lake Ontario, Finish

11.3 Scotch Bonnet Island Course (SBC) – The Short Course ~ 190 NM.

The course will generally be: Start, Scotch Bonnet Island, Finish

12 PENALTY SYSTEM

12.1 The Scoring Penalty, RRS 44.3, applies with 44.3 (c) replaced with:

The elapsed time for a boat taking a scoring penalty shall be increased by five minutes.

12.2 In addition to any *Rule* denoted by [DP], the Protest Committee, at its discretion, may assess a penalty that is less than disqualification for any *rule* except:

- RRS Part 1, excluding RRS 6
- RRS Part 2
- RRS Part 3

12.3 The process to report that a boat has broken a rule subject to a discretion penalty is to submit the

report to racecommittee@loor.ca to invoke RRS 64 within 120 minutes of finishing, see 1.12.

12.4 Post-Race Penalty, Part 2 or Rule 31

12.4.1 After a race, a boat that may have broken one or more *Rules* of Part 2 or *Rule 31* in an incident while racing may take a Post-Race Penalty for that incident. A boat takes the penalty by delivering a written notice via email to protests@loor.ca or in-person at a scheduled hearing, before its start. The penalty shall be a 10 minute penalty assessed to the boat's elapsed time. However, rules 44.1(a) and (b) apply, and the penalty shall not be taken after a protest hearing involving the incident has begun.

12.4.2 A boat accepting the Post-Race penalty will have its adjusted elapsed time used for any award, or trophy using the elapsed or corrected time of the boat for the race.

13 SCORING

13.1 Single Handed/GLSS Solo Challenge (SH), Double Handed (DH) & Fully Crewed (FC) boats racing under the following rating/handicap systems, with boats scored in their own class.

- Multihull GLMRA Rule applies
- ORC Single number system using time on time ratings
- PHRF-LO Time on Time from PHRF-LO P2P Ratings.

14 CHARTERED OR LOANED BOATS

14.1 A chartered or loaned boat may carry national letters or a sail number in contravention of her class rules, provided that the Race Committee has approved her sail identification before the first race.

15 RIGHTS & DATA PROTECTION

15.1 [NP] All pictures, audio and video recordings, graphic logos and service names contained herein or produced during the race by or on behalf of the OA or PCYC, are the property of either the OA or PCYC or their respective members. No rights are granted to use pictures, graphic logos, and service names without permission.

15.2 [NP] Registrants, competitors, and participants grant the OA or PCYC the unrestricted right and permission to use the name and/or image for any text, photograph, or video footage of either themselves or the boat they are sailing during the event to be published or broadcast in any media whatsoever (including but not limited to press, TV, social media, or internet), for either editorial or advertising purposes or to be used in press information.

16 RISK STATEMENT

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. By participating in this event, each competitor agrees to release the race organizers, volunteers, and sponsors from all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

The Person-in-Charge/Skipper/Owner of the boat is responsible for the safety of the crew and the boat and is solely at their discretion to participate in any events.

17 INSURANCE

Each participating boat shall be insured with a valid third-party liability insurance policy with minimum coverage of $2,000,000 CAD per event for Canadian boats and an adequate level of third-party liability insurance applicable for waters sails for non-Canadian boats.

18 PRIZES

18.1 The following LOOR ceremonies apply.

18.1.1 LO300/LO600 & Susan Hood Trophy Race (SHTR) Combined Flag Presentation (TBD, either Friday, July 17, 2026, or Saturday, July 18, 2026)

18.1.2 LOOR (LO300/LO600, SHTR, and LOSHRS) Combined Trophy Awards Banquet

Friday, November 13, 2026, at Port Credit Yacht Club (PCYC).

18.2 A list of the trophies awarded, and their eligibility requirements are available at www.loor.ca.

18.3 To be eligible for the Ontario Sailing's Offshore Keelboat PHRF-LO or ORC Championship, the boat

must be representing an Ontario yacht club that is a member of Ontario Sailing/Sail Canada and raced in both the Susan Hood Trophy Race and the Lake Ontario 300 Challenge Race.

19 FURTHER INFORMATION, OTHER DOCUMENTS, OTHER LINKS AND FORMS AVAILABILITY

19.1 The Official Notice Board is on racing.loor.ca/programme under the specific event and includes the Event's Class Organization (Splits) and Starting Sequences Document

19.2 The following documents:

- LOOR Offshore Special Regulations for Monohulls
- LOOR Offshore Special Regulations for Multihulls
- LOOR Crew Overboard Recovery Drill Certificate (CORDC)
- GLSS Sailing Experience Resume
- LOOR Guide

are available at racing.loor.ca under Annual Notices.

19.3 Contacts

ORGANIZING AUTHORITY CONTACTS		
LO300	registrar@loor.ca	www.loor.ca
LOOR Race Committee	racecommittee@loor.ca	www.loor.ca
LOOR Safety	safety@loor.ca	www.loor.ca
LOOR	info@loor.ca	www.loor.ca
GLSS	glss@loor.ca	www.solosailors.org
PCYC		www.pcyc.net
HANDICAP SYSTEMS CONTACTS		
GLMRA		www.facebook.com/groups/219017828480581
ORC – Ontario District	can3005@aol.com	www.orc-canada.org
PHRF-LO	Contact your club's PHRF-LO Handicapper	www.phrf-lo.org