



Dear Mac Racers:

Enclosed you will find a guide to highlight some of the more significant changes to the Mackinac Safety Regulations (MSR) and the Notice of Conditions and Race that will be in effect for the 104th Chicago Yacht Club Race to Mackinac.

This document is presented as a courtesy to the invited competitors and racers requesting invitation so that you can identify the major areas that have been changed since the 103rd. It does not serve as an official race document. It is the responsibility of each person in charge, skipper and sailor that they read the NOR, MSRs and SI's to fully understand the requirements for the race.

Should you have any additional questions regarding the race to Mackinac, contact racecoordinator@chicagoyachtclub.org

Thank You for your support and Interest in the Race to Mackinac.

Lou Sandoval
Chairman

104th Chicago Yacht Club Race to Mackinac-presented by Veuve Clicquot

Changes to the 104th Race to Mackinac

Boat Safety Equipment:

- GPIRB or Personal Locator Beacons (PLB) registered to each competitor boat will be required. **Monohull MSR requirement 57 / Multihull requirement 61**
- Life rafts will be strongly recommended **Monohull MSR rule 59 and Appendix A / Multihull MSR Requirement 62 and appendix A**
- Man-over-board poles will need to be attached in a way that allows for “instant use and affixed in a manner that allows for “quick release”. **Monohull MSR requirement 61/ Multihull MSR Requirement 66**

Personal Safety Equipment:

- Tethers: “not more than seven (7) feet long with a snap hook at one end and a quick release shackle on the harness end that is releasable under heavy load.” **Monohull MSR requirement 70/ Multihull MSR Requirement 75**
- Safety Knife: A knife, fixed blade or, if folding, able to be opened with one hand, to be attached to or carried on each crew member at all times when on deck. The Personal Safety Knife must be readily accessible at all times including while wearing foul weather gear and PFD/Harnesses. **Monohull MSR requirement 71/ Multihull MSR Requirement 76**

Continuing Sailor Education:

- Safety-at-Sea: It is strongly recommended that at least 30% of the crew (including the skipper) have completed the US Sailing Approved Safety –at-Sea seminar within the five year period preceding the start of the race. **Monohull MSR requirement 73/ Multihull MSR Requirement 77**

Minimum Boat Stability:

- One of the changes implemented for 2012 was the issuing of a minimum stability for a boat's eligibility to compete in the race. The handicapping rule used for the Race to Mackinac- (Offshore Racing Rule-ORR) has adopted the new version of the Stability Index discussed in the US Sailing report of the 2011 Race. The minimum Stability Index required has been established at 103. Your 2011 ORR certificate (or prior) reflects the “old SI” number. Your new 2012 certificate will reflect the “new SI” number. Any questions on Stability Indexes or ORR ratings should be directed to the Offshore Office of US Sailing.

Safety Inspections:

Requirement 18 of the NOR

18.1 Pre-Race Safety Inspections

- a. CYCMC reserves the right to perform a Pre-Race Safety Inspection on any boat.
- b. CYCMC shall identify boats to participate in Pre-Race Safety Inspections.
- c. Once a boat is notified of its requirement for Pre-Race Inspection, it is the responsibility of the Invited Competitor to contact the CYC Staff Race Coordinator to schedule the inspection.
- d. Pre-Race Inspections shall be scheduled to occur within a two month window prior to the boat's Pre-Race Sign-In.
- e. Boats identified for a Pre-Race Safety Inspection that fail to participate in the inspection, shall not be eligible to complete the Pre-Race Sign-In and will not be eligible to race.

18.2 Post-Finish Safety Inspections

- a. All boats should plan to be inspected upon finishing the Race.
- b. The Race Committee has sole discretion to choose which boats shall be inspected.
- c. Boats failing a Post-Finish inspection shall be subject to protest by the Race Committee.

18.3 Additional Safety Inspections – In addition to the Safety Inspections outlined above, all entered boats shall be subject to inspection by the Race Committee from 1000 CDT Thursday prior to the Race until the boat has properly completed its Post-Finish Sign-In.