

TRANS SUPERIOR INTERNATIONAL YACHT RACE

Duluth Yacht Club

A RACE FOR SERIOUS SAILORS

2009 NOTICE OF RACE

Conditions and Regulations

Revised 2-19-09

THE COURSE

The 2009 Trans Superior International Yacht Race starts in the vicinity of Gros Cap Light in Whitefish Bay, near Sault Ste. Marie, and finishes at Duluth, MN near the entrance to the Duluth Ship Canal. Yachts are required to leave Copper Harbor, Michigan to port. Yachts may pass through or around the Apostle Islands, as desired. The official race distance is 338 Nautical Miles.

STARTING LINE

The exact starting line will be announced at the skippers' meeting on Friday, August 7, 2009 at 1000 hrs (EDT); location TBA in Sault Ste. Marie, Ontario. All boats must monitor VHF Channel 68 for race start communications.

STARTING TIME

1300 hrs EDT, Saturday, August 8, 2009

TRANS SUPERIOR SCHEDULE:

August 6, Thursday:

- 1800 (EDT) hrs Pre-race festivities in Sault Ste. Marie, Ontario at the patio and bar of the Holiday inn.

August 7, Friday:

- Skippers' Meeting at 1000 (EDT) hrs at Holiday Inn, Sault Ste. Marie, Ontario
- Skipper and crew get together 1200 (EDT) at or near the Bondar Marina.

August 8, Saturday:

- Early morning Fleet lock-through will be arranged at the Soo Locks. There may be multiple lock through times for fast and slow on both the Canadian and American sides.

August 9, Sunday:

- Race Headquarters opens at 1000 (CDT) hrs in the Great Lakes Aquarium, Learning Lab located in the back of the building facing the bay. Access is gained through that back door. Race Headquarters will remain open through Wednesday, August 12 until 1800 (CDT) hrs. The phone number for race headquarters will be posted on the website <http://www.TransSuperior.com/> one week before the race. However this number will not be active until 1000 hrs (CDT) August 9, 2009.

August 13, Thursday:

- **Trans Superior Race Awards Part**, 5 PM CDT. Cocktails at *The Inn on Canal Park*

ADMINISTRATION

The Trans Superior International Yacht Race is administered solely by the Trans Superior International Yacht Race Committee of the Duluth Yacht Club. The race is part of the Lake Superior Yachting Association Offshore Series.

OWNER & SKIPPER RESPONSIBILITY

The safety of a yacht and her crew is the exclusive and inescapable responsibility of the skipper, who must assure that the yacht is fully sound, thoroughly seaworthy, and manned by experienced crew who are physically fit. The skipper of a yacht must be satisfied as to the soundness of the hull, spars, rigging, sails, and all gear. He/she must assure 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 establishment of equipment regulations nor any inspecting of a yacht in any way limits or reduces the complete and unlimited responsibility of a yacht's skipper.

It is the sole and exclusive responsibility of the skipper and crew of a yacht to decide whether or not to start or continue a race.

RULES & REGULATIONS

This regatta will be governed, in order of priority, by:

- These Sailing Instructions
- The 2009-2012 ISAF Racing Rules of Sailing
- The prescriptions of the U.S. Sailing Association
- The Offshore Racing Council (ORC) Special Regulations Governing Minimum Equipment and Accommodation Standards Category 3.

Yachts shall comply with ISAF Category 3 with the addition of a life raft, see notes below.

BASIC SAFETY STANDARDS and Checklist for inspection.

- ___ **Yacht minimums**; self-righting; watertight, capable of surviving knockdowns; Safety and/or Trans Committee reserve the right to not allow vessel deemed unseaworthy.
- ___ **Fuel** sufficient for charging batteries and motoring at hull speed for at least 8 hours.
- ___ **Sail numbers** required on main, spinnakers and all jibs with LPG greater than 1.3 X J.
- ___ **Hull, deck, coach roof, etc.** shall form integral watertight unit. Centerboard or dagger board trunks shall not open into hull interior.

- ___ **Hatches** shall not open inward, except for ports. Companionway hatches shall be capable of being secured with hatch open or closed.
- ___ **Cockpits** shall be structurally strong and self-draining.
- ___ **Sea cocks or valves** on all through-hull openings below LWL, except integral deck scuppers, shaft log, speedos, depth sounders, etc., however a means of closing such openings, when necessary to do so, shall be provided.
- ___ **Softwood plugs** tapered and of the correct size, to be attached to, or adjacent to, the appropriate fitting.
- ___ **Lifelines** must be double, with the upper lifeline of wire at height not less than 2 ft., with no intervals of more than 7' between stanchions.
- ___ **Pulpits fore and aft** must be fixed (unless aft pulpit is replaced by adequate lifelines).
- ___ **Toilet and holding tank** securely installed.
- ___ **Bunks** securely installed.
- ___ **Cooking stove** securely installed, with accessible fuel shutoff control.
- ___ **Fire extinguishers: 2**
- ___ **Bilge pumps: 2** manual (one may be fixed to yacht; one may be non-fixed); shall not discharge into cockpit unless cockpit opens aft to sea.
- ___ **Two Buckets** of stout construction with 2-gallon minimum capacity; each must have a lanyard.
- ___ **Two anchors** with rodes appropriate to vessel size and weight.
- ___ **Flashlights** water resistant, with spare batteries and bulbs.
- ___ **First Aid kit and manual.**
- ___ **Foghorn**
- ___ **Radar Reflector**
- ___ **Shutoff valves** on all fuel tanks.
- ___ **Compass** marine type; properly installed and adjusted.
- ___ **Spare Compass** (may be handheld).
- ___ **Charts** (#14060/14961 & #14884 required), light list, piloting equipment.
- ___ **GPS plus spare,**
- ___ **Depth Sounder** or lead line.
- ___ **Speedometer/log** or other distance measuring device.
- ___ **Approved (USCG) navigation lights** plus spare bulbs.
- ___ **Emergency navigation lights** and power source (separate from that used for normal navigation lights).
- ___ **Heavy weather Jib.**
- ___ **Minimum of two halyards** capable of hoisting a sail.
- ___ **Emergency tiller** capable of being fitted to the rudder stock for wheel steered boats, Tiller boats must have spare tiller as well.
- ___ **Tools & spare parts**, including a hack saw with multiple blades and a second adequate means to sever or disconnect standing rigging from hull in case of need.
- ___ **Yacht's name** on buoyant equipment. (life jackets and floating safety gear)
- ___ **Retro-reflective** material on life saving equipment.
- ___ **VHF marine radio with masthead antenna** plus emergency antenna (this may be a handheld radio)

- ___ **Life Jackets:** one for each crew member. Coast Guard approved.
- ___ **Light** waterproof attached to each life jacket.
- ___ **Whistle:** attached to each life jacket.
- ___ **Safety harness and tether** one for each crew member.
- ___ **Jack lines** running fore and aft to be used with tethers and harnesses. Minimum Breaking Strength 6000 lbs.
- ___ **Life raft or rafts** capable of carrying entire crew. Raft need not have a canopy, need not be SOLAS rated; raft must have valid certificate not more than four years old. Canopies and insulated floors are not required but are recommended.
- ___ **Multi-Hull Class** may substitute Certified Anti-Exposure Suits, one for each person on board their vessel, for the requirement to carry life raft(s).
- ___ **Distress flares SOLAS Grade, 4 Red handheld, 4 Red Parachute, 2 Smoke.**
- ___ **Signal Mirror**

OTHER REGULATIONS

Yachts must have suitable auxiliary propulsion power and adequate fuel on board for running at least 75 nautical miles under power. Except for emergencies, engines may not be used for propulsion between the Preparatory Signal and the Finish. Whenever the engine is used for propulsion in an emergency, a full report must be made to the Race Committee at the time of finish or sooner.

Pre-arranged radio transmission or phone calls used for routing purposes for use of individual competitors is forbidden.

All yachts must monitor the distress frequency (Channel 16) upon sighting any distress signal either day or night.

Yachts must carry and display navigational lights in compliance with International Regulations and Sidelights must be located so no sail will interfere with their visibility.

Yachts must have sail numbers in accordance with prescription.

IonEarth will be providing fleet tracking on a real time basis during the event. a web site will be set up by IonEarth which will allow interested spectators to monitor the progress of boats across the course.

The skipper, or a qualified representative designated by the skipper of each entrant, must attend the skippers' meeting. The skippers' meeting will take place at 1000 hrs. EDT, Friday, August 7, at the Holiday Inn in Sault. Ste. Marie, Ontario.

Entries in the cruising or double handed division may engage auto pilots, all others may not.

ENTRIES

Entries must be made on the official entry form and be accompanied by the entry fee.

The Deadline for completed and paid entry is Wednesday, July 1, 2009. Entries will be accepted until July 24, 2009, with an additional \$100.00 late fee after July 1. **No applications will be accepted after July 24, 2009.**

No refunds for dropouts will be given after 48 hours before the start.

Only yachts, which have submitted all of the following will be accepted as official entries:

1. A Completed and signed official entry form with skipper and crew waiver
2. A Check for \$275.00
3. A Current LMPHRF certificate
4. A Current Life Raft Certification, or signed Anti-Exposure Suit Certification, as applicable.
5. Copies of documentation for proof of insurance

RATING SYSTEM

There will be four PHRF race divisions:

- a racing division for monohulls
- an Open Class for multihulls
- a Cruising division (roller furling headsails, cruising spinnakers, grills, a laid back spirit)
- a Double Handed division

Splits will be determined just prior to the race. One design classes may be established for divisions with at least 3 participants.

LMPHRF ratings will be used. If no Certificate is obtained, the Race Committee will assign a provisional rating based on LMPHRF rating plus a penalty.

CREW

For the divisions other than the doubled handed division, the minimum crew shall be three persons in addition to the skipper (4 total.)

Navigator and watch captains shall be amateurs.

A complete and accurate list of the names, addresses, age and phone numbers of the crew aboard must be filed with the Race Committee no later than the skippers' meeting.

INSPECTIONS

Yachts may be subject to inspection before and after the race, and the Race Committee shall penalize or protest any yacht not in compliance with the Regulations. The decision of the Race Committee is final.

Each finishing vessel will be subjected to a limited spot inspection . A 20% penalty may be assessed if required safety items cannot be produced.

Under no circumstances shall the safety regulations, as given in this Notice, be construed as a certification of the seaworthiness of any yacht, nor can the Trans Superior Committee or its designated inspectors guarantee or be held liable for the safety of a yacht, its equipment, or its crew.

STARTING

1. Signals as prescribed in the International Rules of Sailing shall be used.
2. Order and sequence of starts will be reviewed at the skippers meeting:
 - Short-handed yachts (GLSS),
 - Crewed yachts.
3. Recalls
 - Individual recalls will be signaled in accordance with Rule 29.1
 - General recalls will be signaled in accordance with Rule 29.2

RETIREMENT

A yacht that retires from the race is asked to notify the Trans Superior Race Headquarters in Duluth as soon as possible.

FINISH LINE

The finish line extends from the end of the North Pier of the Duluth Ship Canal in a northerly direction to approximately 100 yards from shore. A large, cylindrical, orange inflatable buoy in approximately 30' of water will mark the northern most point. Detailed information about the finish line will be provided at the skipper's meeting.

Finishing yachts must break the finish line from an easterly to westerly direction. You may want to have your engine running, in neutral, several minutes prior to the finish line.

Contact the Finish Line, on VHF channel 68, when within 30 minutes from finishing. The finish line will be manned continually until Wednesday at 1600 hrs, if necessary. (If finishing after this time, please take your own yacht's finishing time.)

After finishing, it may take several minutes to clear and lift the bridge. Finishing yachts will need to hail the Aerial Lift Bridge on VHF Channel 16 to gain access to the Harbor. The horn signal for the Aerial Lift Bridge is: long-short-long-short. Unless you have called and cleared with the bridge operator, do not attempt to sail under the bridge. Be advised that the current running through the Duluth Ship Canal maybe up to 2-3 knots, in either direction, and may change rather abruptly. Be further advised that commercial traffic takes precedence in this tight maneuvering area.

AFTER FINISHING

If you need to clear Customs and Immigration, proceed to Race Headquarters at the Great Lakes Aquarium and tie to the wall. Please have your crew remain on the yacht until clearance has been given.

You may tie to the City Wall, tie to the west wall of Slip #2 (just west of Headquarters,) or proceed to a commercial marina.

TROPHIES

- **TRANS SUPERIOR**

There is a trophy for 1st place in each class and for 1st monohull to finish overall. First place trophies will be on permanent display in Duluth. Flag trophies will be awarded to the yachts scoring 1st, 2nd, and 3rd in each class. The Bagley Trophy will be awarded to the first overall Duluth Area crewed, Duluth Area owned, DYC-member yacht. One design fleet trophies will to the yachts scoring 1st, 2nd, and 3rd. These yachts will also be scored in the mixed PHRF class according to their rating.

- **TRI-LAKES CHALLENGE**

The Barthel Trophy will presented to the 1st place overall. This trophy is presented by the Great Lakes Yacht Racing Union and is awarded to the yacht with the best record for the Chicago-Mac, the Port Huron-Mac, and Trans Superior Races.

IMPORTANT NOTICE OF LIMITATION OF LIABILITY

The Trans Superior Race Committee, its members or any other committee shall not be liable for any injury or damage whatsoever to persons or property—whether caused by or resulting from their act, omission or alleged negligence, or from weather or sea conditions, hazards of any kind, defects or failure of yachts to be seaworthy in hull, rigging or gear, or any acts, omissions or alleged negligence of other participants which may occur during or arising out of or in connection with any part of the Trans Superior Race or any activity sponsored or aided in whole or in part by the Trans Superior Race or Duluth Yacht Club. Notice is hereby given to all participants (including crew, spectators, officials, and others) that they participate in any activity solely at their own risk. Skippers of participating yachts are required to notify all crew members of this limitation of liability as a Condition of Entry.