

# 29th Biennial Trans Superior International Yacht Race 2025

A Duluth Yacht Club Event  
Saturday, August 2, 2025



## *Accept the Challenge*

*Celebrating Over 55 years of Lake Superior Sailing  
Competition*

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Saturday, August 2

## --NOTICE OF RACE--

The Duluth Yacht Club is the Organizing Authority for the Trans Superior International Yacht Race starting on August 2, 2025 on Lake Superior. The race is also part of the Lake Superior Yachting Association Offshore Series and GLSS Trans-Superior Solo Challenge.

### 1. RULES

- 1.1. The event will be governed by the rules as defined in *The Racing Rules of Sailing for 2025-2028* (RRS). The US Sailing Prescriptions will apply.
- 1.2. The Trans Superior Safety Requirements and Recommendations (SRR) apply, available on Yacht Scoring.
- 1.3. The Trans Superior Cruising Class Instructions apply, available on Yacht Scoring.
- 1.4. The Trans Superior Single-Handed Instructions apply, available on Yacht Scoring.
- 1.5. Boats shall carry and display navigation lights in compliance with the government right-of-way rules, the Inland Navigation Rules (often referred to as the COLREGS). Sidelights must be located so no sail will interfere with their visibility.
- 1.6. The government right-of-way rules, the Inland Navigation Rules, replace RRS Part 2 from sunset until sunrise, and whenever a boat meets a vessel not racing.
- 1.7. [DP] RRS 40.1, PERSONAL FLOTATION DEVICE applies.
- 1.8. RRS 44 PENALTIES AT THE TIME OF AN INCIDENT is changed as follows:
  - 1.8.1. RRS 44.1, a Two-Turns Penalty, will apply within 2 miles of the start and finish lines. In other areas of the race, the penalty for violating RRS, Part 2, will be 10 minutes added to the actual finish time to be reported to the Race Committee at the earliest possible time, but no later than one hour after finishing.
  - 1.8.2. Appendix V2 POST-RACE PENALTIES are allowed.

1.9. RRS 52 MANUAL POWER is changed by adding:

Except that boats in the Single Handed, Double Handed, and Cruising Divisions may use electronic autopilots.

1.10. RRS 60.5 Protest Decisions is changed by adding:

60.5 (c) (5) When the protest committee decides that a boat party to a protest hearing has broken a rule and is not exonerated, it may add one hour to the aforementioned boat's corrected finish time.

1.11. Charging of batteries by mechanical power is permitted only if that does not add propulsion.

## **2. SAILING INSTRUCTIONS**

2.1. Sailing Instructions will be available no later than June 5, 2025, on Yacht Scoring.

## **3. COMMUNICATION**

3.1. The Official Notice board is on the Yacht Scoring website.

3.2. Any changes or addenda to the NoR or Sailing Instructions shall be issued by the Race Committee and posted on Yacht Scoring.

3.3. All boats must monitor VHF Ch. 68 for race start communications.

3.4. All boats must monitor emergency/hailing VHF Ch. 16 throughout the race.

## **4. ELIGIBILITY, ENTRY, AND RACE FEES**

4.1. Entries must be made using the official entry form on Yacht Scoring and be accompanied by the entry fee. The deadline for completed and paid entry without a late fee is July 7th, 2025. After the July 7th deadline, entries will be accepted with a \$100 late fee and without the guarantee of a race tracker for your boat. All entry fees are non-refundable.

4.2. Only boats which have submitted all of the following will be accepted as official entries:

4.2.1. A completed official entry through Yacht Scoring

4.2.2. A race entry fee of \$625 (includes race tracking device).

4.2.3. A current rating certificate for the division in which the boat is entered: Midwest PHRF, ORC, or Great Lakes Multihull Racing Association.

4.2.4. A Current Life Raft Certification, or signed Anti-Exposure Suit Certification.

4.2.5. Copies of documentation for proof of insurance. Prior to racing, all boats must obtain and provide proof of insurance to the Race Committee showing \$300,000 liability insurance in full force and effect during racing which shall include a general liability policy written by a responsible insurance company.

4.3. All boats' person-in-charge or designated representatives must attend the skippers' meeting on Friday, August 1, 2025 in the vicinity of the George Kemp Marina. The exact location and time will be announced in the SI and on the Yacht Scoring website.

4.4. Boats must have suitable auxiliary propulsion power and adequate fuel on board for motoring at least 75 nautical miles. Except for the cruising division, battery charging, or 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.

4.5. [DP] All boats shall have a functioning AIS Transponder. AIS shall be turned on and transmitting from the warning signal until a boat finishes.

4.6. [DP] Boats must have sail numbers in accordance with RRS App. G.

## **5. DIVISIONS**

5.1. There will be six race divisions:

5.1.1. PHRF Crewed

5.1.2. ORC Crewed

5.1.3. Multihull Crewed

5.1.4. Single Handed (autopilots allowed)

5.1.5. Double Handed (autopilots allowed)

5.1.6. Cruising Division (motor and autopilot usage is allowed).

5.2. Classes within the divisions will be determined by the race committee after entries are closed.

## **6. STARTING TIME and DATE**

6.1. The Trans Superior International Yacht Race will take place on Saturday, August 2nd, 2025.

6.2. The nominal time of the warning signal for the first start will be at 1300 hrs, EDT.

## **7. RACING AREA and COURSE**

7.1. The Trans Superior International Yacht Race area is Lake Superior.

7.2. The race starts in the vicinity of Gros Cap Light in Whitefish Bay, near Sault Ste. Marie, Michigan, and finishes near the entrance to the Duluth Entry in Duluth, Minnesota. Boats are required to leave Copper Harbor, Michigan to port. Boats may pass through or around the Apostle Islands. The official race distance is 326 Nautical Miles.

7.3. Boats will likely want to enter the Duluth Harbor via the Duluth Aerial Lift Bridge.

7.4. Docking will be available for all competitors in the Duluth Harbor area. As boats finish they will be offered docking locations and assistance via channel 68

## **8. SCORING**

8.1. Corrected times will be determined using the boats' rating certificates and time-on-time calculations.

## **9. TRACKING SYSTEM**

9.1. A race tracking system will be providing fleet tracking on a real time basis during the event. A website will be set up which will allow interested spectators to monitor the progress of boats across the course. All boats are required to carry this tracking system.

## **10. CREW LIMITATIONS**

10.1. For the divisions other than the single or double handed division, the minimum crew shall be two persons in addition to the skipper (total of 3 crew). Each crew profile shall be fully completed electronically in Yacht Scoring, including the online execution of the

Crew Waiver by the crew member, before the skipper's meeting. The person in charge shall ensure that each crew member has provided a valid email address and cell phone number.

## **11. ADVERTISING**

- 11.1. Advertising on a boat will comply with the World Sailing Advertising Code, Regulation 20. An entry shall contain brief details of advertising that a boat intends to carry. The Race Committee shall be advised of any changes to that advertising. The Race Committee may reject any advertising not compliant with Regulation 20.
- 11.2. The Race Committee shall be the only party that may initiate any protest regarding a possible breach of this section.

## **12. EQUIPMENT INSPECTIONS**

- 12.1. Boats may be subject to inspection before and after the race, and the Race Committee shall penalize or protest any boat not in compliance with the SRR. Penalties and protests will be handled by the Duluth Yacht Club Protest Committee. Each finishing boat will be subjected to a limited spot inspection. A 20% scoring penalty may be assessed if required safety items cannot be produced.
- 12.2. Under no circumstances shall the safety regulations be construed as a certification of the seaworthiness of any boat, nor can the Organizing Authority or Race Sponsors guarantee or be held liable for the safety of a boat, its equipment, or its crew.

## **13. AWARDS**

### **13.1. TRANS SUPERIOR**

- 13.1.1. Boat and skipper's names will be added to trophies on permanent display for 1st place in each division and for 1<sup>st</sup> boat to cross the finish line. Flags will be awarded to the boats 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 boat. A sweeper award will also be awarded to the last boat to finish in honor of their tenacity and grit.

### **13.2. TRI-LAKES CHALLENGE: The Barthel Trophy**

- 13.2.1. The Barthel Trophy will be awarded to the 1st place overall in the Tri-Lakes Challenge. This trophy is presented by the Great Lakes Yacht Racing Union and is awarded to the boat with the best combined record for the Chicago Yacht Club Race to Mackinac, the Bayview Mackinac Race, and Trans Superior Races. The Barthel Trophy is on permanent display in the Kitchi Gammi Club in Duluth. A commemorative plaque will be awarded to the winner of the Barthel Trophy to recognize this outstanding achievement.

## **14. CONDUCT**

- 14.1. The person-in-charge shall be responsible for the conduct of the crew before, during and after the Race while at Race related locations for Race related events. In the event of a serious misconduct, destruction of property or failure to comply with a request of the Race Committee, the Race Committee may file a protest or take such other action as it deems appropriate against the Person-In-Charge, boat or crew.

## **15. RISK STATEMENT AND DISCLAIMER OF LIABILITY**

- 15.1. The safety of a boat and her crew is the exclusive and inescapable responsibility of the Person In Charge (RRS 46), who must assure that the boat is fully sound, thoroughly

seaworthy, and crewed by experienced crew who are physically fit. The skipper of a boat 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 boat in any way limits or reduces the complete and unlimited responsibility of a boat's Person In Charge. It is the sole and exclusive responsibility of the Person In Charge and crew of a boat to decide whether or not to start or continue a race.

- 15.2. Competitors participate in these races entirely at their own risk. 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.
- 15.3. The Organizing Authority, its members or any committee or sponsors 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 boats 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 Organizing Authority. 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 boats are required to notify all crew members of this limitation of liability as a Condition of Entry.

## **IMPORTANT DATES**

### **July 7, 2025 Monday**

- Deadline for completed registration and payment. Entry must include:
  - a. A completed official entry through Yacht Scoring
  - b. Race entry fee of \$625(includes race tracking device)
  - c. A current ratings certificate for the division in which the boat is entered (MWPHRF, ORC or GLMRA).
  - d. A Current Life Raft Certification, or signed Anti-Exposure Suit Certification, as applicable.
  - e. Copies of documentation for proof of insurance
- Send all documents electronically to [transsuperioryachtrace@gmail.com](mailto:transsuperioryachtrace@gmail.com) or by mail to Duluth Yacht Club, P.O. Box 18, Duluth, MN 55801

### **August 1, 2025 Friday**

- Mandatory Skippers' Meeting at 1700 (EDT) Sault Ste. Marie, Michigan in the vicinity of George Kemp Marina with social to follow. Exact location of the skippers meeting will be posted on the Trans Superior website and Yacht Scoring website.
- Each crew profile shall be fully completed electronically in Yacht Scoring, including the online execution of the Crew Waiver by the crew member, before the skipper's meeting

### **August 2, 2025 Saturday**

Early morning fleet lock-through at the Soo Locks. There may be multiple lock-through times on both the Canadian and American sides.

### **August 3, 2025 Sunday**

Race Headquarters in Duluth opens at 1000 (CDT) hrs at a location to be determined. Race Headquarters will remain open until all competing boats have finished. The phone number for race headquarters will be posted on the website [www.TransSuperior.com](http://www.TransSuperior.com) one week before the race.

### **August 7, 2025 Thursday**

Trans Superior Race Awards Party, 5pm CDT. Cocktails and dinner at a location to be determined in Duluth.

**For the most up-to-date information visit the web-site [www.transsuperior.com](http://www.transsuperior.com).**