

# **22nd Biennial Trans Superior International Yacht Race 2011**

## **A RACE FOR SERIOUS SAILORS**

A Duluth Yacht Club Event  
Starts Saturday, August 6th

**--NOTICE OF RACE--**  
**Conditions and Regulations**  
*(Revised March, 2011)*

### **THE COURSE**

The Trans Superior International Yacht 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 Ship Canal in Duluth, Minnesota. Yachts are required to leave Copper Harbor, Michigan to port. Yachts may pass through or around the Apostle Islands. The official race distance is 338 Nautical Miles.

### **STARTING LINE**

The exact starting line will be announced at the skippers' meeting on Friday, August 5th, 2011 at 1100 hrs (EDT). All boats must monitor VHF Channel 68 for race start communications.

### **STARTING TIME**

1300 hrs EDT, Saturday, August 6, 2011

## **TRANS SUPERIOR SCHEDULE:**

### **August 5, Friday:**

- Skippers' Meeting at 1100 (EDT) hrs at the Bondar Festival Tent, Sault Ste. Marie, Ontario with lunch following.

### **August 6, 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 7, Sunday:**

- Race Headquarters in Duluth opens at 1000 (CDT) hrs at the Duluth Yacht Club clubhouse located at Harbor Cove Marina. Race Headquarters will remain open until Wednesday, August 10th at 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 7th, 2009.

### **August 11, Thursday:**

- **Trans Superior Race Awards Party**, 5 PM CDT. Cocktails and dinner at the Kitchi Gammi Club in Duluth.

## **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:

- This Notice of Race and any amendments
- The 2009-2012 ISAF Racing Rules of Sailing, except as changed by the 2011 Trans Superior International Yacht Race Sailing Instructions
- 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 throughhull 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:** as required by USCG
- **Bilge pumps:** 2 manual (one may be fixed to yacht; one may be nonfixed); shall not discharge into cockpit unless cockpit opens aft to sea.
- **Two Buckets** of stout construction with 2gallon 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)
- **Retroreflective** 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.

- \_ **MultiHull 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, and 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. Entries in the cruising or short handed divisions may engage auto pilots, all others may not.

Prearranged radio transmission or phone calls used for routing purposes by individual competitors are 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 1100 hrs. EDT, Friday, August 5, at the Bondar Festival Tent, 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 July 1st, 2011. Entries will be accepted until July 15th, 2011, with an additional \$100.00 late fee. **No applications will be accepted after July 15, 2011.** 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 \$325.00 (includes race tracking device)
3. A Current LMPHRF certificate for the boat entered

4. A Current Life Raft Certification, or signed Anti-Exposure Suit Certification, as applicable.
5. Copies of documentation for proof of insurance

Single Handed entries must be made through the GLSS. Information for entry will be found on the GLSS web-site. All other entries must be made through the Duluth Yacht Club. Information for entry will be available on the Trans Superior web-site.

## **RATING SYSTEM**

There will be five PHRF race divisions:

- Crewed Mono-hulls
- Single Handed
- Double Handed
- Cruising Class (roller furling headsails, cruising spinnakers, grills and a laid-back spirit)
- Crewed Multi-hulls

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

## **CREW**

For the divisions other than the single or double handed division, the minimum crew shall be three persons in addition to the skipper (total of 4 crew). 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. Penalties and protests will be handled by the Duluth Yacht Club Protest Committee. 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:
  - Crewed yachts, Shorthanded yachts (GLSS)
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 GPS 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. The bridge operator will lift on the hour and half hour during the summer after being signaled. 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 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 Lakehead Boat Basin. Please have your crew remain on the yacht until clearance has been given. Transient dockage is available at Lakehead Boat Basin or you may proceed to another commercial marina.

## **TROPHIES**

### **TRANS SUPERIOR**

There is a traveling trophy for 1st place in each division and for 1st monohull to finish overall. 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.

### **TRILAKES CHALLENGE**

The Barthel Trophy will be presented to the 1<sup>st</sup> 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 ChicagoMac, the Port HuronMac, 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.