



Duluth Yacht Club

27th Biennial Trans Superior International Yacht Race

August 7, 2021

SAILING INSTRUCTIONS

The Duluth Yacht Club (DYC) is the Organizing Authority for the Trans Superior International Yacht Race on August 7, 2021. Further information can be found at <https://www.duluthyachtclub.com> and <https://yachtscoring.com/emenu.cfm?eID=13247>

1. RULES

- 1.1 The event will be governed by the rules as defined in *Racing Rules of Sailing* for 2021-2024 (RRS) and US Sailing Prescriptions.
- 1.2 All boats will comply with the 2021 Tran Superior Safety requirements]
- 1.3 The government right-of-way rules, the Inland Rules (often referred to as the COLREGS or IRPCAS), replaces RRS Part 2 from sunset to sunrise.
- 1.4 Other rules and rule changes are posted on the Notice of Race.

2. SKIPPERS MEETING

- 2.1 [DP] The Person in Charge, or a qualified representative designated by the Person in Charge of each entrant, must attend the skippers' meeting. The skippers' meeting will take place at 1700 hrs. EDT, Friday, August 6th, in the vicinity of the George Kemp Marina, Sault Ste. Marie, Michigan.

3. START DATE/TIME

- 3.1 The start of the Trans Superior International Yacht Race shall be on Saturday, August 7th, 2021 for all divisions. The first warning signal will be at 1300 EDT, unless changed by a Notice to Competitors.

4. COURSE AND MARKS

- 4.1 The Trans Superior International Yacht Race starts in the vicinity of Gros Cap Reefs 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.

5. TIME ZONES

5.1 All times shown in the Sailing Instructions involving pre-race activities including the start are in Eastern Daylight Time (EDT). All post-start race activities including finish times and ready room hours are in Central Daylight Time (CDT).

6. NOTICES TO COMPETITORS

6.1 Prior to the start, notices to competitors shall be posted on the Yacht Scoring website at <https://yachtscoring.com/emenu.cfm?eID=13247>. An unofficial copy will also be posted at the George Kemp Marina office in Sault Ste. Marie, MI.

7. CHANGES IN SAILING INSTRUCTIONS

7.1 Any change or addendum to these Sailing Instructions shall be in the form of an Additional Sailing Instruction issued by the Trans Superior Race Committee and posted at <https://yachtscoring.com/emenu.cfm?eID=13247>. Any additional Sailing Instructions shall be posted before 0700 EDT on the day they take effect.

8. TRACKING SYSTEM

8.1 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. Race tracking equipment must be returned to Race Headquarters in Duluth within 48 hours of finishing or retiring.

9. SCHEDULE AND CLASS FLAGS

9.1 The race will be started using Rule 26 with classes starting at 10-minute intervals.

9.2 The race sequence will be scheduled to start at 13:00 (EDT) with the raising of the yellow flag.

Class	Start Time	Class Flag
Singlehanded A and B	13:05 (EDT)	Yellow
Cruising and Doublehanded	13:15 (EDT)	Purple
PHRF B	13:25 (EDT)	Blue
PHRF A	13:35 (EDT)	Green
ORC	13:45 (EDT)	White

10. STARTING PROCEDURES

10.1 The starting area will be situated in the vicinity of Gros Cap Reefs Light in Whitefish Bay.

10.2 The starting line will be between the staff holding the Orange starting flag on the Committee Boat and the Gros Cap Reefs Light. The Committee Boat will be located to the Northeast of the Gros Cap Reefs Light.

10.3 Yachts whose preparatory signal has not been made shall keep clear of the starting area and of all boats whose preparatory signal has been made. A yacht failing to keep clear shall be subject to time or

placement penalty upon protest. The starting area is defined as an area of 500ft in any direction from the starting line.

10.4 Order and sequence of starts will be reviewed at the skippers meeting.

11. RECALLS

11.1 Individual Recalls - Boats on the course side (OCS) in accordance with RRS 29.1 at their start may be courtesy hailed by the race committee. This changes RRS 29.1. If made, the hail will be on VHF 68 or by loud hailer or voice. Failure to hear a courtesy hail is not a basis for redress. This changes RRS 62.1(a).

12. CALL INS

12.1 Single Handed boats shall conduct a radio call-in in accordance with the Single-Handed Division Special Sailing Instructions found at <https://yachtscoring.com/emenu.cfm?eID=13247>

13. RETIREMENT

13.1 Boats that retire shall notify Race Headquarters immediately by calling Trans Superior Headquarters at which will be provided at the skippers' meeting.

14. FINISH LINE

14.1 All boats shall contact the Finish Line when approximately 30 minutes from finishing by hailing the Trans Superior Race Committee on VHF 68 or by calling Trans Superior Headquarters which will be provided at the skippers' meeting.

14.2 The finish line extends from the outer end of the North Pier of the Duluth Entry in an easterly direction to a buoy approximately 200 yards off. Detailed information about the finish line will be provided at the skipper's meeting. Finishing boats must break the finish line from a northeasterly to southwesterly direction. You may want to have your engine running, in neutral, several minutes prior to the finish line.

14.3 The finish line will be staffed until the last boat to finish arrives in Duluth.

15. FINISHING PROCEDURES

15.1 Finishing boats will need to hail the Aerial Lift Bridge on VHF 16 to request a lift. Please be aware that the bridge will only lift on the hour and half hour from 0700 to 2100 CDT. The Aerial Bridge will lift on demand from 2100-0700 CDT. Please inform the bridge of your total height above the waterline. 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 Entry can be 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.

15.2 After finishing, please proceed under the bridge to the Race Committee Headquarters and check in with the Race Committee by hailing the Trans Superior Race Committee on VHF 68 or by calling Trans Superior Headquarters (Phone number to be provided at skippers' meeting).

15.3 All boats shall turn in their assigned YB Tracking Device to the Race Headquarters after docking and securing their vessel.

15.4 Any boat not clearing customs prior to the start of the race and arriving from Canada must clear customs prior to crew disembarking. Individual arrangements must be made with customs in Duluth, MN at (218) 720-5203.

15.5 Docking details will be given at the skippers' meeting.

15.6 Boats not docking in space provided may proceed to their own dockage area only after checking in with the Race Committee.

15.7 All boats shall be subject to inspection by the Race Committee upon arrival.

16. PROTESTS

- 16.1 Penalties and protests will be handled by the Duluth Yacht Club Protest Committee. Any boat not in compliance with regulations is subject to protest by the Race Committee.
- 16.2 Protests shall be filed with the Race Committee at Race Headquarters located at Minnesota Slip within four (4) hours of finishing.
- 16.3 Protest shall be written on Protest forms available on the Yacht Scoring website. Lacking a proper protest form, boats shall provide the information required under RRS 61.2.
- 16.4 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.

17. SCORING

- 17.1 Each boat shall be ranked by corrected time in its Class. The lowest corrected time is the winner. Corrected times shall be calculated using time-on-time scoring.

18. RISK STATEMENT AND DISCLAIMER OF LIABILITY

- 18.1 The safety of a boat and her crew is the exclusive and inescapable responsibility of the Person in Charge, who must assure that the boat is fully sound, thoroughly seaworthy, and manned 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. They 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.
- 18.2 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.
- 18.3 The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the races.