



Duluth Yacht Club

28th Biennial Trans Superior International Yacht Race

August 5, 2023

SAILING INSTRUCTIONS

The Duluth Yacht Club (DYC) is the Organizing Authority for the Trans Superior International Yacht Race starting on August 5, 2023. 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 2023 Trans Superior Safety Requirements and Recommendations.
- 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 on the Notice of Race.

2. SKIPPERS MEETING

- 2.1 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 1730 hrs. EDT, Friday, August 4th, at the Soo Locks Boat Tours aboard one of their boats in Sault Ste. Marie, Michigan.

3. START DATE/TIME

- 3.1 Competitors, if locking through on the American Locks, are advised to lock through at 0800 EDT on Saturday, August 5, 2023 to be able to motor to the start line in time for the beginning of the start sequence.
- 3.2 The start of the Trans Superior International Yacht Race shall be on Saturday, August 5th, 2023 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 in Sault Ste. Marie, including the start, are in Eastern Daylight Time (EDT). All post-start race activities in Duluth 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 on the race website. Any additional Sailing Instructions shall be posted before 0700 CDT 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 24 hours of finishing or retiring.

9. SCHEDULE AND CLASS FLAGS

9.1 The race will be started using Rule 26 with divisions starting at 5-minute intervals: the starting signal of the preceding division shall be the warning for each succeeding division. Starting sequences will be broadcast on VHF 68.

9.2 The race sequence will be scheduled to start at 13:00 (EDT) with warning signal and the raising of the Purple flag. This schedule may be changed by the Race Committee and announced on VHF 68

Divisions	Warning Signal	Flag
GLMRA, Single-Handed, Double-Handed, and Cruising	13:00 (EDT)	Purple
PHRF Crewed, Class A, Class B, Class C.	13:05 (EDT)	Blue
ORC	13:10 (EDT)	Green

10. PRE-START CHECK IN

- 10.1 All boats must come within hail of the committee boat to check in prior to the starting sequence to ensure they have reached the starting area. Pre-start check in may also be made by hail on VHF 68 provided the boat is in the starting area but not within 15 minutes of the first warning signal.

11. STARTING PROCEDURES

- 11.1 The starting area will be situated in the vicinity of Gros Cap Reefs Light in Whitefish Bay.
- 11.2 The starting line will be between the staff holding the Orange starting flag on the Committee Boat and the antenna mast (highest point) of the Gros Cap Reefs Light. The Committee Boat will be located to the north/northeast of the Gros Cap Reefs Light.
- 11.3 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 a "box" extending 300 feet to windward and 200 feet to leeward of the starting line, and extending 300 feet beyond the ends of the starting line.
- 11.4 Order and sequence of starts will be reviewed at the skippers meeting.

12. RECALLS

- 12.1 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).

13. CALL INS

- 13.1 Single and Double Handed boats shall conduct a radio call-in to in accordance with the Single-Handed Division Special Sailing Instructions provided at the Yacht Scoring website.

14. RETIREMENT

- 14.1 Boats that retire shall notify Race Headquarters as soon as possible by calling Trans Superior Headquarters at 218-348-1338 and notifying any nearby racers on VHF 68.

15. FINISH LINE

- 15.1 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 218-348-1338.
- 15.2 The finish line extends from the outer end of the North Pier of the Duluth Entry in an ESE direction to a buoy approximately one-quarter mile 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.
- 15.3 The finish line will be staffed until the last boat to finish arrives in Duluth.

16. FINISHING PROCEDURES

- 16.1 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 by request on the hour and half hour from 0700 to 2100 CDT. The Aerial Bridge will lift by request at any time between 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 6 knots in either direction and may change abruptly. Be further advised that commercial traffic takes precedence in this tight maneuvering area.

- 16.2 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 at 218-348-1338.
- 16.3 All boats should attempt to clear customs in Sault Ste. Marie, MI, prior to the start of the race if necessary. If you need to clear Customs and Immigration at the finish, you will need to make arrangements with Customs in Duluth in advance by calling 218-720-5203. Once finished, please have your crew remain on the yacht until clearance from Customs is given.
- 16.4 All boats shall turn in their assigned YB Tracking Device to the Race Headquarters after docking and securing their vessel.

17. DOCKING PROCEDURES

- 17.1 Docking is available for all competitors on the sea wall in front of the Duluth Entertainment and Convention Center and in Minnesota Slip. As boats finish they will be offered docking assistance by the race headquarters.
- 17.2 Boats not docking in space provided may proceed to their own dockage area only after checking in with the Race Committee.
- 17.3 All boats shall be subject to inspection by the Race Committee upon arrival.

18. PROTESTS

- 18.1 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.
- 18.2 Protests shall be filed with the Race Committee at Race Headquarters located near Minnesota Slip within four (4) hours of finishing.
- 18.3 Protests 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.
- 18.4 When the protest committee decides that a boat party to a protest hearing has broken a rule in and is not exonerated, it may penalize the boat less than a DSQ and may give that boat a 20% scoring penalty per RRS 44.3(c). This changes RRS 64.2.

19. SCORING

- 19.1 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.
- 19.2 The ORC division will be scored using A/P Single Number Time on Time ratings.
- 19.3 The Cruising Division will have its corrected time computed via the method in the Trans Superior Cruising Class Instructions.

20. RISK STATEMENT AND DISCLAIMER OF LIABILITY

- 20.1 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.

20.2 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.