

# 2009 TRANS SUPERIOR SINGLEHANDED DIVISION GLSS NOTICE OF RACE



*Photo Courtesy of Wally McMinn*

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## THE COURSE

The Trans Superior Singlehanded Division course will be from 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 course distance is 338 nautical miles.

## THE STARTING LINE

The exact starting line will be announced at the skipper's meeting on Friday, August 7, 2009 at 1000 hours EDT – location TBA in Sault Ste. Marie, Ontario. All boats must monitor **VHF channel 68** for race start communications.

## STARTING TIME

The scheduled start is 1300 hours EDT, Saturday August 8, 2009

## SCHEDULE OF EVENTS

- **August 6, 2009 – Thursday**
  - All participants in the Solo Division are required to be in Sault Ste. Marie.
  - Any skipper checking in after 1800 hours on Thursday, August 6, will be assessed a one hour penalty against their elapsed time for every hour late beyond 1800 EDT.
  - 1800 hours EDT – Pre-race festivities begin in Sault Ste. Marie, Ontario at the patio and bar of the Holiday Inn.
  
- **August 7, 2009 - Friday**
  - 1000 hours EDT – Registration Deadline.
  - 1000 hours EDT – Skipper's Meeting at Holiday Inn, Sault Ste. Marie, Ontario
    - **Singlehanded skipper's to meet following Trans briefing.**
  - 1200 hours – Skipper get together at or near Bondar Marina
  
- **August 8, 2009 - 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 8, 2009 – Saturday Race will start in the vicinity of the Gros Cap Light, Upper St. Mary's River at 1300 EDT**

- **August 9, 2009 - Sunday**
  - 1000 hours CDT – Race Headquarters opens in the Learning Lab of the Great Lakes Aquarium, Duluth, MN. The room is located at the back of the building facing the bay. After-hours access is gained through the rear patio door. Race HQ will remain open through Wednesday, August 12 until 1800 hours CDT. The phone number will be posted on the Trans website [www.transsuperior.com](http://www.transsuperior.com) one week before the race; this number will not be active until 1000 hours CDT August 9, 2009.
  
- **August 13, 2009 – Thursday**
  - Trans Superior Race Awards Party – 1700 CDT. Cocktails at *The Inn on Canal Park*

### **ENTRIES**

Skippers who wish to enter the Singlehanded Division of the Trans Superior International Yacht Race must submit an entry form through the GLSS. All Singlehanded Division entries will be screened by the Great Lakes Singlehanded Society Board of Directors or their appointees in the same format that is currently used for the Chicago to Mackinac or Port Huron to Mackinac Solo Challenges. Forms for entry in the Singlehanded Division of the Trans Superior are available for downloading from the GLSS website at:

<http://www.solosailor.org/transup.php>.

The GLSS “Entry Form Trans Superior Singlehanded Division” and completed documentation and checks must be mailed to: **Eric Thomas, 2238 Roslyn Avenue, Duluth, MN 55803**. Entries must be received by July 15, 2009. Late entries will incur an additional GLSS fee of \$20.00 and also a TSYA fee of \$30.00. Note that entries received after July 25, 2009 *may* not be accepted by the GLSS appointees.

### **SKIPPER QUALIFICATIONS**

A skipper must be 18 years of age or older and must have at least 1,000 miles of sailing experience on a body of water equal to or greater than the magnitude of Lake Huron, Lake Michigan, or Lake Superior. GLSS members have already met this requirement. Other skippers must submit a completed GLSS “Sailing Experience Resume” form with their entry showing that they meet these qualification requirements. In addition, new skippers must document that they have made at least one nonstop singlehanded passage **under sail** on the boat being entered, covering a distance of not less than 100 statute miles and requiring a passage time of not less than 24 hours by filling out the GLSS form “Documentation of Solo Passage”. This qualifier must be completed before July 28, 2009 for this race.

### **ELIGIBILITY OF YACHTS**

The Race is open to single hulled self-righting boats with permanent cruising accommodations, or multihulled boats with permanent cruising accommodations. Cruising accommodations consist of a marine toilet legal for Great Lakes waters, a permanently installed bunk and a galley facility. It is not the Society’s desire to exclude

boats solely on the grounds of unconventional design, but skippers contemplating an extreme design would be well advised to give particulars of the boat at an early stage to avoid later disappointment. The overall length limits are 25 feet minimum and 50 feet maximum. Boats not meeting these criteria may be considered for acceptance into the Race by the GLSS Board.

**The safety of the boat and the skipper is the sole responsibility of the owner or skipper who must ensure that the boat is fully sound, thoroughly seaworthy and that the skipper is physically and mentally prepared for the Race.**

### **REQUIRED EQUIPMENT – CHANGES FOR 2009**

An entrant will be required to carry the following equipment throughout the event and maintain it in serviceable condition. **There are several new items for 2009:**

- The VHF masthead antenna for the primary VHF marine radio telephone is now required to have its radiating element extending above the main mast.
- The signal mirror is more specifically described as: *Must be designed as a signal mirror, larger than 2"x3", with a retro-reflective sight, and have printed instructions on the back for use.*
- Multihulls must carry their signal mirror in their crashbox.

### **REQUIRED EQUIPMENT AND ITS USE**

- United States Coast Guard required equipment.
- Federal required navigation lights per COLREG standards with spare bulbs.
- A system for self-steering the yacht on a compass course or by apparent wind only, to exceed the capabilities of lashing or locking the wheel or tiller.
- A self-inflating life raft designed solely for emergency use which has been inspected, tested, and certified by an approved servicing agent within 40 months prior to August 8, 2009. The inspection certificate must be presented prior to the Race. The life raft must be stowed so as to be readily accessible to the helmsman in an emergency. Multihulled yachts may substitute a survival suit meeting the minimum thermal protection and floatation capabilities of the Mustang MS 2175/6 “Anti-Exposure Coverall and Work Suit” for the requirement of a life raft. Survival suit is to be stored, to be accessible when the boat is inverted. Multihull skippers who choose this option must submit GLSS form “Anti-Exposure Suit Certificate”.
- A floating, watertight bag or container containing self selected survival equipment, to be kept readily accessible. Optional on multihulls due to crash box compartment and its contents.

## **REQUIRED EQUIPMENT AND ITS USE (Continued)**

- A VHF marine radio-telephone with at least channels 6, 9, 16, 22, 68, and 72. This radio must be accessible and useable from the helm station or, in the alternative, a hand held VHF must be stored to be accessible from the helm station.
- **A masthead mounted VHF radio antenna for the primary VHF marine radio- telephone. The radiating element must extend above the level of the mainmast.**
- Pyrotechnic signals shall be carried as follows: 4 SOLAS red parachute flares, 4 SOLAS red hand flares, 2 SOLAS orange smoke. On multihulls, flares are to be kept in the crash box.
- Safety harness, designed and constructed for offshore sailing, to be worn and secured to the yacht at all times when out of the cabin from the time the yacht leaves the dock at the start of the Challenge until the yacht docks after finishing the Challenge.
- A system for going fore and aft without detaching the safety harness from the boat.
- A system using arm and leg motive power for reboarding the boat in a person overboard situation without detaching the safety harness from the boat.
- A personal size strobe light to be attached to the skipper at all times.
- **Signal mirror, which must be designed as a signal mirror, large than 2" x 3" with a retro-reflective sight, and have printed instructions on the back for use. Multihull skippers must carry the signal mirror in the required crashbox.**
- Radar reflector to be flown at all times from the rigging.
- Proper sail numbers on all sails larger than a working jib.
- Sail numbers equivalent in size to those on the sails are to be carried on the vessel to be displayed when not underway or when the sails are furled.
- First-aid kit and manual.
- Two complete sets of appropriate ground tackle.
- Emergency navigation lights and alternate power source.
- Soft wood plugs, tapered and of the appropriate size, shall be attached or stowed adjacent to the appropriate fitting for every through-hull opening.
- One sturdy bucket (two gallon) with a six foot lanyard suitable for bailing.

### **REQUIRED EQUIPMENT AND ITS USE (Continued)**

- Cable or bolt cutters and a hacksaw, suitable for severing mast stays and running rigging in a dismasting.
- Emergency VHF antenna and a handheld VHF radio.
- Appropriate marine charts including, but not limited to: 14060 (old chart#) **OR** 14961 (new chart #) **AND** 14884, light list and piloting equipment.
- Knife, in sheath, or if folding to be opened with one hand, to be attached to the skipper at all times.
- Fuel sufficient for charging batteries and motoring at hull speed for at least 8 hours.
- Companionway hatch boards shall be capable of being secured with the hatch open or closed.
- Lifelines may be single or double. If double, the upper lifeline of wire must have a height of not less than 2 feet with any intervals of more than 7 feet between stanchions. If single, the area beneath the lifeline and the decking must be enclosed with a netting, secured to the lifelines, and decking.
- Pulpits fore and aft must be fixed (unless aft pulpit is replaced by adequate lifelines).
- At least one manual bilge pump that does not discharge into the cockpit unless the cockpit opens aft to the sea.
- A water resistant flashlight suitable for signaling with spare batteries and bulb.
- Fog horn.
- Shutoff valves on all fuel tanks.
- Compass, marine type, properly installed and adjusted. One spare compass (may be handheld).
- RDF and/or LORAN, SAT/NAV, GPS position fixing device.
- Depth sounder or lead line. Speedometer or distance measuring device.
- Heavy weather jib.
- Minimum of two halyards capable of hoisting a sail.
- Emergency or spare tiller capable of being fitted to the rudder stock.
- Yacht's name on buoyant equipment.

- Retro-reflective material on life saving equipment.
- Whistle attached to life jacket.

### **Additional Multihull Requirements**

- Through hull crash box compartment, or in the alternative, a watertight container attached to the boat external to the hull, either choice to be accessible when the boat is inverted, containing:
  - Hand held radio
  - All flares
  - Cutting tools
  - GPS EPIRB

### **Recommended for all yachts, but not required (note that GPS EPIRB is required for multihulls):**

- The fore-and-aft system should consist of 2 jacklines. Each jackline shall be secured to the yacht at the jackline's two ends. Each jackline should run as near to the center of the boat as feasible given varieties of design and suitable attachment points, and be under sufficient tension to minimize deflection should the skipper lose his/her balance and be thrown laterally.
- A port and starboard jackline rigged externally of the lifelines, running from bow to stern, so as to allow a skipper unimpeded travel along the length of the vessel to reach his/her reboarding areas.

### **Recommended Equipment for all Yachts (Continued)**

- Harness to have 2 tethers. Primary tether to be about 6 ft. to facilitate movement about the vessel, and a secondary tether to be about 3 ft. to be used for working on deck as appropriate, re-clipping to a non-continuous jackline, or clipping to another jackline rigged externally of the lifelines should a skipper inadvertently become overboard.
- Cell phone or satellite phone. Note that cell phone coverage on Lake Superior is spotty, at best. For that reason, a satellite phone is a much better option.
- GPS EPIRB
- It is strongly recommended that prior to the start that each skipper thoroughly test and check their electrical charging system. Most dropouts are caused by a failure in the system that could likely have been prevented with a good check.
- It is strongly recommended that your VHF be tested by a tech with a SRM meter. The ability to communicate with others is vital in this event, and this simple test could reveal otherwise unknown problems.

Any exceptions to the Required Equipment section due to vessel design must be noted by the entrant when submitting the Entry Form for the Singlehanded Division. Acceptance of the exception will be at the sole discretion of the GLSS Board or their appointees.

### **SUPPLEMENTAL REQUIREMENTS FOR COMMUNICATION**

Skippers participating in the Singlehanded Division will be **required** to check-in with the rest of the fleet every 8 hours, and to maintain a position log of their contacts for submission to the GLSS Board of Directors at the conclusion of the event. Check-in procedures will be explained at the Skipper's Meeting prior to the race. Any skipper who withdraws from the Challenge must make every possible attempt by VHF radio, cell phone, or satellite phone to notify the Trans Superior Race Committee and other competitors that they have withdrawn. Skippers who fail to communicate their positions when required, or who fail to notify the TSRC that they have withdrawn, may have their entries for future GLSS events rejected.

All yachts will be monitored throughout the race by IOnEarth Race Tracking using a position transmitter affixed to each boat. IonEarth will provide a website with tracking information. Yachts may not disable this device. A 20% penalty may be assessed if the unit does not function during the race, but is operable at the finish.

### **RECOGNITION OF A SUCCESSFUL FINISH**

Skippers properly finishing the Trans Superior as part of the Singlehanded Division will be eligible for awards by the TSRC immediately following the race. Skippers who also wish to be recognized for this achievement by the GLSS must also comply with the following sections for GLSS recognition as a finisher of the "3<sup>rd</sup> Solo Sault Ste. Marie to Duluth" Challenge.

### **NO OUTSIDE HELP**

If a skipper feels that it is necessary to pull out of the Challenge temporarily, the skipper shall attempt to continue to be as self sufficient as if the vessel were still on the course and will remain on the boat except to attend to docking. During this time a boat may anchor or tie to a dock. During the Challenge, including when a boat is anchored or moored, the following is specifically prohibited:

- A. Any outside physical assistance.
- B. Materials, equipment, or supplies of any sort shall not be taken aboard the boat.
- C. No materials shall leave the boat except those that accidentally fall overboard or are supplied to others in distress.

## **PROPULSION**

- A. Engine propulsion may be used to avoid a collision with commercial traffic provided that such usage does not advance the boat's position from its original position prior to the hazardous incident.
- B. A boat may temporarily pull out of the Challenge. In order to safely enter or leave a harbor, motoring from a minimum safe distance for the conditions is acceptable. Any motoring that would be necessary must not improve the boat's position.
- C. An engine may be used for generating electrical power provided that such use does not advance the boat's position.

All uses of the engine for propulsion must be logged and reported to the GLSS on the Position Log when submitting post race evidence of compliance after the Race.

## **SUBMISSION OF DOCUMENTATION FOR GLSS RECOGNITION**

Forms supplied to the Singlehanded Division entrants at the skippers' meeting are to be filled out and mailed **no later than September 7, 2009** to:

Eric Thomas  
2238 Roslyn Avenue  
Duluth, MN 55803  
Attention: Trans Superior Race Forms

Forms to be submitted include:

Skipper's request for GLSS acceptance of a solo finish  
Position Log including any propulsion exceptions  
Radio Log  
Finish Line Report

Those skippers that the Board finds to have completed the solo within the guidelines will be awarded a cast medallion commemorating the accomplishment. This award is to be presented at the GLSS Annual General Membership Meeting to be tentatively held at Detroit Yacht Club, Detroit, MI on January 23, 2010. Non-GLSS members that successfully complete this Challenge will also receive a GLSS burgee at the awards ceremony following the Challenge and will be awarded lifetime membership in the GLSS with all rights and privileges.