

**GREAT LAKES SINGLEHANDED SOCIETY
2011 TRANS SUPERIOR SOLO CHALLENGE
SAILING INSTRUCTIONS**

1. RULES

The Trans Superior Solo Challenge shall be governed by the current Racing Rules of Sailing (RRS), the Notice and Conditions of Race and these Sailing Instructions.

2. SKIPPERS

Skippers will consist of one person who has fulfilled the qualification requirements in the Notice of Race and has been approved by the Great Lakes Singlehanded Society (GLSS) Board of Directors.

3. BOATS ELIGIBLE

The Challenge is open by invitation of the Great Lakes Singlehanded Society to boats in compliance with

- (a) the Notice and Conditions of Race and
- (b) the 2011 Equipment List.

Yachts may optionally fly their national flag of registry and a visiting country courtesy flag if so desired. US Sailing rule #55 does not apply to the display or signaling of either of these flags for this event.

4. DELEGATION TO CREWED TRANS SUPERIOR RACE COMMITTEE

From the period after registration is closed through the finish, the administration and management of the Trans Superior Solo Challenge shall be delegated to the crewed Trans Superior race committee as the GLSS deems appropriate. The crewed Trans Superior race committee shall determine all procedures for the event including the following:

- the event course
- starting times
- starting location
- postponements
- recalls
- finish line
- finish times
- protests
- penalties
- any other administration or management detail that the GLSS or its designates choose to delegate to the crewed race committee

5. TIME LIMIT

Any Skipper finishing after 1200 hours, Wednesday, June 22, 2011, must submit all of the required forms and petition for an approval of their finish by the GLSS Board of Directors.

6. INSPECTION

Upon the completion of the Challenge, each Skipper's boat is subject to an inspection to verify compliance with the Required Equipment rule. A boat failing to comply may be disqualified and not listed as an official finisher.

7. SCORING

Each boat that completes the Challenge will be ranked by its corrected time in its division or class.

Corrected times will be calculated on a time-on-distance basis using a course length of

8. AWARDS

Skippers and their guests are invited to attend the post event party at **dwh: fill in detail**.

All Skippers who complete the Challenge within the allotted time and within these Sailing Instructions and the Notice of Race will be awarded a commemorative medallion acknowledging this achievement as set forth in the Notice of Race.

Flags will be distributed as set forth in the Notice of Race.

9. RESPONSIBILITY TO REPORT

Any Skipper observing infractions of the Notice of Race and these Sailing Instructions is expected to report such infractions to the Race Committee.

At the conclusion of the Challenge, Skippers may be required to temporarily surrender their boat's log for inspection by the Race Committee.

A Skipper must attempt to notify the Race Committee if it is apparent that he will finish later than 1200 hours on Wednesday, June 22, 2011.

If a Skipper withdraws from the Challenge, it is the responsibility of the Skipper to notify the Race Committee at the earliest opportunity.

In the event that a Skipper temporarily anchors or lays to for more than 8 hours, the skipper should attempt to notify the Race Committee or another Skipper by VHF.

Skippers are required to attempt to make radio contact with other Skippers on VHF Channel #72 every 6 hours beginning at 2pm (1400 hours) the day of the Challenge start. Channel #72 is to be monitored for 30 minutes at the appropriate times. Radio contact with other Skippers is to be logged noting time, position and other pertinent information. This Radio Log will be made available at the Skippers' meeting.

Skippers are required to maintain a boat's log noting position and conditions with entries recommended at least every 3 hours.

9. SPECIAL AIDS

The use of electronic navigational aids (i.e., GPS, Radar) is permissible. However, such devices shall not

be connected to control the boat's self-steering system.

10. OUTSIDE ASSISTANCE

The RRS 41 will apply and include the following:

1. A boat may anchor or tie to a dock.
2. During the Challenge including when a boat is anchored or moored, the following is specifically prohibited:
 - Any prearranged transmissions for the advantage of the individual Skippers.
 - Communications with non-participants for the purpose of a position fix.
 - Outside physical assistance, an example of which is to free a grounded boat.
 - Materials, equipment or supplies of any sort shall not be taken aboard the boat.
 - No materials shall leave the boat except that accidentally fall overboard or are supplied to others in distress.
3. If a Skipper feels that it is necessary to pull out of the Challenge temporarily, he shall attempt to continue to be as self-sufficient as he would be if he were still on the course and remain on his boat except to attend to docking.

11. PROPULSION

RRS #42 will apply as except the following:

- a) A boat that has not yet started may use engine propulsion to proceed to no closer than two miles from the starting area after the preparatory signal for its class.
- b) Engine propulsion may be used to avoid a collision with commercial traffic providing that such usage does not advance the boat's position from its original position just prior to the hazardous incident.
- c) 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 Skipper's position.
- d) An engine may be used for generating electrical power provided that such use does not advance the boat's position.
- e) All uses of the engine for propulsion must be logged and reported to the Race Committee when registering after the Challenge.

Participants are reminded that RRS #42 forbids the use of engine propulsion to free a grounded boat.

12. SEAMANSHIP

The Great Lakes Singlehanded Society stresses that the spirit of the Challenge is to complete a safe and seamanlike passage. The fact that a race event is being held does not condone unseamanlike conduct in fog, traffic or conditions of fatigue.

The Race Committee stresses Rule 5 of the International Rules of the Road:

"EVERY VESSEL SHALL, AT ALL TIMES, MAINTAIN A PROPER LOOKOUT BY SIGHT AS WELL AS BY ALL AVAILABLE MEANS APPROPRIATE IN THE PREVAILING CIRCUMSTANCES AND CONDITIONS AS TO MAKE FULL APPRAISAL OF THE SITUATION AND THE RISK OF COLLISION."

A participant in this event holds the Great Lakes Singlehanded Society, the Race Committee and any committee and agent, director and officer harmless from liability for personal injury and property damage.

A participant acknowledges that sailing is a hazardous activity and assumes the risks associated with the activity.