

*Lake Superior International Race
Sunday, July 28, 2024
Thunder Bay Yacht Club (TBYC) - Lake Superior Yachting Association (LSYA)
Thunder Bay, Ontario, Canada*

SAILING INSTRUCTIONS

The notation [DP] in a rule in the Sailing Instructions means that a discretionary penalty less than disqualification may be applied.

1. Rules
 - 1.1. Use of a waypoint defined by latitude and longitude coordinates that the course requires a boat to leave on a specified side will be in accordance with World Sailing Appendix WP. This changes RRS 18 and RRS 28, and adds the definition of a waypoint.
 - 1.2. Each boat's person-in-charge is responsible for making arrangements for her crew's customs clearance when entering Canada.

2. Changes to Sailing Instructions
 - 2.1. Changes to the sailing instructions will be announced at the competitors' meeting.

3. Schedule
 - 3.1. Date of race: Sunday, July 28, 2024.
 - 3.2. The competitors' meeting will be held by the boat launch ramps near the US Coast Guard station in Grand Marais, MN., USA at 1100h EDT on the date of race.
 - 3.3. The warning signal will be made at 1155h EDT on the date of race.

4. Communications
 - 4.1. All boats shall carry a VHF radio capable of communicating on Channel 16 and 72.
 - 4.2. After the start, all boats shall monitor VHF channel 16.
 - 4.3. While racing, a boat shall not make voice or data transmissions, and shall not receive voice or data communication that are not available to all boats, except in an emergency.

5. Course
 - 5.1. Start. Round Waypoint A to port. Sail through Thunder Bay Harbour Main Gap leaving Thunder Bay Main Lighthouse to starboard. Finish. Course length is approximately 75 nm.
 - 5.2. Waypoint A is at GPS position N 48° 14.200', W 088° 59.667'.
 - The GPS position specified uses the WGS84 datum, and dd° mm.mmm' format.
 - Waypoint A bears **approximately** 0.4 nm at 084° M from Angus Island Lighthouse.

6. The Start
 - 6.1. The starting line will be set outside Grand Marais Harbour.

- 6.2. All classes will start together. The race will start according to RRS 26 with the warning signal made five minutes before the start signal. The warning signal will be a flag displaying a letter D on a contrasting background.
- 6.3. The starting marks will be described in detail at the competitors' meeting.
- 6.4. The starting procedure may be modified at the competitors' meeting. This changes RRS 26.

7. The Finish

- 7.1. The port end of the finishing line will be a "No Wake" buoy, and the starboard end will be the white flagstaff on the end of Pier 1. GPS coordinates and additional identification details will be provided at the competitors' meeting.
- 7.2. Each boat shall record her GPS finishing time, and (if reasonably possible) the names or sail numbers of the boats that finish next before and/or next after her. Finishing times and positions shall be reported to the Fleet Captain by email to racing@tbyc.on.ca or text message to 807-630-3745 at the first reasonable opportunity.

8. Protests

- 8.1. A protest shall be made in writing and delivered within two hours after the last boat in the race finishes. A protest may be delivered by text message or email (807-630-3745 or bobvdp60@gmail.com) provided it includes the required information according to RRS 61.2, and is sent within the time limit for delivery.
- 8.2. Sail Canada or US Sailing Request for Hearing forms may be used to submit a protest or request for redress in writing. The forms are available at <https://www.sailing.ca/protests-appeals/>, or <https://www.ussailing.org/resource-library/us-sailing-hearing-request-form/>
- 8.3. Protests and requests for redress will be heard by a protest committee of three or more people appointed by the Fleet Captain. Protest committee members shall be full or racing members of TBYC or Temple Reef Sailing Club.

9. Safety

- 9.1. A boat's person-in-charge shall attend the competitors' meeting. [DP]
- 9.2. No later than the competitors' meeting a boat's person-in-charge shall provide to the Fleet Captain a list of all crew members' names and emergency contact information, and the name, address, email, and cell phone number of the person-in-charge (and the owner if they are not the same). [DP]
- 9.3. When a boat *starts* all persons aboard shall wear a lifejacket or PFD. [DP]
- 9.4. A boat that retires from a race shall notify other competitors and the Fleet Captain at the first reasonable opportunity. [DP]
- 9.5. All boats shall comply with the relevant TBYC Safety Regulations which are posted online at <https://sites.google.com/view/tbyc-racing/tbyc-safety-regulations>. [DP]

11. Prizes

- 11.1. Plaques on trophies are awarded to the winning boats in each class as listed below:
 - 11.1.1. American boat line honours - Prince Arthur's Cup
 - 11.1.2. American boat corrected overall - Prince Arthur's Bowl

- 11.1.3. Canadian boat line honours - Lake Superior Trophy
- 11.1.4. Canadian boat corrected overall - Bob Morton Memorial Trophy
- 11.1.5. Class A - Siskiwit Cup
- 11.1.6. Class B - Blitzen's Bowl
- 11.1.7. Class C - Paul Morton Memorial Trophy
- 11.1.8. First corrected overall - Keith Willis Jewellers Trophy
- 11.1.9. Lake Superior Corinthian Trophy

12. Risk Statement

- 12.1. 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.

13. Further Information

- 13.1. For further information email racing@tbyc.on.ca.