



SAILING INSTRUCTIONS

September 24-26, 2021

Organizing Authority – Columbia Yacht Club (CoLYC) and The Storm Trysail Club (STC)

HOSTED BY THE CHICAGO T10 FLEET 2 AND THE CHICAGO J105 FLEET AT CHICAGO COLUMBIA YACHT CLUB (CoLYC)

SPONSORED BY SKYWAY YACHT WORKS, BEEMSTERBOER SLAG CORP.

WWW.CHICAGOT10.COM/GLIOR

Amendment 1 – Posted September 21, 2021 – Item 8.2 format change

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking a rule. This changes RRS 60.1 (a).

1. RULES

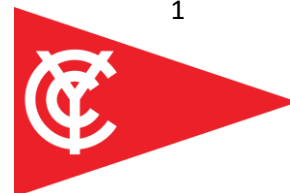
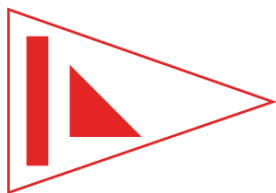
- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2. All boat and crew are required to abide by Intercollege Sailing Association (ICSA), federal, state, and local laws, guidelines, recommendations and restrictions regarding the COVID-19 virus, including but not limited to masking mandate and occupancy requirements for boats of various sizes.

2. CHANGES TO THE SAILING INSTRUCTIONS

- 2.1. Any changes to the sailing instructions will be posted before 0830 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to Competitors and scheduled protests will be posted on the official notice board located at <https://yachtscoring.com/emenu.cfm?eID=14482>
- 3.2. Notices will also be posted on the unofficial notice board at the Columbia Yacht Club; on the rail-deck, just outside the juniors sailing classroom.
- 3.3. On the water, the race committee will make courtesy broadcasts to competitors on VHF Channel 71.
 - 3.3.1. The race committee (RC) may report all visual signals displayed by the RC and report OCS boats after the start on the courtesy channel. Information reported by the RC is provided as a courtesy to competitors, failure to hail her sail number, failure to hear



such a hail, or the order in which boats are hailed will not be grounds for redress. This changes rule 62.1 (a).

3.4. [DP] From the warning signal of the first race of the day until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. CODE OF CONDUCT

4.1. [DP] Competitors and support persons shall comply with reasonable requests from the race officials.

4.2. [DP] Competitors and support persons shall handle any equipment provided by the organizing authority with care, seamanship in accordance with any instruction for its use and without interfering with its functionality.

5. SIGNALS MADE ASHORE

5.1. Signals made ashore will be displayed from the mast of the Columbia Yacht Club Ship and as a courtesy on the event web page <https://yachtscoring.com/emenu.cfm?eID=14482>

5.2. When flag AP is displayed ashore, "1 Minute" is replaced with "not less than 60 minutes" in race signal AP. This changes RRS Signals AP.

6. CLASS FLAGS

6.1. Tartan 10 class will be designated with flag 0 (zero).

6.2. J/105 class will be designated with flag J.

7. RACING AREA

7.1. The racing area will be located approximately 2.00 nm at a heading of 103° from the Monroe Harbor entrance. The approximate coordinates are 041° 52' N, 087° 34' W.

7.2. If it is determined that it conditions will not allow a race to be held on the main body of Lake Michigan, the race committee will notify the competitors that it may sail races in the area that is south of Navy Pier and inside (to the west) of the Chicago Harbor Outer Break Wall.

7.2.1. If the racing area is moved inside of the Chicago Harbor Outer Break Wall, the course configuration shown in Addendum 1 may be modified to allow for races to be held.

8. COURSES

8.1. The diagrams in Addendum 1 shows the courses, the order which marks are to be passed, the side which each mark is to be left.

8.2. The RC shall display on course boards,

8.2.1. Course designation for each class.

8.2.2. Approximate compass bearing to the windward mark (1).

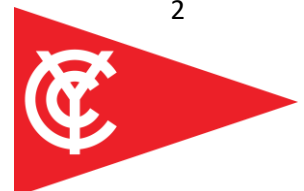
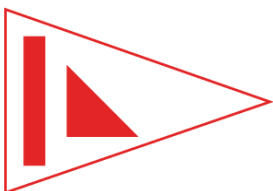
8.2.3. Approximate distance to mark 1.

8.3. The leeward gate will be approximately 0.10 nm to windward of the starting line.

8.4. Marks 2s and 2p will designate the gate. If the gate is not in place, the single mark shall be left to port.

8.5. Mark 1 will have an offset mark designated as mark 1a. If the offset mark is not in place, the single windward Mark 1 shall be left to port.

8.6. Mark 1 will have an offset mark set directly to leeward Mark 1, this mark shall be passed to port.



9. MARKS

Mark	Mark designation
Start	Yellow
Finish	White
Windward (1)	Orange
Offset (1a)	Orange
Leeward Windward Offset (W/I)	White
Gate (2s and 2p)	Orange
Change	Yellow

10. OBSTRUCTIONS

- 10.1. The perimeter designated by government buoys marking a security zone around the Chicago water cribs and the area which they define is considered as an obstruction in accordance with the RRS.
- 10.2. Boats shall not sail within the perimeter established by the buoys marking the security zone.

11. THE START

- 11.1. The starting sequences for the first race on Saturday and Sunday will be T10 and J/105.
- 11.2. The race committee may modify the starting sequence after the first race each day for any subsequent races.
- 11.3. The starting line will be between a staff displaying an orange flag on the port side of the RC Signal boat and the course side of the starting mark.
- 11.4. If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number on the designated VHF radio channel. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for request. This changes RRS 62.1 (a).

12. CHANGE OF THE NEXT LEG OF THE COURSE

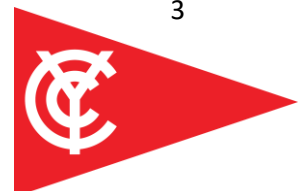
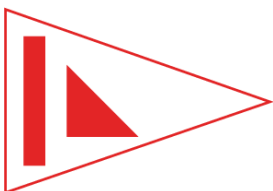
- 12.1. To change the next leg of the course, the RC will lay a new mark (or move the finish line) and remove the original mark as soon as practicable.
- 12.2. When a subsequent change is made and the new mark is replaced, it will be replaced by an original mark.
- 12.3. The Offset mark (1a) and the Leeward Windward Offset mark (W/I) will not be set on a changed windward leg of the course.
- 12.4. The RC may broadcast a change on the designated VHF channel as a courtesy.
- 12.5. The RC may make minor changes to the orientation of the course, approximately 5 degrees or less, without signal a change of course. This changes RRS 33(a).

13. THE FINISH

- 13.1. The Finish Line will be between a staff displaying a blue flag on the RC vessel and the course side of the finishing mark.
- 13.2. Flag A displayed, with no sound, while boats are finishing means 'No more racing today.'

14. PENALTY SYSTEM

- 14.1. Appendix T (ARBITRATION) applies.
- 14.2. US Sailing prescription V1 (PENALTY AT THE TIME OF AN INCIDENT) applies.



15. TIME LIMITS

15.1. The Time Limits (min) for the windward mark (Mark 1), Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below:

Mark 1 Time Limit	Race Time Limit	Finishing Window
45	120	20

15.2. If no boat has passed the first windward mark (Mark 1) within the Time Limit to the Windward Mark, the race will be abandoned.

15.3. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized, or given redress, will be scored Time Limit Expired (TLE) without a hearing. Boats scored TLE shall be scored points for the finishing place two (2) more than the points scored by the last boat that finished within the Finishing Window for her class, not to exceed the number of boats registered in the class. This changes RRS 35, A5.1, A5.2 and A10.

15.4. Boats that have not finished a race and are delaying the start of the next race may be asked to accept being scored in place at the time of the notification.

16. HEARING REQUESTS

16.1. The protest time limit is thirty (30) minutes after the respective RC Signal Boat has docked.

16.2. [DP] Protests, redress requests, and considerations for reopening shall be delivered to the Protest Committee using the protest submission procedure on Yachtscoring.com (<https://yachtscoring.com/emenu.cfm?eID=14482>), by logging into the owner’s corner and filling out the online form (a diagram may be brought to the hearing),

16.3. The Protest Desk will be located on the Lower Salon Deck of Columbia Yacht Club.

16.4. Protests will be heard at the Columbia Yacht Club.

16.5. Notices will be posted on the official notice board no later than 15 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses along with the location of the hearing.

16.6. On the last scheduled day of racing a request for reopening a hearing or a request for redress based on a protest committee decision shall be delivered no later than 15 minutes after the decision was posted. This changes RRS 62.2 (a).

17. SCORING

17.1. A boat’s series score is the total of her race scores.

18. SAFETY REGULATIONS

18.1. [DP] Prior to the first race each day, each boat shall check-in by:

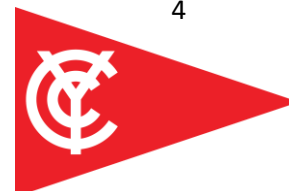
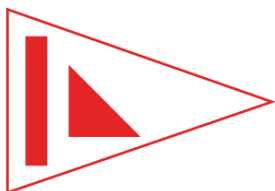
18.1.1. Sailing astern of the RC signal boat and hail her sail number,

18.1.2. The RC will acknowledge the hail.

18.2. [NP] [DP] A boat that retires from a race shall notify the RC at the first reasonable opportunity.

18.3. [NP] [DP] A boat that does not intend to start a subsequent race shall notify the RC at the first reasonable opportunity.

18.4. [NP] [DP] A boat that cannot communicate with the RC via VHF shall call the regatta Co-Chairman (708-805-2177) at the first reasonable opportunity.



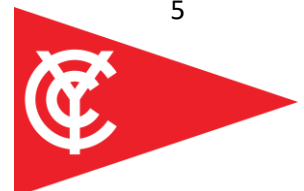
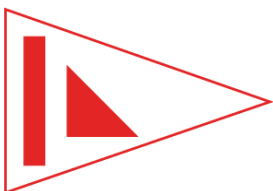
- 18.5. RRS 40.1 shall apply from the time a boat departs the dock until they return to the dock. This applies only to the competitors on board and excludes the scrutineers and coaches.
- 18.6. If Flag E is displayed by the RC prior to the warning, spinnakers shall not be flown for that race.

19. [NP] SUPPLIED BOATS

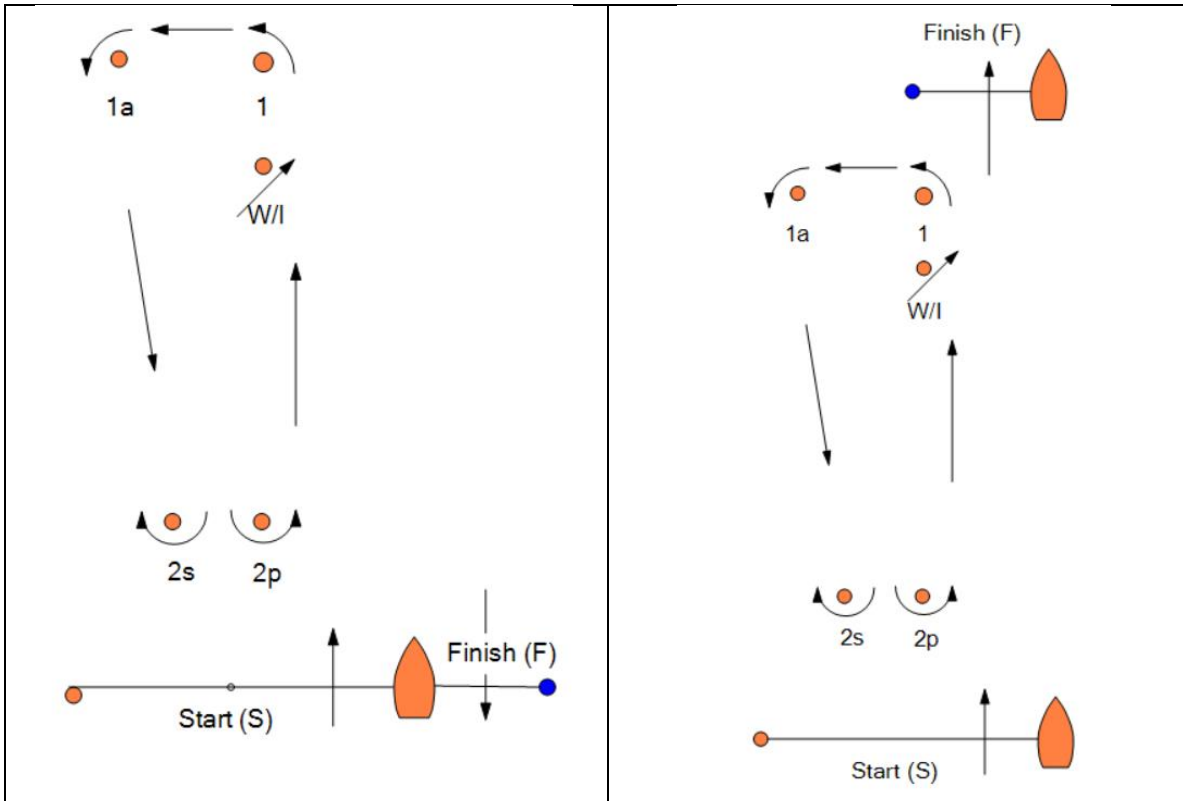
- 19.1. For the purposes of the *rules* in Part 2 of the *Racing Rules of Sailing*, for the right of way boat, an area extends around the perimeter of the hull and equipment in its normal operating position which will be considered the exterior boundary of the physical hull and equipment in its normal operating position. This perimeter extends 5 meters from the actual hull and equipment in its normal operating position of the boat.
- 19.2. Boats will be supplied for all competitors, who shall not modify them or cause them to be modified in any way.
- 19.3. The penalty for not complying with one of the above instructions is disqualification from all races sailed in which the instruction was broken.
- 19.4. Competitors shall report any damage or loss of equipment, however slight, to the organizing authority's representative immediately after securing the boat ashore. The penalty for breaking this instruction, unless the protest is satisfied that the competitor made a determined effort to comply, is disqualification from the race most recently sailed.

20. RISK STATEMENT

- 20.1. 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 to acknowledge 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 to the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.
- 20.2. Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The race organizers (OA, Race Committee, Protest Committee, sponsors, or any other organization or official) will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. By participating in this race, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this regatta to the fullest extent permitted by law.



Addendum 1. COURSES



The RC intends to set an offset mark to leeward of the windward mark approximately 70m directly down wind of Mark 1. This mark is labeled as W/I. The leeward offset (W/I) shall be left to port.

Course Designation	Course Description
3	S-W/I-1-1a-2s/2p-F
4	S-W/I-1-1a-2s/2p-W/I-1a-F
5	S-W/I-1-1a-2s/2p-W/I-1-1a-2s/2p-F

