



2022 Patent Cup
Chicago Yacht Club
September 6 - 9, 2022
Monroe/Belmont Station, Chicago, IL

Sailing Instructions (SIs)

ABBREVIATIONS

[NP] Rules that are not grounds for a protest or request for redress by a boat. *This changes RRS 60.1(a).*

1 RULES

- 1.1 The event is governed by the *rules* as defined in *The Racing Rules of Sailing*.
- 1.2 Appendices T and V1 shall apply.
- 1.3 **[NP]** Based on any public health consideration, competitors agree to follow the Centers for Disease Control and Prevention (CDC), the State of Illinois and the City of Chicago, and the Chicago Yacht Club's policies regarding coronavirus, COVID-19, that are in effect at the time of the event.
- 1.4 Boats to be provided, no changes to boats shall be made without the consent of the Race Committee.

2 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted:

1. Before 0900 on the day it will take effect or,
2. In the event of AP posted ashore, no later than 15 minutes before AP is lowered ashore or,
3. By 2200 on the day before a schedule change will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board at Chicago Yacht Club, Monroe Station.
- 3.2 On the water, the race committee intends to monitor and communicate with competitors via VHF radio on channel 73. Radios will be provided by the Race Committee.
- 3.4 **[NP]** While racing, 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.
- 3.5 **[NP]** Errors and omissions in courtesy broadcasts are not grounds for a request for redress. *This*



changes RRS 62.1(a).

4 CODE OF CONDUCT

[NP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed from the main flagpole located at the northeast corner of the Monroe Station. In addition, signals made ashore may be distributed, as a courtesy, to the email or text address listed in a boat's entry form. Failure to receive courtesy electronic communications shall not be grounds for a request for redress. ***This changes RRS 62.1(a).***

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

6 SCHEDULE OF RACES

6.1 Races will be held on the following schedule:

6.2

DATE	EVENT	TIME
Tuesday, September 6, 2022	Practice race(s)	1325
Wednesday, September 7, 2022	First Warning	1025
Thursday, September 8, 2022	First Warning	1025

6.3 The scheduled warning signal for the first race on Wednesday and Thursday is 1025.

6.4 Each day, no warning signal will be made after 1600.

7 CLASS FLAGS

<u>Class</u>	<u>Flag</u>
Tom 28	Numeral Pennant Zero (0)

8 RACING AREA

The racing area is in Lake Michigan approximately one to two nautical miles east of the Monroe Harbor.

9 COURSES

9.1 Addendum A shows the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

9.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing of the first leg.

9.3 [NP] Course information may be signalled by courtesy broadcasts on the designated VHF channel. Errors and omissions in courtesy broadcasts are not grounds for a request for redress. ***This changes RRS 62.1(a).***

10 MARKS

10.1 Marks will be orange inflatable shapes or robotic marks.

10.2 Routine movement of robotic marks will not be grounds for redress. This includes marks returning to station after having been pushed away by a boat or competitor and collisions with marks that do not cause damage. ***RRS 31 still applies.***

10.3 Change marks, as provided in SI 13, will be yellow inflatable shapes.



11 OBSTRUCTIONS

The following area(s) are designated as an obstruction:

- a) **IMPORTANT** - The area around the pumping stations (cribs) and the marks placed around them by the US Coast Guard. Boats shall not sail in the area between the marks and the pumping stations (cribs), but shall instead stay outside of the marks.

12 THE START

- 12.1 Races will be started using RRS 26.
- 12.2 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.
- 12.3 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. 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 a redress for request. **This changes RRS 62.1(a).**
- 12.4 A boat that does not start within four minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. **This changes RRS A5.1 and A5.2.**
- 12.5 Any self-correction movement by a robotic mark on the starting line shall not be considered an improper action of the RC and not grounds for redress under RRS 62.1(a). **This is added RRS 27.2.**

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 The angles from mark 1 to mark 2 may be changed up to 20 degrees in either direction to compensate for wind/current differences without signals or change marks, provided the change is made before any boat begins that leg. **This is added to RRS 33.**
- 13.2 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

14 THE FINISH

- 14.1 The finishing line is between a staff displaying a blue flag on the signal vessel and the finishing mark per the course diagrams in Addendum A.
- 14.2 Flag A displayed, with no sound signal, while boats are finishing means "No more racing today."

15 PENALTY SYSTEM

- 15.1 Appendix V1 shall apply.

16 TIME LIMITS

- 16.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below in minutes. The Mark 1 Time Limit shall not apply to Course D.

Mark 1 Time Limit	Race Time Limit	Finishing Window
45 minutes	240 minutes	30 minutes

- 16.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 16.3 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. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. **This changes RRS 35, A5.1, A5.2 and A10.**



17 HEARING REQUESTS

- 17.1 This is the Patent Cup. It is a friendly competition and there should be no protests.
- 17.2 In the (rare) case of a protest, protests shall be filed with the Race Committee at the Monroe Station of the Chicago Yacht Club.
- 17.2 A boat's protest time limit is 60 minutes from the docking time of the Signal Boat.
- 17.3 Hearings will be held in person at Monroe Station.

18 SCORING

- 18.1 The scoring system is as follows: Low Point Scoring. No score will be excluded (there will be no drops).
- 18.2 Rule A5.3 applies.
- 18.3 One race is required to be completed to constitute a series.
- 18.4 A boat's series score shall be the total of her race scores and no score will be excluded.

19 SAFETY REGULATIONS

- 19.1 **[NP]** Each boat shall check in by sailing past the race committee signal boat, hailing or displaying her sail number, and receiving an acknowledgement from the race committee prior to her first race on each day of racing.
- 19.2 **[NP]** A boat that retires from a race shall notify the race committee either before leaving the course or, if that is impracticable, immediately after arriving ashore. A boat may notify the race committee using the designated VHF hailing channel.

27 RISK STATEMENT

Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The organizing authority will not accept any liability for material damage, personal injury, or death sustained in conjunction with or prior to, during, or after the regatta.

29 PRIZES

Prizes will be awarded in the tradition of the Patent Cup.

30 FURTHER INFORMATION

Leif Sigmond
Principal Race Officer
(312) 953-9832
LSigmond@bakerlaw.com

Chuck Nevel
Regatta Manager, Chicago Yacht Club
312-617-2279
regattamanager@chicagoyachtclub.org

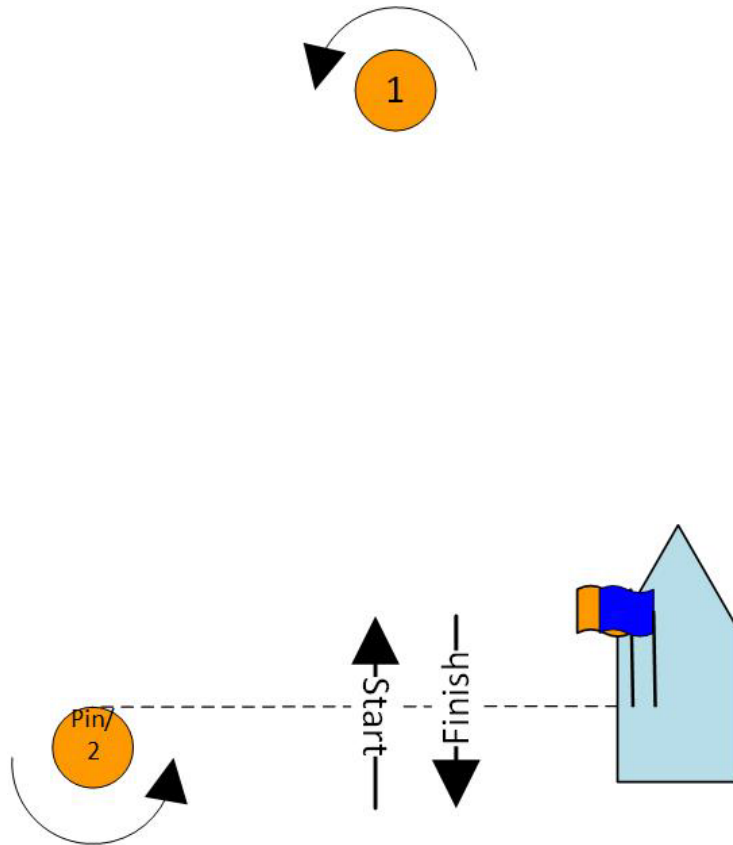


Addendum A

Course Diagrams

Course B – Windward/Leeward

4 Legs: Start – Mark 1 – Mark 2 – Mark 1 - Finish





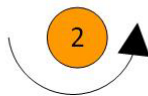
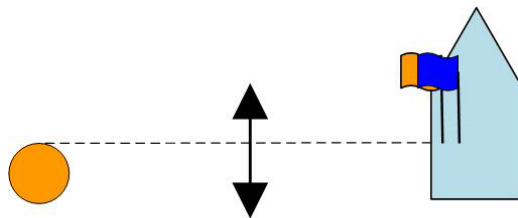
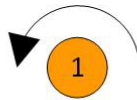
**Course M – Midcourse Start/Finish
Windward/Leeward**

3 Legs: Start – Mark 1 – Mark 2 – Finish

4 Legs: Start – Mark 1 – Mark 2 – Mark 1 – Finish

5 Legs: Start – Mark 1 – Mark 2 – Mark 1 – Mark 2 – Finish

NOTE: the Race Committee boat and the start/finish mark are not marks of the course except at the start and finish.





Course D – Distance

COURSE

- First mark shall be a drop or robotic mark. The second and/or third mark shall be either Four Mile Crib or William E. Dever Crib.
- Race Committee will post the range and bearing of the drop mark and rounding direction for all marks prior to the first warning.
- Finish at the Start Line.

