

HELLY HANSEN



SAILING WORLD

2024 REGATTA SERIES

Helly Hansen Sailing World Regatta Chicago
June 7-9, 2024
Chicago Yacht Club
Chicago, IL

SAILING INSTRUCTIONS

Sailing World is the organizing authority (OA) for this regatta. The Chicago Yacht Club (CYC) is the host club and will provide race management assisted by Chicago Corinthian Yacht Club, Jackson Park Yacht Club and Columbia Yacht Club. This is an official US Sailing sanctioned event.

The notation '[NP]' in the rule in these Sailing Instructions means that this rule is not grounds for a protest or request for redress by a boat. 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 US One Design Class Rules apply with the following exceptions:

- (a) [DP] For the J/70 Class: Class Rules Part III Sections I.3 (Support Boat) and I.4 (Corinthian Division) will apply.
- (b) For the J/111 Class: Class Rule J.3 applies.
- (c) For the J/105 Class: J105 Class Rule 7.10 shall not apply to the Quantum Sails Coach boat.

1.3 The Local Rules of any one-design class will not apply.

1.4 The rules of Midwest PHRF (MWPHRF) will apply for MWPHRF handicap sections. The rules of the Offshore Racing Congress (ORC) will apply for ORC handicap classes.

1.5 The US Sailing Prescriptions to RRS 63.1 and 63.2 shall not apply.

1.6 [DP] Competitors aboard boats entered into this event, as well as anyone aboard a support vessel for a boat entered into this event, shall not fly drones.

1.7 [NP] Errors and omissions in courtesy broadcasts or communications as well as race committee decisions on course types and wind bands for ORC racing, are not grounds for a request for redress. This changes RRS 62.1(a).

2. CHANGES TO SAILING INSTRUCTIONS

2.1 Amendments to the Sailing Instructions will be posted on the Official Notice Board located on the race website. It is the responsibility of each competitor to check the Official Notice Board for any amendments or notices.

2.2 Any change to the sailing instructions will be posted:

- (a) Before 0900 on the day it will take effect or,
- (b) In the event of AP posted ashore, no later than 15 minutes before AP is lowered ashore or,
- (c) By 2000 on the day before a schedule change will take effect.

2.3 Separate Sailing Instructions (SIs) will be available for the Distance Race, ILCA/Laser, and DragonForce Racing Classes.

3. COMMUNICATIONS WITH COMPETITORS

3.1 The online Official Notice Board is located on the Regatta Series page of the Yacht Scoring website: <https://yachtscoring.com/emenu.cfm?eID=16262>

3.2 [DP] All boats, except those racing on the ILCA/Laser and DragonForce Classes, shall carry a VHF radio capable of communicating on US channels. This may change a class rule.

3.3 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in Addendum B.

3.4 [DP] 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 Boats shall check-in on the water by motoring, or sailing on starboard tack, by the stern of their Division signal boat and hailing their sail or bow number until acknowledged. There will be no check-in by radio.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from the main flagpole located northeast corner of the Monroe Station clubhouse.

4.2 When the AP flag is displayed ashore, '1 minute' is replaced with 'not less than 75 minutes' in the Race Signals AP.

4.3 [NP] As a courtesy, the signal may also be displayed on the flagpole at Belmont Station.

5. SCHEDULE OF RACES

5.1 As many races will be sailed as are viable on each scheduled day of racing. A maximum of ten races may be sailed for each Buoy racing class. A maximum of two races may be sailed for each Distance racing class.

5.2 The first warning signal is scheduled for 1055 each day.

5.3 No warning signal will be made after 1500 on Sunday, June 9.

6. DIVISIONS, CLASS FLAGS, STARTING SIGNALS, AND MARKS

Division classes, initial starting order, warning signal flags and the description of marks will be defined in SI Addendum B and will be posted on the Official Notice Board.

7. RACING AREAS

The Racing Areas are described in Addendum B.

8. COURSES and MARKS

8.1 The diagrams in Addendum A show the courses, the order in which marks are to be passed, and the side on which each mark is to be left.

8.2 No later than the warning signal, the race committee signal boat will display the approximate compass bearing, the distance to Long Mark 1, the distance to Short Mark 1, the number of legs to be sailed, and the course assignment for each class.

8.3 When Long Mark 1 and Short Mark 1 are the same distance, only one mark will be set and it will be referred to as Long Mark.

8.4 [NP] Course information may be signaled by courtesy broadcasts on the designated VHF channel (see SI 1.9).

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

8.6 Mark 2 will be a gate. If the gate is not in place, the single leeward mark shall be left to port.

8.7 Offset marks will not be set for a change of course.

8.8 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.

9. THE START

9.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

9.2 The starting line will be between a staff displaying an orange flag on the signal boat at the starboard end and the course side of the port-end starting mark or a staff displaying an orange flag on a race committee pin-end vessel.

9.3 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other classes.

9.4 [NP] 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 identify her on the designated hailing channel (see SI 1.7).

9.5 A boat starting later than four minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. ***This changes RRS A5.1 and A5.2.***

9.6 The race committee may combine classes for a start by displaying both class flags at the warning.

9.7 The race committee may modify the starting sequence after the first race of the day for any subsequent races.

9.8 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.

10. CHANGE OF COURSE BETWEEN STARTS

If there is a significant wind shift during a starting sequence, the Race Committee may signal a change of course for a class as follows:

- (a) At the preparatory signal, flag C will be displayed with repetitive sounds and will remain up until the starting signal.
- (b) The signaled fleet will sail to the change mark.
- (c) If there is a subsequent change and the new mark is replaced, it will be replaced by an original mark. This changes RRS 27 and 33.

11. CHANGE OF THE NEXT LEG OF THE COURSE

11.1 To change the next leg of the course, the race committee will set a new mark, as described in Addendum B (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.

11.2 A course change of 5 degrees or less will not be signaled by the race committee. The course change will continue to use the active mark. This changes RRS 33.

12. THE FINISH

12.1 The finishing line will be between a staff displaying a blue flag on a race committee boat and the course side of the finishing mark.

12.2 Flag A displayed, with no sound signal, while boats are finishing means "No more racing today."

13. PENALTY SYSTEM

13.1 RRS Appendix T- ARBITRATION will apply.

13.2 US Sailing Prescription Appendix V1 - PENALTY AT THE TIME OF AN INCIDENT will apply.

14. TIME LIMITS

14.1 The time limit will be (2) two hours for all buoy race classes.

14.2 Boats failing to finish within 30 minutes after the first boat finishes and not subsequently retiring, are penalized, or given redress, will be scored TLE without a hearing. Boats scored TLE will receive points equal to the number of boats that finished within the Time Limit (SI 15.1) plus two (2) points. Such score shall not exceed the number of entries plus one (1) point. This changes RRS 35, A5.1, A5.2 and A10.

15. HEARING REQUESTS

15.1 A boat's protest time limit is 60 minutes after the race committee finish boat for her circle docks. The time will be posted on the Official Notice Board.

15.2 Protests, requests for redress, and requests to reopen a hearing shall be delivered to the protest desk at Monroe Station in person, or via the Owners Corner on the YachtScoring event website, within the appropriate time limit.

15.3 On the last scheduled day of racing, a request for reopening a hearing shall be delivered

- (a) Within the protest time limit if the requesting party was informed of the decision on the previous day;
- (b) No later than 30 minutes after the requesting party was informed of the decision on that day.

This changes rules 62.2 and 66.

15.4 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.

15.5 Protests will be heard at Chicago Yacht Club Monroe Station in person. The Hearing schedule will be posted on the Official Notice Board.

16. SCORING

16.1 Each boat's series score will be the sum of her scores for all races with no race scores excluded. One race will constitute a series. This changes RRS A2.1.

16.2 Boats entered under MWPHRF will be scored using time-on-time (ToT) scoring using the following formula: $HCP\ ToT\ Rating = 650 / (550 + MWPHRF\ ToD\ HCP\ Rating)$.

16.3 Boats entered under ORC will be scored using time-on-time (ToT) 5-Band Windward/Leeward Rating. All other boats will be scored without handicap. Any decisions on wind range selection will be at the sole discretion of the race committee and shall not be grounds for a request for redress by a boat. This changes RRS 62.1(a).

17. SAFETY REGULATIONS

17.1 [DP] A boat that retires from a race shall notify the race committee as soon as practicable.

17.2 RRS 40 (Personal Buoyancy) is replaced by: "It shall be the individual responsibility of each competitor to wear adequate personal buoyancy when conditions warrant."

17.3 The race committee or protest committee may protest a boat for breaking SI 20.2 based on information received from any source. The protest time limit does not apply. This changes RRS 60.2, 60.3, 61.3, and 63.6.

18. REPLACEMENT OF CREW

A completed waiver form shall be submitted online at the regatta website for any substitute crew member prior to that crew member racing.

19. SUPPORT BOATS

19.1 Sailing World Media boats shall be considered obstructions on the race course.

19.2 Team leaders, coaches and other support personnel shall stay outside the course areas where boats are racing.

19.3 Support boats shall register with the OA prior to going on the water by emailing regattas@sailingworld.com.

19.4 Support boats must monitor the designated RC VHF channel and comply with requests of the Race Committee.

20. RISK STATEMENT

20.1 Competitors participate in the regatta entirely at their own risk. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. The OA 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.

20.2 The Skipper/Owner of each boat participating in the regatta shall be responsible for the behavior of each member of the crew of his/her boat both on the water and while ashore. The destruction of property, the breach of reasonable standards of good sportsmanship by any crew member, or any other person associated with the boat, or the failure of any of those persons to comply with the state and local laws, guidelines and recommendations as well as the host club's restrictions or with any reasonable request of the Organizing Authorities, Race Officers, Regatta Committee members, or their representatives, may result in the disqualification of the boat, and its exclusion from the regatta.

20.3 It is the skipper's obligation to ensure that each crew member's waiver is reflected on the waiver list prior to closing of on-site registration and check-in.

21. PRIZES

21.1 Prizes will be awarded, after racing on Sunday, to the top-three finishers of each qualifying class.

21.2 Each class winner is eligible for the **2024 Helly Hansen Sailing World Regatta Series Championship** scheduled for October 2024 in the British Virgin Islands. One class winner name will be drawn from a hat at the conclusion of the awards.

21.3 Class Trophy: Boats in classes participating in three or more events of the Series will qualify for **the Sailing World Regatta Series Class Champion award**, which will be based on cumulative race scores from three events:

- (a) The same boat must be used in all three events
- (b) The helmsperson must be the same for all three events
- (c) A boats series score will be the total of her points in her three best events. If there is a tie between two or more boats, each boat's finishing position in her three best events will be listed in order of best to worst. At the first point(s) where there is a difference, the tie shall be broken in favor of the boat(s) with the best score(s). If a tie remains between two or more boats, they shall be ranked in order of their last qualifying event.

21.4 Additional prizes may be awarded to the top Junior Team (under 21 years of age), and top Mixed Plus Team (50% + female) to any one-design class with a minimum of 12 boats registered.

22. PHOTOGRAPHERS AND TV RIGHTS

Competitors give absolute right and permission to the OA and its sponsors for any photographs or video footage taken of themselves or their competing boat to be published in any media whatsoever; for either editorial or advertising purposes, or to be used in press information.

23. ENVIRONMENTAL

All SWRS events serve as collection points for sails and lines to repurpose. Bring your old lines and sails to the regatta to upcycle and give new purpose; Chicago Yacht Club near the Helly Hansen – Team One Newport Shop will serve as the collection point at this event.

The Regatta Series is continuing to work with Sailors for the Sea Powered by Oceana to maintain Silver Level certified Clean Regatta. Please bring your reusable water bottles, consider car-pooling, utilizing bike-shares, and limit provisioning your boat with single-use plastics.