



Chicago Regatta
Chicago Yacht Club
September 10, 2022
Monroe & Belmont Stations, Chicago, IL

Buoy SIs

Distance SIs

DF65 SIs



Chicago Regatta – Windy City Buoy Race
Chicago Yacht Club
September 10, 2022
Monroe & Belmont Stations, 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 except the prescription to 63.2 shall not apply.
- 1.2 Appendices T and V1 shall apply.
- 1.3 **[NP]** Based on any public health consideration, competitors agree to follow Centers for Disease Control and Prevention (CDC), State of Illinois and 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 **[DP]** Boats shall not fly drones while racing or in the racing area.
- 1.5 All boats must be in a recognized one design section.
- 1.6 One design boats racing shall comply with the following rules:
 - a. T-10s must comply with the rules of the National T-10 Association and the local rules of Fleet Number 2. In the event of a discrepancy, the latter shall control.
 - b. Beneteau 36.7s must comply with the Beneteau First 36.7 North American One-Design Class Rules and the local rules of the Beneteau First 36.7 Lake Michigan Fleet.
 - c. Beneteau 40.7s must comply with Beneteau First 40.7 North American One Design Class Rules.
 - d. All other one design classes must comply with their respective class rules

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 2000 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 online at on <https://www.yachtscoring.com/emenu.cfm?eID=15169>.
- 3.2 On the water, the Race Committee intends to monitor and communicate with competitors via VHF radio channel 71.
- 3.3 **[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.
- 3.4 **[NP]** Errors or omissions in courtesy broadcasts are not grounds for request for redress. ***This changes RRS 62.1(a).***



4 CODE OF CONDUCT

[DP] 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 at the northeast corner of the Belmont Station Clubhouse. In addition, signals made ashore will 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 75 minutes’ in Race Signals AP.

6 SCHEDULE OF RACES

6.1 Racing will be held on September 10, 2022.

6.2 No more than 3 races will be sailed.

6.3 The scheduled time of warning signal for the first race is 1055 hours with subsequent races to follow.

6.4 No warning signal will be made after 1400 hours.

6.5 Awards ceremony will begin at approximately 2030 hours at Monroe Station.

7 CLASS FLAGS & INITIAL STARTING ORDER

START ORDER	SECTION	CLASS FLAG
1	T-10	Code Flag Zero (0)
2	Tom 28	Code Flag T (Tango)
3	Shields	Class Insignia
4	Sonar	Class Insignia

8 RACING AREA

The starting area will be approximately two nautical miles east of the Belmont Harbor red nun buoy #9.

9 COURSES

9.1 The diagrams in SI Addendum A shows the course(s), 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 course, which marks each fleet will use (Long/Long - LL, Short/Short - SS, or Long/Short – LS, M, or B), and approximate compass bearing of the first leg.

10 MARKS

10.1 The starting mark will be a green inflatable shape or robotic mark.

10.2 Rounding marks will be orange inflatable shapes or orange robotic marks.

10.3 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.

10.4 Finishing mark will be the same as the start mark.

10.5 Change marks will be yellow inflatable shapes and offsets will not be set on a change of course.

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



11 OBSTRUCTIONS

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

- a) The area around the pumping stations (cribs) and the marks placed around them by the US Coast Guard. Boats shall not sail between the marks.

12 THE START

- 12.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 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 **[DP]** Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 12.4 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. 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).***
- 12.5 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.***
- 12.6 The Race Committee may combine classes for a start by displaying both class flags at the warning.
- 12.7 The Race Committee may modify the starting sequence after the first race of the regatta for any subsequent races.
- 12.8 The Race Committee may omit starts with no competitors.
- 12.9 Change of First Mark at the Start - When signal flag C is displayed on the signal boat at or before the warning signal with repeated sounds, Mark 1 will be a new mark as defined in instruction 13 and revised bearing and distances will be displayed. Code Flag C will remain displayed through the starting sequence. If there is a subsequent change and the new mark is replaced, it will be replaced by an original mark. ***This changes RRS 27.1 and 33.***
- 12.10 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 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.
- 13.2 A course change of 10 degrees or less will not be signalled by the Race Committee. The course change will continue to use the active mark. ***This changes RRS 33(a).***

14 THE FINISH

- 14.1 The finishing line is between a staff displaying a blue flag on the signal vessel and the course side of 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 Appendices T and 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 (time adjusted in handicap sections).

Mark 1 Time Limit	Race Time Limit	Finishing Window
30 minutes	120 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 in her class 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 Protests and requests for redress shall be filed in person at the protest desk at Chicago Yacht Club Monroe Station within the appropriate time limit.

16.2 Alternatively, hearing requests can be filed online in the Owner’s Corner of YachtScoring within the appropriate time limit.

16.3 A boat’s protest time limit is 60 minutes from the docking time of the Signal Boat for her circle.

16.4 Hearings will be held in person at CYC Monroe Station immediately following racing.

18 SCORING

18.1 The scoring system is as follows: Low Point Scoring.

18.2 One (1) race is required to be completed to constitute a regatta.

18.3 A boat’s series score is the total of her race scores. No races will be excluded. ***This changes RRS A2.***

18.4 A score of TLE will receive the points equal to the number of finishers in her class plus one (1) point. ***This changes RRS A4.2 and RRS A5.***

19 [NP][DP] SAFETY REGULATIONS

19.1 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 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.

20 BERTHING

[DP] Boats wishing to utilize CYC Monroe or Belmont station docks during the regatta shall make reservations prior to the regatta with the respective CYC Dockmaster. CYC Monroe 312-296-2042, CYC Belmont 312-617-6997, or email dockmaster@chicagoyachtclub.org. If space is available during the regatta, it will be on a first come/first serve basis.

21 HAUL-OUT RESTRICTIONS

[DP] Keelboats shall not be hauled out during the event except with and according to the terms of prior written permission of the Race Committee.



22 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.

23 INSURANCE

Each participating boat shall be insured with a valid third-party liability insurance with a minimum cover of \$500,000 per incident or the equivalent. Competitors shall be prepared to supply proof of insurance upon request by the OA.

24 PRIZES

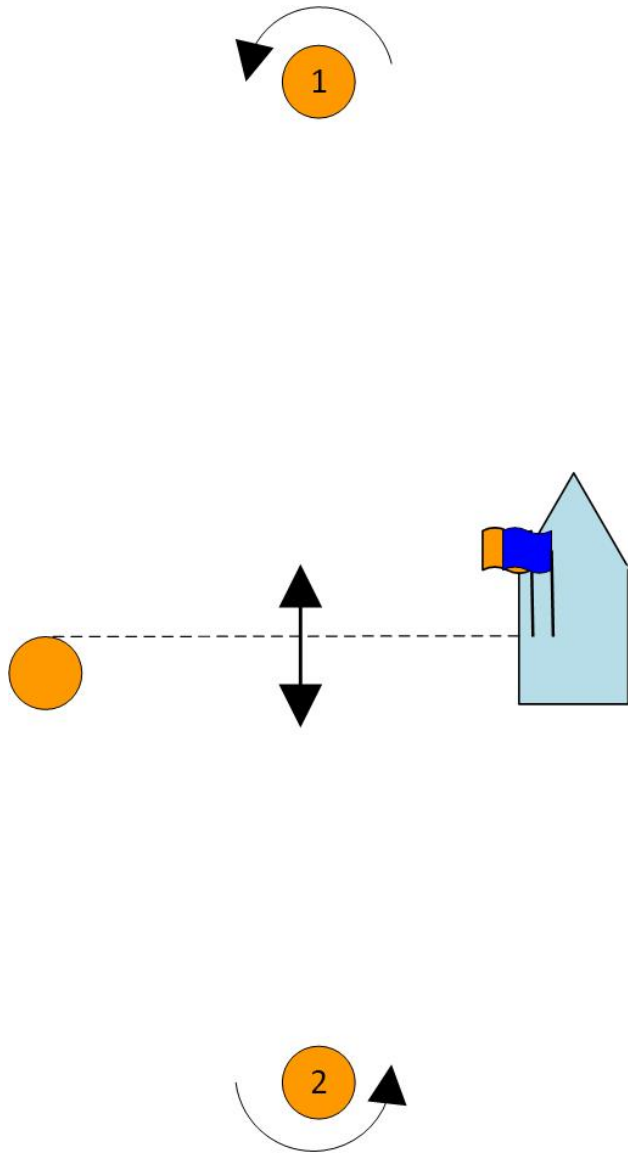
Prizes will be awarded in accordance with the NoR.

25 FURTHER INFORMATION

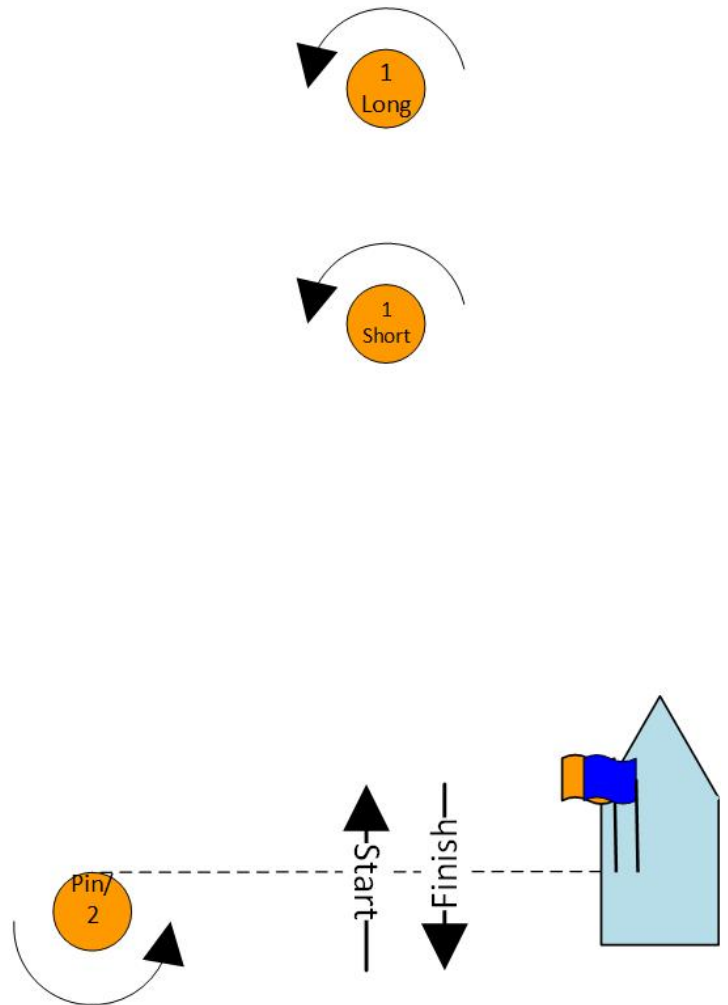
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Addendum A
Course Diagrams

Course M – Windward/Leeward	
Signal	Mark Rounding Order
M4	Start - 1 - 2 - 1 - Finish
M5	Start - 1 - 2 - 1 - 2 - Finish
M6	Start - 1 - 2 - 1 - 2 - 1 - Finish



Course B – Windward/Leeward	
Signal	Mark Rounding Order
B4	Start - 1 - 2 - 1 - Finish
B6	Start - 1 - 2 - 1 - 2 - 1 - Finish





Chicago Regatta – Chicago Shuffle Distance Race
Chicago Yacht Club
September 10, 2022
Monroe & Belmont Stations, 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* except the prescription to 63.2 shall not apply.
- 1.2 Appendices T and V1 shall apply.
- 1.3 The ORC Rating Rules and Midwest Performance Handicap Racing Fleet (MWPHRF) will apply for the respective handicap sections.
- 1.4 **[NP]** Based on any public health consideration, competitors agree to follow Centers for Disease Control and Prevention (CDC), State of Illinois and City of Chicago, and the Chicago Yacht Club's policies regarding coronavirus, COVID-19, that are in effect at the time of the event.
- 1.5 **[DP]** Boats shall not fly drones while racing or in the racing area.
- 1.6 All boats must have a valid 2022 MWPHRF certificate or an ORC certificate and race in full compliance with that certificate unless they are in a recognized one design section.
- 1.7 One-design boats racing shall comply with the following rules:
 - a. T-10s must comply with the rules of the National T-10 Association and the local rules of Fleet Number 2. In the event of a discrepancy, the latter shall control.
 - b. Beneteau 36.7s must comply with the Beneteau First 36.7 North American One-Design Class Rules and the local rules of the Beneteau First 36.7 Lake Michigan Fleet.
 - c. Beneteau 40.7s must comply with Beneteau First 40.7 North American One Design Class Rules.
 - d. All other one design classes must comply with their respective class rules
- 1.8 For boats participating in the Double-Handed section, the “Nearshore” category of the US Sailing Safety Equipment Requirements will apply. (<https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailingspecial-regulations>)
- 1.9 For boats participating in the Double-Handed section, competitors are required to wear personal flotation devices at all times while on deck except briefly while adjusting clothing or equipment. Display of flag Y is not required. This changes RRS40.
- 1.10 For boats participating in the Double Handed section, wind vanes and/or auto-pilots are permitted during racing. **This changes RRS 52.**

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 2000 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 online at <https://yachtscoring.com/emenu.cfm?eID=15169>.
- 3.2 On the water, the Race Committee intends to monitor and communicate with competitors via VHF radio channel 73.
- 3.3 **[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.
- 3.4 **[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

[DP] 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 at the northeast corner of the Monroe Station Clubhouse. In addition, signals made ashore will 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 75 minutes’ in Race Signals AP.

6 SCHEDULE OF RACES

- 6.1 Racing will be held on September 10, 2022.
- 6.2 The scheduled time of warning signal for the race is 1025 hours.
- 6.3 Awards ceremony will begin at approximately 2030 hours at Monroe Station.

7 CLASS FLAGS, STARTING ORDER, & SECTION BREAKS

START ORDER	SECTION	CLASS FLAG	SECTION BREAKS
1	ORC 1	Code Flag One (1)	GPH less than or equal to 595
2	J109	Code Flag Nine (9)	
3	ORC 2	Code Flag Two (2)	GPH greater than 595
4	PHRF	Code Flag Three (3)	
5	J88	Code Flag Eight (8)	

8 STARTING AREA

The starting area is located approximately 0.9nm at a bearing of 128°M from the Chicago Harbor Light (CASRA Area E). The approximate coordinates are 41° 52.80’ North and 087° 34.46’ West.

9 COURSES

- 9.1 The description in SI Addendum A shows the course(s), approximate distance, the order in which marks are to be rounded, 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 course letter on a course board for the respective class.
- 9.3 The Race Committee may assign a different course for each class.
- 9.4 **[NP]** The Race Committee may provide course selections by courtesy broadcast. 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 government navigation aids, a special purpose/general buoy (Chicago Weather Buoy), semi-permanent white spar racing buoys, or pumping station cribs.
- 10.2 The starting mark will be a yellow inflatable shape.

11 OBSTRUCTIONS

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

- a) The area around the pumping stations (cribs) and the marks placed around them by the US Coast Guard. Boats shall not sail between the marks.

12 THE START

- 12.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 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 **[DP]** Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. The starting area is defined as an area extending approximately 150 feet to windward and to leeward of the starting line and 150 feet to either end.
- 12.4 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. 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).***
- 12.5 A boat that does not start within twenty (20) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. ***This changes RRS A5.1 and A5.2.***
- 12.6 The Race Committee may combine classes for a start by displaying both class flags at the warning.
- 12.7 The Race Committee may omit starts with no competitors.
- 12.8 Any self-correction movement by a robotic mark on the starting or finishing 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 THE FINISH

The finishing line is between a staff displaying a blue flag on the signal vessel. Boats finishing shall pass from east to west across the finish line leaving the signal boat to starboard. The finishing area will be the same as the starting area.

14 PENALTY SYSTEM

Appendices T and V1 shall apply.

15 TIME LIMITS

The time limit will be 1630. If there is a postponement before the first warning signal, the time limit will be extended by the duration of that postponement, but not to exceed two hours.

16 HEARING REQUESTS

- 16.1 Protests and requests for redress shall be filed in person at the protest desk at Chicago Yacht Club Monroe Station within the appropriate time limit.
- 16.2 Alternatively, hearing requests can be filed online in the Owner's Corner of YachtScoring within the appropriate time limit.
- 16.3 A boat's protest time limit is 60 minutes from the docking time of the Signal Boat for her circle.
- 16.4 Hearings will be held, in person, at Monroe Station immediately following the event.



17 SCORING

- 17.1 The scoring system is as follows: Low Point Scoring
- 17.2 ORC scoring shall be in accordance with the boats ORC handicap certificate in effect on September 3, 2022. ORC scoring will be calculated using time-on-time (TOT) utilizing the All-Purpose Triple Number scoring. Explanation of ORC scoring can be found on the US Sailing website at this link: <https://www.orc.org/scoring/triplenumber.asp>
- 17.3 MWPHRF scoring shall be in accordance with the MWPHRF handicap certificate in effect on September 3, 2022 using Time-on-Time (ToT) based on the following formula: $DHCP\ ToT\ Rating = 650 / (550 + MWPHRF\ ToD\ DHCP\ Rating)$.
- 17.4 A score of TLE will receive the points equal to the number of finishers in her class plus one (1) point. ***This changes RRS 35, A5.1, A5.2 and A10.***

18 [NP][DP] SAFETY REGULATIONS

- 18.1 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.
- 18.2 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.

19 BERTHING

[DP] Boats wishing to utilize CYC Monroe or Belmont station docks during the regatta shall make reservations prior to the regatta with the respective CYC Dockmaster. CYC Monroe 312-296- 2042, CYC Belmont 312-617-6997, or dockmaster@chicagoyachtclub.org. If space is available during the regatta, it will be on a first come/first serve basis.

20 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.

21 INSURANCE

Each participating boat shall be insured with a valid third-party liability insurance with a minimum cover of \$500,000 per incident or the equivalent. Competitors shall be prepared to supply proof of insurance upon request by the OA.

22 PRIZES

Prizes will be awarded in accordance with the NoR.

23 FURTHER INFORMATION

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Addendum A

Course Descriptions

	Rounding/ Crossing Direction	Description	Approximate Location
Course A – 21 nm			
Start – CASRA Area E			41° 52.80' N, 87° 34.46' W
Four Mile Crib	Leave to Port	2022 LL No 19925	41° 52.37' N, 87° 32.70' W
CCYC SE2	Leave to Port	White Spar Buoy	41° 55.83' N, 87° 31.63' W
CCYC T	Leave to Port	White Spar Buoy	42° 00.12' N, 87° 33.07' W
CCYC V	Leave to Port	White Spar Buoy	42° 00.74' N, 87° 36.40' W
CCYC E2	Leave to Starboard	White Spar Buoy	41° 57.74' N, 87° 32.40' W
Meteorological Buoy 1A	Leave to Starboard	2022 LL No 19957	41° 53.55' N, 87° 33.78' W
Finish	Cross from East to West		41° 52.80' N, 87° 34.46' W

Course B – 13.5 nm			
Start – CASRA Area E			41° 52.80' N, 87° 34.46' W
Four Mile Crib	Leave to Port	2022 LL No 19925	41° 52.37' N, 87° 32.70' W
Meteorological Buoy 1A	Leave to Starboard	2022 LL No 19957	41° 53.55' N, 87° 33.78' W
CCYC SE2	Leave to Port	White Spar Buoy	41° 55.83' N, 87° 31.63' W
CCYC E2	Leave to Port	White Spar Buoy	41° 57.74' N, 87° 32.40' W
Harrison-Dever Crib	Leave to Port	2022 LL No 20040	41° 54.98' N, 87° 34.33' W
Meteorological Buoy 1A	Leave to Starboard	2022 LL No 19957	41° 53.55' N, 87° 33.78' W
Finish	Cross from East to West		41° 52.80' N, 87° 34.46' W

Course C – 11.5 nm			
Start – CASRA Area E			41° 52.80' N, 87° 34.46' W
Four Mile Crib	Leave to Starboard	2022 LL No 19925	41° 52.37' N, 87° 32.70' W
Hyde Park Shoal Outside Buoy 2	Leave to Port	2022 LL No 19915	41° 48.51' N, 87° 32.57' W
South Park Shoal Buoy 6	Leave to Port	2022 LL No 19905	41° 47.88' N, 87° 32.17' W
Clemson Shoal Lighted Bell Buoy 4	Leave to Port	2022 LL No 19910	41° 48.40' N, 87° 32.09' W
Finish	Cross from East to West		41° 52.80' N, 87° 34.46' W

Course D – 10.5 nm			
Start – CASRA Area E			41° 52.80' N, 87° 34.46' W
Four Mile Crib	Leave to Port	2022 LL No 19925	41° 52.37' N, 87° 32.70' W
Meteorological Buoy 1A	Leave to Starboard	2022 LL No 19957	41° 53.55' N, 87° 33.78' W
CCYC SE2	Leave to Port	White Spar Buoy	41° 55.83' N, 87° 31.63' W
Harrison-Dever Crib	Leave to Port	2022 LL No 20040	41° 54.98' N, 87° 34.33' W
Meteorological Buoy 1A	Leave to Starboard	2022 LL No 19957	41° 53.55' N, 87° 33.78' W
Finish	Cross from East to West		41° 52.80' N, 87° 34.46' W



Chicago Regatta – Second City DF65 Race
Chicago Yacht Club
September 10, 2022
Monroe 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 regatta will be governed by:
 - a) The Rules as defined in *The Racing Rules of Sailing*, including Appendix E,
 - b) [DragonForce 65 Restricted Class Rules](#),
- 1.2 **[NP]** Based on any public health consideration, competitors agree to follow Centers for Disease Control and Prevention (CDC), State of Illinois and City of Chicago, and the Chicago Yacht Club's policies regarding coronavirus, COVID-19, that are in effect at the time of the event.
- 1.3 **[DP]** Boats shall not fly drones while racing or in the racing area.
- 1.4 A boat that may have broken rule 31 while racing does not have to take any penalty turns and violations are not protestable by competitors. Rule 31 is still in effect. **This changes RRS E4.3 and 60.1.**

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be made orally at the time of racing.

3 CODE OF CONDUCT

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

4 SCHEDULE OF RACES

- 4.1 Racing will be held on September 10, 2022.
- 4.2 Onsite check-in will take place starting 30 minutes prior to the first start.
- 4.3 The scheduled time of the warning of the first race is 1700 hours.
- 4.4 It is the intention of the Race Committee to run up six (6) races.

5 RACING AREA

Racing will take place in Monroe Harbor near/around the Chicago Yacht Club – Monroe Station.

6 COURSES/MARKS

- 6.1 Courses may be W/L, 1 lap – See Addendum A.
- 6.2 Marks will be of various shapes/colors.

7 THE START/FINISH

- 7.1 The start sequence shall be a 2-minute sequence. **This changes RRS E3.4.**
- 7.2 The start and finish line are the same.



8 SCORING

- 8.1 The scoring system is as follows: Low Point Scoring.
- 8.2 Scoring inquiries shall be filed online at the event website at www.yachtscoring.com.
- 8.3 Each boat's score will be the sum of her scores for all races. No score will be discarded. ***This changes RRS A2.***
- 8.4 One race will constitute a regatta.
- 8.5 **[DP]** All boats must have sail numbers on the starboard side of the main sail. Sail numbers in accordance with DragonForce 65 Sail Numbering Diagram (Appendix B) are preferred. Boats that do not comply with SI 8.3 *may* be scored DNF for all races without a hearing. ***This changes RRS 35, A5.1 and A5.2.***

9 COACHING

- 9.1 Chicago Yacht Club may provide on the water coaching during the racing. ***This changes rule 41 and E4.2.***
- 9.2 **[NP]** A competitor shall not seek redress for failure to receive specific coaching instructions or as the result of the consequences of a particular coaching instruction. ***This changes rule 62.1(a).***

10 HEARING REQUESTS

- 10.1 Protests and requests for redress or reopening a hearing shall be delivered to the protest desk at Monroe Station within the appropriate time limit.
- 10.2 A boat's protest time limit is 15 minutes after the last boat finishes for the day.

11 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.

12 PRIZES

Prizes will be awarded in accordance with the NoR.

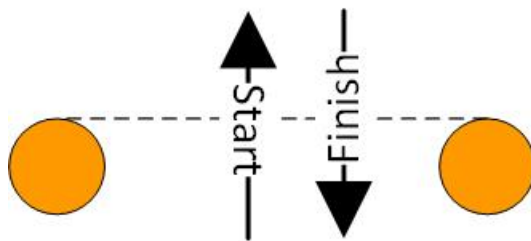
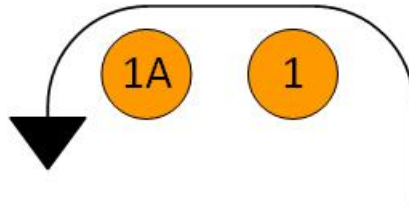
13 FURTHER INFORMATION

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312-617-2279 (m)
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**ADDENDUM A
COURSE DIAGRAM**

**Windward/Leeward
Start – 1 – 1A – Finish**



ADDENDUM B
SAIL NUMBERING DIAGRAM

