



SAILING INSTRUCTIONS

2024 Great Lakes Intercollegiate Offshore Regatta (GLIOR)

September 21-22, 2024

ORGANIZING AUTHORITY – COLUMBIA YACHT CLUB (COLYC) AND THE STORM TRYSAIL CLUB (STC)
HOSTED BY THE CHICAGO T10 FLEET 2 AND THE CHICAGO J105 FLEET 5
AT THE CHICAGO COLUMBIA YACHT CLUB (COLYC)
SPONSORED BY SKYWAY YACHT WORKS
[HTTPS://STORMTRYSAIL.ORG/REGATTAS/GLIOR](https://stormtrysail.org/regattas/glior)

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

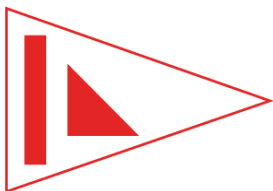
- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
 - 1.1.1. ICSA Procedural Rules for Intercollegiate Sailing Competition (2021-2024) (PR), except as any of these are changed by the Notice of Race (NoR) and this Sailing Instructions (SIs).
- 1.2. J/105 Bow sprit limitations
 - 1.2.1. When not in the process of setting, flying or taking down the spinnaker, the bowsprit shall be retracted so that the tip of the sprit is aft of the forward most point on the bow. Approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat has passed the mark. The bowsprit shall be retracted at the first reasonable opportunity after taking the spinnaker down.

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.
- 2.2. Changes to the sailing instructions may be made on the water prior to the warning signal by the Race Committee displaying the flag "L" and stating the change on the VHF competitor channel. Each boat shall sail on starboard tack astern of the signal boat and verbally acknowledge that they have received and understand the stated change.
 - 2.2.1. [DP] [NP] All competing boats shall acknowledge the change.

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=16761>.
- 3.2. On the water, the race committee will make courtesy broadcasts to competitors on VHF Channel 72.



- 3.2.1. 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).
- 3.2.2. [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.

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, and 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 at the flagpole on the south end of the Columbia Dock and as a courtesy on the event web page <https://yachtscoring.com/emenu.cfm?eID=16761>.
- 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. SCHEDULE OF RACES

Date	Time	Item
Friday, September 22	1300-2000	Registration
Saturday, September 23	0830	Mandatory Competitors meeting Please note: it is required that a representative from each team will be on board (it is recommended that all team members participate). Virtual attendance is allowed via Zoom, the link will be posted to the yachtscoring.com event page.
	0900	Harbor Gun
	1100	First Warning
	Sunday, September 24	0900
	1000	First Warning
	1500	No Warning after this Time
	Target time, 1630	Awards Presentation

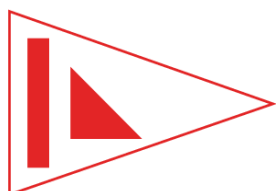
- 6.1. It is the intent of the Race Committee to complete as many races as practical each day.

7. CLASS FLAGS

- 7.1. Class flags will be posted on the relevant yachtscoring.com webpage by September 20, 2024.

8. RACING AREA

- 8.1. The racing area will be located approximately 2.00 nm at a heading of 103° from the Monroe Harbor entrance.
- 8.2. The approximate coordinates for the starting area are 41° 52' N, 87° 34' W.



8.3. If it is determined that 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.

8.3.1. 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.

9. COURSES

9.1. Buoy Races

9.1.1. If wind conditions do not exceed those listed in Item 19.6 windward/leeward buoy racing will be conducted.

9.1.2. The diagrams in Addendum 1 show the courses, the order in which marks are to be passed, and the side on which each mark is to be left.

9.1.3. The RC shall display on course boards,

9.1.3.1. Course designation for each class.

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

9.1.3.3. Approximate distance to mark 1.

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

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

9.1.6. 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.

9.1.7. Mark 1 will have an offset mark set directly to leeward Mark 1 (W/I); this mark shall be passed to port.

9.2. Distance Races

9.2.1. Prior to the harbor gun, if wind conditions are more than the limits specified in Item 19.6, the race committee may signal that a distance race will be sailed.

9.2.2. If a distance race is to be sailed, boats will be notified by the race committee flying Flag "D" displayed at the flagpole on the south end of the Columbia Dock and a notice of the racecourse to be sailed will be provided to each boat using the Yachtscoring.com event page.

9.2.3. Spinnakers shall not be flown for the distance race.

9.2.4. Distance racecourses are listed in Addendum 2.

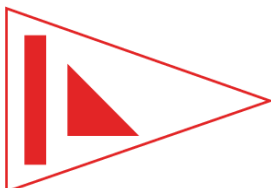
9.2.4.1. The course to be sailed will be displayed on the course board on the Signal boat.

10. 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

11. OBSTRUCTIONS

11.1. 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.



11.2. Boats shall not sail within the perimeter established by the buoys marking the security zone.

12. THE START

- 12.1. The starting sequences for the first race on Saturday and Sunday will be posted on the relevant page of yachtscoring.com on Friday, September 21, 2024.
- 12.2. The Race Committee may modify the starting sequence after the first race each day for any subsequent races.
- 12.3. 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.
- 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 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 the request. This changes RRS 62.1 (a).
- 12.5. The length of the starting line may need to be adjusted to accommodate the different lengths of the line for safe and fair sailing. An inside starting mark may be set to allow for a short starting line and a long starting line.
 - 12.5.1. Classes starting and using the short starting line, the line from the orange flag, and the mark nearest the port side of the signal vessel, will have posted "inside" on their course board.
 - 12.5.2. Classes starting using the long starting line, the line from the orange flag to the mark furthest off the port side of the signal vessel, will have "outside" posted on their course board.
 - 12.5.3. The mark used to designate the inside line is not a mark of the course for classes starting and using the outside starting mark.
- 12.6. [DP] Boats whose warning signal has not been made shall keep clear of the starting area.

13. CHANGE OF THE NEXT LEG OF THE COURSE

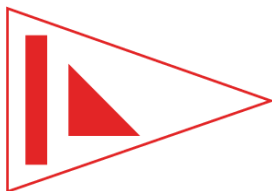
- 13.1. To change the next leg of the course, the RC will lay a new mark (or move the finish line) and remove the original mark as soon as practicable.
- 13.2. When a subsequent change is made and the new mark is replaced, it will be replaced by an original mark.
- 13.3. The Offset mark (1a) and the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

14. THE FINISH

- 14.1. The Finish Line will be between a staff displaying a blue flag on the RC vessel and the course side of the finishing mark.
- 14.2. Flag A displayed, with no sound, while boats are finishing means 'No more racing today.' US Sailing Prescription to RRS 32.

15. PENALTY SYSTEM

- 15.1. Unless the course is shortened to finish at the windward mark, penalties within the zone of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg. This changes RRS 44.2.
- 15.2. The penalty for a breach of a *rule* that is not in Part 1, 2, or 3 may, at the discretion of the protest committee, be less than disqualification. This changes RRS 64.2.



16. TIME LIMITS

- 16.1. The Time Limits (min) for Mark 1 (if any), Race Time Limit (see RRS 35), and the Finishing Window for buoy and distance races are shown in the table below:

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

- 16.2. If no boat has passed Mark 1 within the Time Limit to Mark 1, 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. 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.
- 16.4. [NP] 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.

17. HEARING REQUESTS

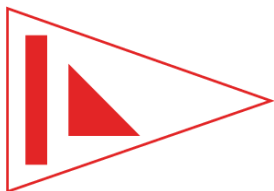
- 17.1. The protest time limit is thirty (30) minutes after the respective RC Signal Boat has docked.
- 17.2. [DP] Protests, redress requests, and considerations for reopening shall be delivered to the Protest Committee using the protest submission procedure on Yachtscoring.com (<https://yachtscoring.com/emenu.cfm?eID=16761>), by logging into the owner's corner and filling out the online form (a diagram may be brought to the hearing).
- 17.3. The Protest Desk will be located on the Lower Salon Deck of Columbia Yacht Club.
- 17.4. Protests will be heard at the Columbia Yacht Club.
- 17.5. 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.
- 17.6. 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).

18. SCORING

- 18.1. One race is required to be completed to constitute a series.
- 18.2. A boat's series score is the total of her race scores.

19. SAFETY REGULATIONS

- 19.1. [DP] Prior to the first race each day, each boat shall check-in by:
- 19.1.1. Sailing astern of the RC signal boat on starboard tack and hail her sail number.
 - 19.1.2. The RC will acknowledge the hail.
- 19.2. [NP] [DP] A boat that retires from a race shall notify the RC at the first reasonable opportunity.
- 19.3. [NP] [DP] A boat that does not intend to start a subsequent race shall notify the RC at the first reasonable opportunity.
- 19.4. [NP] [DP] A boat that cannot communicate with the RC via VHF shall call the Regatta Chairman (616-610-9936) at the first reasonable opportunity.
- 19.5. RRS 40.1 and 40.2 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.
- 19.6. Wind limits



- 19.6.1. Wind limits will be measured from the signal boat.
- 19.6.2. Sustained winds of more than 15 knots or gusts of more than 18 knots – boats shall be sailed with only their jib and main sails. This will be signaled by the signal boat displaying Flag E prior to the warning.
- 19.6.3. When conditions of sustained winds of more than 20 knots or gusts of more than 25 knots occur. Boats may be sailed using the distance racecourses shown in Addendum 2.
- 19.6.4. While boats are racing, the race committee may signal to competitors that boats may only use their jib and main by displaying an E flag and making repetitive sound signals at any rounding mark or gate. Once the signal has been made to allow only the use of a jib and main, this will be enforced for the remainder of the race.

20. REPLACEMENT OF CREW OR EQUIPMENT

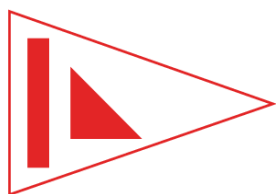
- 20.1. [DP] Substitution of competitors, including the Scrutineer and Onboard Coach, is not allowed without requesting the change in writing and providing the Organizing Authority the reason for the request. The request for substitutions shall be made to the Organizing Authority at the first reasonable opportunity. The Organizing Authority will approve the request if warranted.

21. [NP] SUPPLIED BOATS

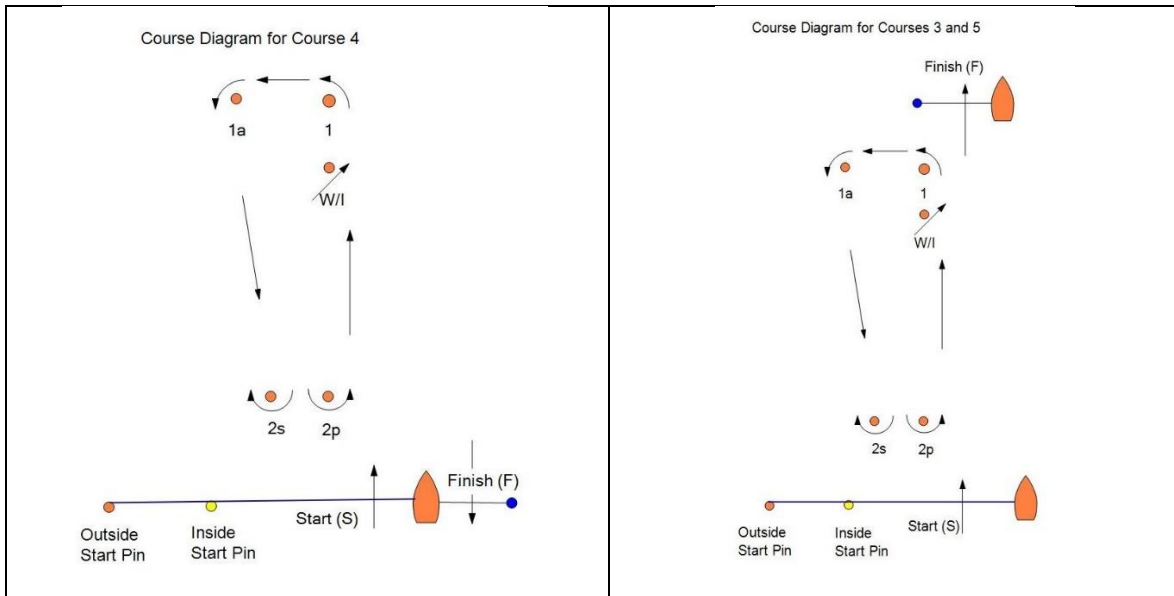
- 21.1. Boats will be supplied for all competitors, who shall not modify them or cause them to be modified in any way.
- 21.2. Supplied boats and their crews will be considered to meet the “class rules” of that class.
- 21.3. The penalty for not complying with one of the above instructions is disqualification from all races sailed in which the instruction was broken.
- 21.4. 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.

22. RISK STATEMENT

- 22.1. 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 an 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.
- 22.2. 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.

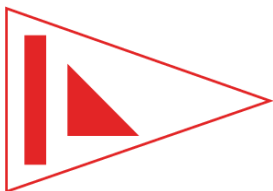


ADDENDUM 1 - BUOY COURSES



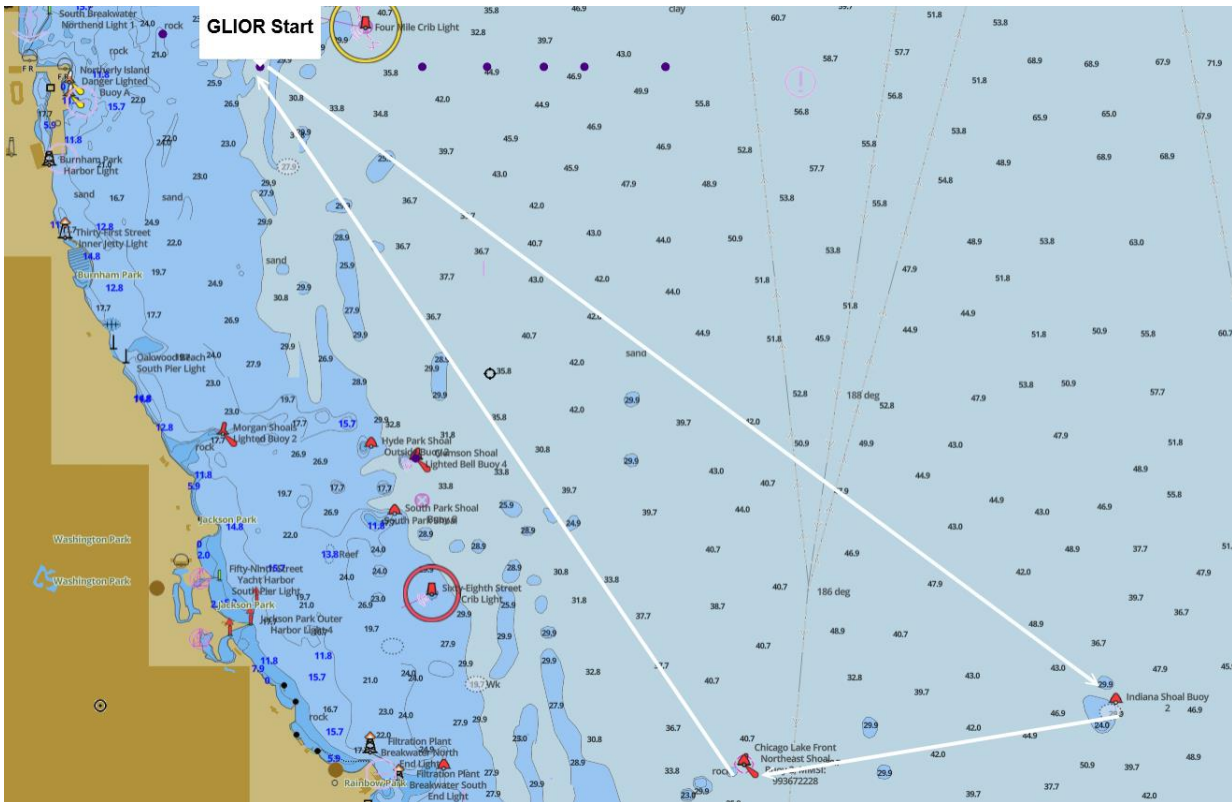
The RC intends to set an offset mark to leeward of the windward mark approximately 70m directly down wind of Mark 1. This mark is labeled as W/I. The leeward offset (W/I) shall be left to port.

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



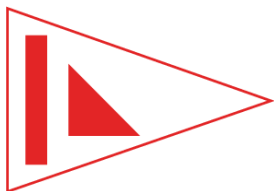
ADDENDUM 2 - DISTANCE COURSES

- a. Distance Course for J/105 – approximately 21.1 nm
 The course will be designated as “LONG” on the course board. A courtesy VHF Radio Broadcast, announcing the intended course will also be made prior to any preparatory signals.

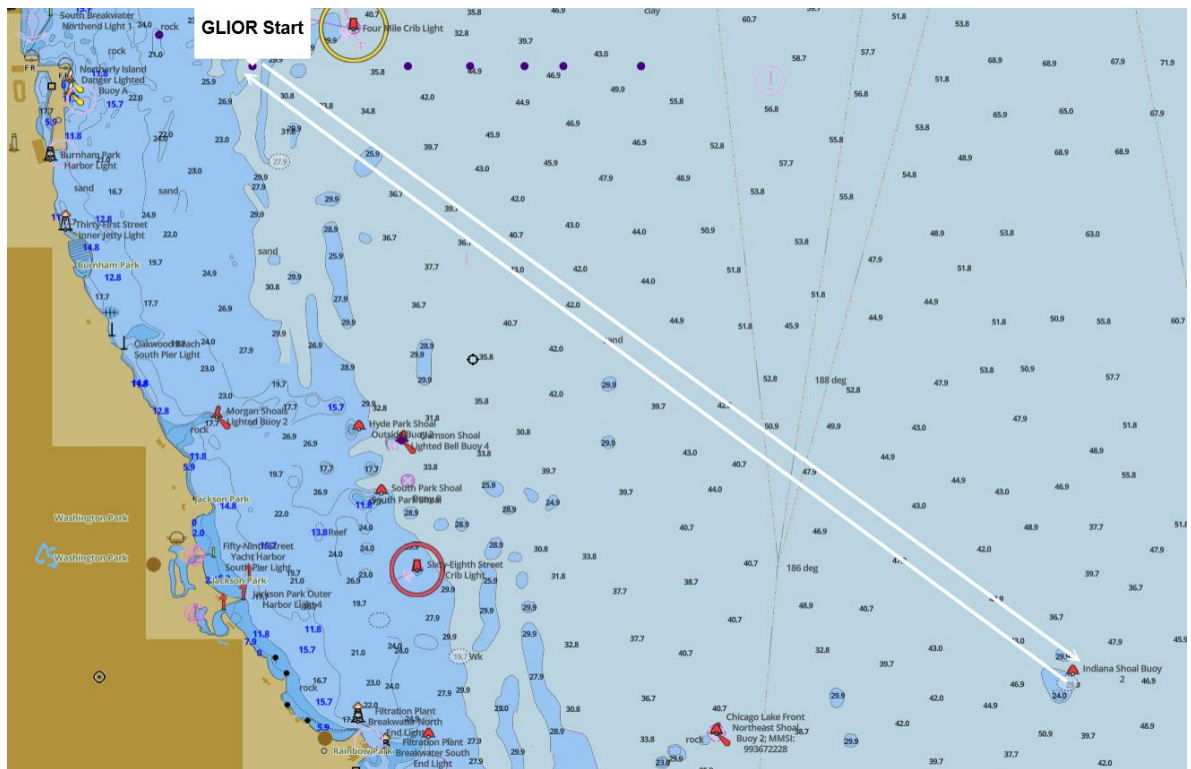


Mark	Lat/Lon	~Heading	~Distance
GLIOR Starting Area - Start	41° 52' N 087°34' W	119°	9.8 nm
Indiana Shoal Buoy #2	41° 46.173' N 087° 23.446' W	262°	3.5 nm
Chicago Lake Front Northeast Shoal Buoy #2	41° 45.605' N 087° 28.034' W	315°	7.8 nm
GLIOR Starting Area - Finish	41° 52' N 087°34' W		

Indiana Shoal Buoy #2 and Chicago Lake Front Northeast Shoal Buoy #2 shall be left to starboard.



- b. Distance Course for Tartan 10 and PHRF – approximately 19.5 nm
 The course will be designated as “SHORT” on the course board. A courtesy VHF Radio Broadcast, announcing the intended course will also be made prior to any preparatory signals.



Mark	Lat/Lon	~Heading	~Distance
GLIOR Starting Area - Start	41° 52' N 087°34' W	119°	9.8 nm
Indiana Shoal Buoy #2	41° 46.173' N 087° 23.446' W	262°	3.5 nm
GLIOR Starting Area - Finish	41° 52' N 087°34' W		

Indiana Shoal Buoy #2 shall be left to starboard.

- c. If the wind direction is from the North, West, or South - the race committee may set a windward mark ~1 nm from the starting area. This mark will have a leeward offset, and a windward offset mark that shall be left to port.
- d. This mark will be designated as “W” (windward) on the course board.

