

# SAILING INSTRUCTIONS



Check the Official Notice Board for race updates.

The Organizing Authority (OA) for this regatta is Sailing World in cooperation with the Chicago Yacht Club (CYC). This is a US Sailing sanctioned event.

## 1. RULES

**1.1** The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).

**1.2** [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 61.1(a) and 61.4(b)(1).

## 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 Classes.

## 3. COMMUNICATIONS WITH COMPETITORS

**3.1** The Official Notice Board is located online: <https://www.sailing-world.com/regatta-series-chicago/>

**3.2** [DP] All boats 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.

## 4. SIGNALS MADE ASHORE

**4.1** Signals made ashore will be displayed from the main flagpole located northeast corner of the Monroe Station clubhouse. Signals displayed over a colored flag will apply only to that color race circle. Code flag Delta will be used for Distance Racers.

**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 flagpoles at Belmont Station.

**4.4** [NP] As an additional courtesy, signals may also be relayed in text via the regatta WhatsApp group as published on the notice board.

## 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.

**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 7.

## 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 to the designated VHF channel.

**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 changes RRS 61.4(b)(1). Routine movement includes marks maintaining the intended location and returning to station after having been moved by a boat.

## 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 Addendum B).

**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 61.1(a) and 61.4(b)(1). 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

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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 10 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 90 minutes 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 14.1) 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 distance race finish boat 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 either CYC Monroe or Belmont Station in person, or via the event website, within the appropriate time limit.

**15.3** Protests will be heard as soon as practicable at either CYC station, or a hybrid, as determined by the Chief Judge. 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 or 5-Band 60-40 as appropriate for the course sailed (such as a 3/sierra or 5-legged course).

## 17. SAFETY REGULATIONS

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

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

## 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 racecourse.

**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](mailto: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

Further to the prizes listed in NoR 16, each class winner is eligible for the 2026 Helly Hansen Sailing World Regatta Series Championship scheduled for October 31 to November 7, 2026 in the British Virgin Islands. One winner will be drawn at the conclusion of the awards. A representative of the drawn winner must be present to accept. If no representative is present, draws will continue until the award is accepted by present representative.

## 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.