



THE GREAT LAKES INTERCOLLEGIATE OFFSHORE REGATTA (GLIOR)

NOTICE OF RACE

Organized by The Storm Trysail Club, Chicago Yacht Club, and Columbia Yacht Club

SEPTEMBER 25 - 27, 2026

MONROE HARBOR, CHICAGO, IL

1. RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (2025-2028).
- 1.2 ICSA Procedural Rules for Intercollegiate Sailing Competition, effective Fall 2025 (PR), except as any of these are changed by this Notice of Race (NoR).
- 1.3 The following ICSA Procedural Rules for Intercollegiate Sailing Competition – Effective Fall 2025 shall not apply and the appropriate RRS will be used for this event.
 - 1.3.1 PR 18 b) i) Starting Systems is replaced with RRS 26,
 - 1.3.2 PR 18 b) ii) Individual Recall is replaced with RRS 29.1,
 - 1.3.3 PR 18 b) iii) General Recall is replaced with RRS 29.2 and RRS 30,
 - 1.3.4 PR 18 c) i) Changing the Course after the Start is replaced with RRS 33,
 - 1.3.5 PR 18 d) Time Limits is replaced with RRS 35,
 - 1.3.6 PR 23 Breakdowns and PR Appendix D Guidelines for Breakdowns,
 - 1.3.7 PR 21 Conduct of Regattas – Fleet Racing,
 - 1.3.8 PR 22 Scoring Regattas is replaced with RRS Appendix A.
 - 1.3.9 PR 29 a) Notification is replaced with RRS 60.2,
 - 1.3.10 PR 31 Alternate Penalties is replaced with Item 9 of this NoR,
- 1.4 In addition to other rules changed in this document, the following rules are changed:
 - 1.4.1 RRS 60.4 (a) adds, “(4) if the protest is by a boat and is based on a rule with the notation [NP].”
 - 1.4.2 RRS 61.3 adds, “or is a request by a boat and is based on a rule with the notation [NP].”
 - 1.4.3 RRS 60.5(c) adds, “(5) the protest is based on a rule with the notation [DP] and the protest committee decides the penalty shall be more or less than a single Disqualification.”
 - 1.4.4 Rule 60.4(a)(2) is changed as follows: (2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or...
- 1.5 The US Sailing prescriptions to rule 63.1(b) and the Preamble to Part 5, Section B shall not apply.
- 1.6 The Midwest Performance Handicap Racing Fleet (MWPHRF) will apply for the respective handicap classes.
- 1.7 [DP] Drones shall not be flown in the racing area except with prior written authorization by the OA.
- 1.8 For boats with asymmetric spinnakers, bowsprits should only be extended in anticipation of setting the spinnaker and should be retracted as soon as possible after the spinnaker takedown.
- 1.9 A *scrutineer* is defined as the person who owns the boat or the boat owner’s representative. The *on-board coach* is a person designated by the *scrutineer* to assist the team with how to properly sail the boat. An *on-board coach* is typically a regular crew member of the boat. A boat may have either a *scrutineer*, or an *on-board coach*, or both assigned to the boat.

- 1.9.1 [NP] The final decision for a boat to have only a *scrutineer* or only an *on-board coach*, but not both, shall be made by the *scrutineer*.
- 1.9.2 Addendum A provides additional rules related to the scrutineer and *on-board coach*.
- 1.9.3 [NP] An intercollegiate coach from the participating school shall not serve as the *on-board coach* except as approved by the Race Committee in limited circumstances.
- 1.10 All boats and crew are required to abide by Intercollege Sailing Association (ICSA), federal, state, and local laws, and guidelines.

2. EVENT FORMAT

- 2.1 GLIOR will be sailed in one-design or handicap offshore boats. Boats will generally be 30 – 45 feet in length.
- 2.2 Per ICSA PR 14 a), the number of crew for a 30 – 45-foot boat shall be between 5 – 7. The *scrutineer* and *on-board coach* shall not count as crew in the 5 – 7.

3. SAFETY REGULATIONS

- 3.1 In the event of sustained winds over 15 knots or gusts over 20 knots the Race Committee may hoist code flag K from the signal boat with the class's preparatory signaling that no spinnakers are to be used. As a courtesy, the Race Committee will make their best efforts to announce this signal over VHF.
- 3.2 Boats shall meet the safety requirements required to sail in the offshore waters of Lake Michigan near the Chicago waterfront.

4. SAILING INSTRUCTIONS

The Sailing Instructions will be available on or before 1800 on Thursday, September 24, 2026 on the YachtScoring.com website (https://www.yachtscoring.com/notice_board_summary/50757).

5. COMMUNICATIONS

- 5.1. All boats shall carry a VHF radio capable of communicating on US Marine Frequencies.
- 5.2 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SIs.
- 5.3 Notices to competitors will be posted on the Official Notice Board on YachtScoring.

6. ELIGIBILITY AND ENTRY

- 6.1. Entry will be by invitation. Invitations shall be requested by May 15th, 2026 online at <https://stormtrysail.org/regattas/iors/2026-interest/>. The email address included in the Invitation should be one checked regularly throughout the year. Due to high interest, invitations must be accepted in a timely manner. The date of acceptance, or assumed decline, will be in the Invitation when issued.
- 6.2 This regatta is for the benefit of the intercollegiate sailors. The *Scrutineers* and *Coaches*, as defined in NOR 1.9 and Addendum A, shall limit their duties and advice to issues of safety and equipment use. In addition, *Scrutineers* and *Coaches* shall not participate in any capacity in a hearing except as a witness per Attachment A.
- 6.3 All team members must sign a Waiver of Liability.
- 6.4 As a condition of entry, crews may be required to participate in a practice session on Friday, September 25, 2026, aboard their assigned boat.
- 6.5 There shall be no crew substitution during any day after the first warning signal of the first race of the day, except in the case of an emergency due to injury to a crew member. This modifies ICSA PR 14 b).

7. ENTRY FEES & HOUSING

- 7.1 There are no entry fees.
- 7.2 There is no housing guaranteed with this event. Please plan to arrange your own accommodations; the OA will endeavor to place as many teams as possible with local hosts generally prioritizing teams traveling the farthest, however we cannot guarantee availability. All housing offers extended will be at the discretion of the OA.
- 7.3 Competitors are NOT allowed to stay on boats volunteered for this event.

8. SCHEDULE

<u>Friday, September 25</u>	<u>Saturday, September 26</u>	<u>Sunday, September 27</u>
1400: Practice begins	0700: Late Check-in	0930: Scheduled First Warning
1700: Registration opens	0800: Skippers' Meeting	1400: No Warning after this time
1830: Registration closes	1000: Scheduled First Warning	

9. RACING AREA AND COURSES

- 9.1 Racing will take place in the open waters of Lake Michigan in the vicinity of the Chicago lakefront.
- 9.2 Courses will be nearshore distance races. Course options will be provided with the Sailing Instructions.
- 9.3 One (1) race per day is scheduled. In the event of inclement weather that prevents sailing one day, two (2) shorter nearshore distance races may be sailed per day.

10. PENALTY SYSTEM

- 10.1 The Scoring Penalty (Rule 44.3) will apply.
- 10.2 Appendix V, Alternative Penalties, Rule V2 will apply.

11. SCORING

- 11.1 Each boat's series score will be the total of her race scores. No race scores will be excluded. This modifies RRS A2.1.
- 11.2 Boats failing to finish within the time limit will be scored TLE. TLE will be equal to the number of boats that finished within the time limit plus two, but in no case will a boat be scored worse than DNF. The specific finish window or time will be defined in the SIs. This modifies RRS A5.2 and adds to RRS A10.
- 11.3 RRS 90.3(e) shall apply, except that "24 hours" is replaced with "72 hours."
- 11.4 The overall series winner will be determined by the lowest winning values of the class winners. Lowest winning values are calculated by dividing a boat's low point score by the number of boats in the class multiplied by the number of races sailed by the class.
- 11.5 PHRF classes will be scored time-on-time using the MWPHRF DHCP rating. In the event of flag K displayed per NoR 3.1, classes will be scored using the NSHCP rating.
- 11.6 The RC reserves the right to assign a PHRF rating to any vessel that does not have a rating certificate.
- 11.7 One race will constitute the series. In the event that only one race is completed, the overall trophy will not be awarded.

12. DISCLAIMER OF LIABILITY

- 12.1 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 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 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.
- 12.2 The race organizers (Organizing Authority, Race Committee, Protest Committee, sponsors, or any other organization or official or individuals associated with any of the foregoing - collectively referred to as 'race organizers') 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 that they hereby 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. This release shall be on behalf of themselves, their families, heirs, legatees and estate.

13. PRIZES

- 13.1 First, second, and third place prizes will be awarded in each class and for the series.
- 13.2 The overall series winner will be awarded the Endeavour Cup.

14. ADDITIONL INFORMATION

<https://stormtrysail.org/regattas/iors/chicago/>

Regatta Chair: Whitney Key Towey – key.whitney@gmail.com

ATTACHMENT "A"

ROLES & GUIDELINES FOR BOATS ON-BOARD "COACH"

Each boat is provided with an on-board Coach. The Coach is typically a regular crew member of the boat and is familiar with the equipment and maneuvers necessary to safely sail the course. The Coach's role is to teach and assist in all boat maneuvers throughout the regatta. The Coach is free to roam throughout the boat at ANY time to accomplish any objective. It is expected that after sufficient training, practice, and initial racing, the Coach can revert to "railmeat" spectator and perform safety roles such as "boom preventer".

1. The role of the on-board coach is first and foremost to ensure the safety of the sailors, and second to ensure the safety of the equipment.

2. POSITIONING: The on-board Coach can move ANYWHERE on the boat at ANY time. The recommended position is near the shrouds for quick access to the foredeck. They MAY move to windward or leeward to help the trim of the boat.

3. The coach **SHALL** help you with:

- Teaching the team how to move across the boat for tacks & gybes.
- Teaching the team how to safely add a wrap around a working winch.
- Teaching the team how to do spinnaker douses. There are 4 types of spinnaker douses. It is suggested the team learns 2 of them and only use those throughout the regatta.
- Avoiding collisions. As a potential collision situation develops, the coach may ask the skipper his/her intentions in order to ensure that appropriate avoiding actions will be taken. IF the coach instructs you to alter course, you **MUST DO SO!** If this occurs during the race, and results in a protest, the coach shall be available as a witness.
- Avoiding Restricted Areas.

4. The coach **MAY** help you with:

- Rigging the boat or helping you locate/place/stow rigging or equipment.
- Operation of the engine - Assistance getting out of and into Monroe Harbor.
- Steering the boat before the Warning Signal of the first race of the day or after the finish of the last race of the day, or in case of an emergency.
- Assisting with any other equipment or safety-related questions or problems.

5. The coach **MAY NOT** help you with:

- Tactical decisions, suggestions, or observations.
- Strategic decisions, suggestions, or observations (wind, weather, current, etc.).
- Boat handling decisions, suggestions, or observations.
- Any boat handling maneuvers including adjusting the backstay.
- Acting as a witness in a protest unless they have instructed you to alter course.

“SCRUTINEER”

Each boat is provided with an on-board Scrutineer (“Scruit”). The Scruit is typically the owner of the boat or his representative. The Scruit’s role is to helm in all docking events. While underway, the Scruit will position himself/herself directly behind the helmsman in order to take control of the helm in an emergency. They may also move to windward or leeward to help with the trim of the boat so long as they are in the vicinity of the backstay.

1. The Scruit **SHALL** help you with:

- Preventing the boat from sailing by-the-lee.
- Advise on steering.
- Advise on rules and right-of-way.
- Call for “breakdown” boat if needed.

2. The Scruit **MAY** help you with:

- Boat handling decisions, suggestions, or observations (for safety purposes).
- Adjusting the backstay, boom-vang or rig as necessary to safely sail the boat.

3. The Scruit **MAY NOT** help you with:

- Tactical decisions, suggestions, or observations.
- Strategic decisions, suggestions, or observations (wind, weather, current, etc.).
- Acting as your witness in a protest. NOTE, If the Scruit instructs the helmsman to alter course, you **MUST** do so! If this occurs during the race and results in a protest, the Scruit shall be available as a witness **AGAINST** you.