



THE GREAT LAKES INTERCOLLEGIATE OFFSHORE REGATTA (GLIOR)

SAILING INSTRUCTIONS

1 RULES

- 1.1 The event is 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 the Notice of Race (NoR) or these Sailing Instructions.
- 1.3 Rules listed in NoR 1 are not repeated in the SIs.
- 1.4 In the event of a discrepancy between the NoR and these Sailing Instructions, the Sailing Instructions shall take precedence.
- 1.5 For the purposes of RRS 46, the Person in Charge is the boat's owner or owner's representative that is on the boat.
- 1.6 J/105s in the PHRF 1 fleet are limited to using only J/105 class legal A2 spinnakers as a headsail set flying.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted:
 - a) By 2000 on the day before a schedule change will take effect or,
 - b) Before 0900 on the day it will take effect or,
 - c) In the event of AP posted ashore, no later than 15 minutes before AP is lowered ashore.
- 2.2 Oral changes to the sailing instructions may be made on the water by advising all competitors verbally via VHF 80A.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notice to competitors will be posted on the official notice board located at <https://yachtscoring.com/emenu/50757>.
- 3.2 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 80A.
- 3.3 [DP] While racing, except in an emergency, a boat or support person shall not make voice or data transmissions and shall not receive voice or data communication that is not medically necessary or freely available to all boats.
- 3.4 [DP] All boats shall carry a VHF radio capable of communicating on the US public VHF channels.
- 3.5 Information broadcast by the RC is provided as a courtesy to competitors and does not in any way alter the competitors' responsibility to observe the RC's visual signals which govern the conduct of the racing. Errors or omissions on the part of the RC will not be grounds for granting redress. *This change is added to RRS 61.4(b)(1).*

- 3.6 [NP] [DP] All members of each boat's crew shall watch the complete STC Safe Sailing Video series before the first warning of the first race. The series is available here:
<https://youtube.com/playlist?list=PLFmj3f0KtYQA&si=nOUzYMPi8uJblIEO>.

4 CODE OF CONDUCT

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

5 SIGNALS MADE ASHORE

- 5.1 [NP] Signals made ashore will be displayed from the CYC-Belmont flagpole located at the northeast corner of CYC-Belmont.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

6 SCHEDULE OF RACES

<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: Mandatory Skippers' Meeting*	1400: No Warning after this time
1830: Registration closes	1000: Scheduled First Warning	

*At least one member of each team SHALL attend the Skippers' meeting on Saturday, September 26.

7 RACING AREA

The racing area will be Lake Michigan east of Belmont Harbor.

8 CLASS FLAGS, CLASS BREAKS, & INITIAL STARTING ORDER

	Class	Class Description	Class Flag
1	PHRF 1	PHRF 1	Code Flag One (1)
2	PHRF 2	PHRF 2	Code Flag Two (2)

9 COURSES

- 9.1 The tables in SI Addendum A show the course(s), including the approximate locations, the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.2 Course assignments will be displayed on the Signal boat and may be broadcast as a courtesy on the designated VHF channel.

10 MARKS

- 10.1 Mark(s) are government navigation aids, semi-permanent white spar racing buoys, pumping station cribs, inflatable shapes, or robotic marks.
- 10.2 Routine movement of robotic marks will not be grounds for redress. *This changes RRS 27.2, 61.1(a), and 61.4(b)(1).* Routine movement includes marks maintaining the intended location and returning to station after having been moved by a boat. (Note Rule 31 still applies).

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 a port-end starting mark, or a staff displaying an orange flag on a port-end RC vessel.
- 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 61.1(a) and 61.4(b)(1).*
- 12.5 A boat that does not start within ten minutes after the last start of the day will be scored Did Not Start (DNS) without a hearing. *This changes RRS A5.1 and A5.2.*
- 12.6 The Race Committee may modify the starting sequence after the first race of the regatta for any subsequent races.
- 12.7 If RC displays code flag K from the signal boat with the class's preparatory signaling, no spinnakers are to be flown during the race.

13 THE FINISH

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

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

15 TIME LIMITS

- | | | |
|------|-------------------|-------------------|
| 15.1 | Date | Time Limit |
| | Saturday, Sept 26 | 1600 |
| | Sunday, Sept 27 | 1400 |
- 15.2 All boats not finished by the time limit will be scored TLE without a hearing. *This changes RRS 35 and A5.1.*
 - 15.3 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 one hour.

16 HEARING REQUESTS

- 16.1 Protests and requests for redress shall be filed in person at the protest desk at Chicago Yacht Club within the appropriate time limit.
- 16.2 A boat's protest time limit is 60 minutes from the docking time of the Signal Boat.

16.3 Hearings will be held, in person, at Belmont Station immediately following the day's races.

17 SCORING

17.1 Each boat's series score will be the total of her race scores. No race scores will be excluded. This modifies RRS A2.1.

17.2 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. *This modifies RRS A5.2 and adds to RRS A10.*

17.4 RRS 90.3(e) shall apply, except that "24 hours" is replaced with "72 hours."

17.5 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.

17.6 All classes will be scored time-on-time using the MWPHRF DHCP rating. In the event of flag K displayed per NoR 3.1 (no spinnakers), classes will be scored using the NSHCP rating.

17.7 [NP] The RC reserves the right to assign a PHRF rating to any vessel that does not have a rating certificate.

17.8 One race will constitute the series. In the event that only one race is completed, the overall trophy will not be awarded.

17.9 [NP] The interpretation of requirements and terms of any award or trophy will be made by the OA, whose decision is final.

18 [DP] SAFETY REGULATIONS

18.1 Each boat shall check in by sailing past the Signal boat, hailing or displaying her sail number, and receiving an acknowledgment from the race committee prior to her warning signal for the race.

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 [NP] SUPPLIED BOATS

19.1 Boats will be supplied for all competitors, who shall not modify them or cause them to be modified in any way.

19.2 The penalty for not complying with the above instruction is disqualification from all races sailed in which the instruction was broken.

19.3 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.

20 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.

21 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.

22 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.

23 PRIZES

Prizes will be awarded in accordance with the NoR.

24 FURTHER INFORMATION

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

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Patrick Burks, Regatta Manager

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Addendum A

Course Descriptions

COURSE A – 14.1nm	Description	Leave mark to	Latitude	Longitude	Bearing	Approx nm
Start - CASRA Area B			41 56.50n	087 36.85w		
Drop Mark		Starboard	41 56.85n	087 35.89w	068	0.8
CCYC SE2	White PVC	Starboard	41 55.83n	087 31.63w	112	3.3
Purdue Univ. Meteorological Buoy 1A	LL No 19957	Starboard	41 53.55n	087 33.79w	219	2.8
Columbia Mark 1	White PVC	Port	41 52.26n	087 33.41w	172	1.3
Four-Mile Crib	LL No 19925	Port	41 52.37n	087 32.70w	083	0.5
Harrison-Dever Crib	LL No 20040	Port	41 55.00n	087 34.36w	339	2.9
Finish		Cross from East to West	41 56.50n	087 36.85w	313	2.4

COURSE B – 17.1nm	Description	Leave To	Latitude	Longitude	Bearing	Range nm
Start - CASRA Area B			41 56.50n	087 36.85w		
Drop Mark		Starboard	41 56.85n	087 35.89w	068	0.8
CCYC SE2	White PVC	Starboard	41 55.83n	087 31.63w	112	3.3
Purdue Univ. Meteorological Buoy 1A	LL No 19957	Port	41 53.55n	087 33.78w	219	2.8
Columbia Mark 3	White PVC	Port	41 51.17n	087 31.95w	154	2.8
Columbia Mark 8	White PVC	Starboard	41 51.94n	087 34.44w	297	2.0
Harrison-Dever Crib	LL No 20040	Port	41 55.00n	087 34.36w	005	3.0
Finish		Cross from East to West	41 56.50n	087 36.85w	313	2.4

COURSE C – 28.9nm	Description	Leave To	Latitude	Longitude	Bearing	Range nm
Start - CASRA Area B			41 56.50n	087 36.85w		
CCYC SE2	White PVC	Starboard	41 55.83n	087 31.63w	104	3.9
Four-Mile Crib	LL No 19925	Port	41 52.37n	087 32.70w	197	3.6
68th Street Crib Light	LL No 19870	Port	41 47.23n	087 31.90w	178	5.2
Northeast Shoal Lighted Buoy 2	LL No 19790	Port	41 45.61n	087 28.03w	124	3.3
Harrison-Dever Crib	LL No 20040	Port	41 55.00n	087 34.36w	338	10.5
Finish		Cross from East to West	41 56.50n	087 36.85w	313	2.4

COURSE D – 30.6nm	Description	Leave to	Latitude	Longitude	Bearing	Range nm
Start - CASRA Area B			41 56.50n	087 36.85w		
Harrison-Dever Crib	LL No 20040	Starboard	41 55.00n	087 34.36w	133	2.4
Indiana Shoal Buoy 2	LL No 19785	Starboard	41 46.19n	087 23.45w	142	12.0
Northeast Shoal Lighted Buoy 2	LL No 19790	Starboard	41 45.61n	087 28.03w	265	3.5
Four-Mile Crib	LL No 19925	Port	41 52.37n	087 32.70w	337	7.6
Finish		Cross from East to West	41 56.50n	087 36.85w	327	5.2

COURSE E – 17.9nm	Description	Leave to	Latitude	Longitude	Bearing	Range nm
Start - CASRA Area B			41 56.50n	087 36.85w		
Wilson Ave Crib	LL No 20135	Starboard	41 57.97n	087 35.47w	039	1.8
CCYC T	White PVC	Starboard	42 00.12n	087 33.07w	044	2.8
CCYC SE2	White PVC	Starboard	41 55.83n	087 31.63w	170	4.4
Four-Mile Crib	LL No 19925	Starboard	41 52.37n	087 32.70w	197	3.6
Harrison-Dever Crib	LL No 20040	Port	41 55.00n	087 34.36w	339	2.9
Finish		Cross from East to West	41 56.50n	087 36.85w	313	2.4

COURSE F – 21.5nm	Description	Leave to	Latitude	Longitude	Bearing	Range nm
Start - CASRA Area B			41 56.50n	087 36.85w		
Four-Mile Crib	LL No 19925	Port	41 52.37n	087 32.70w	147	5.2
Harrison-Dever Crib	LL No 20040	Starboard	41 54.99n	087 34.36w	339	2.9
CCYC SE2	White PVC	Port	41 55.83n	087 31.63w	072	2.2
CCYC T	White PVC	Port	42 00.12n	087 33.07w	350	4.4
CCYC V	White PVC	Port	42 00.74n	087 36.40w	288	2.6
Finish		Cross from East to West	41 56.50n	087 36.85w	189	4.3

COURSE G – 14.3nm	Description	Leave to	Latitude	Longitude	Bearing	Range nm
Start - CASRA Area B			41 56.50n	087 36.85w		
Harrison-Dever Crib	LL No 20040	Starboard	41 54.99n	087 34.36w	133	2.4
Purdue Univ. Meteorological Buoy 1A	LL No 19957	Port	41 53.55n	087 33.79w	168	1.5
Four-Mile Crib	LL No 19925	Port	41 52.37n	087 32.70w	150	1.4
CCYC SE2	White PVC	Port	41 55.83n	087 31.63w	017	3.6
Wilson Ave Crib	LL No 20135	Port	41 57.97n	087 35.47w	311	3.6
Finish		Cross from East to West	41 56.50n	087 36.85w	219	1.8

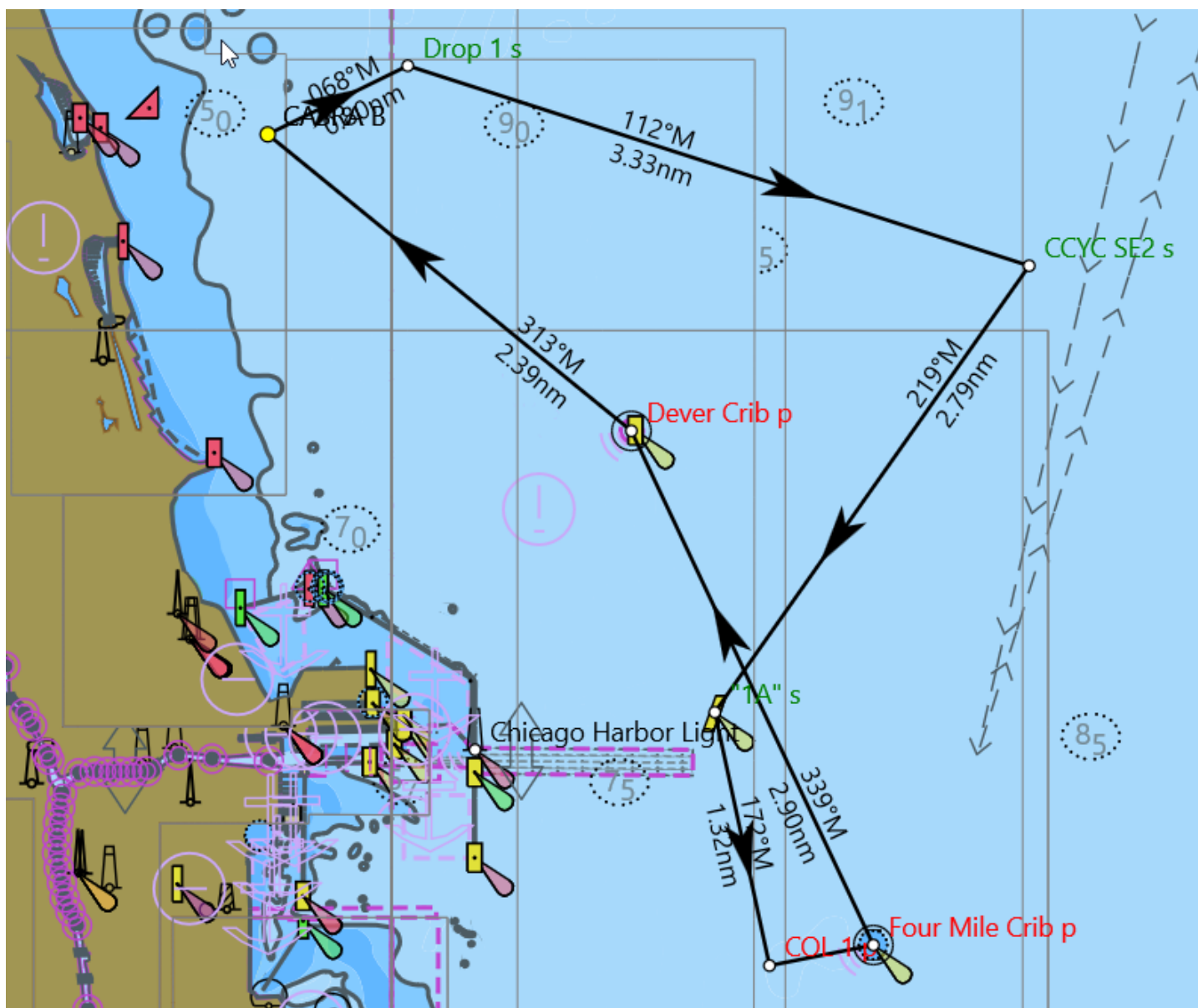
COURSE H – 20.8nm	Description	Leave to	Latitude	Longitude	Bearing	Range nm
Start - CASRA Area B			41 56.50n	087 36.85w		
Four-Mile Crib	LL No 19925	Starboard	41 52.37n	087 32.70w	147	5.2
Clemson Shoal Buoy 4	LL No 19910	Starboard	41 48.44n	087 31.97w	176	4.0
68th Street Crib Light	LL No 19870	Port	41 47.23n	087 31.90w	182	1.2
Clemson Shoal Buoy 4	LL No 19910	Port	41 48.44n	087 31.97w	002	1.2
Four-Mile Crib	LL No 19925	Port	41 52.37n	087 32.70w	356	4.0
Harrison-Dever Crib	LL No 20040	Port	41 55.00n	087 34.36w	339	2.9
Finish		Cross from East to West	41 56.50n	087 36.85w	313	2.4

COURSE I (India) – 14.6nm	Description	Leave to	Latitude	Longitude	Bearing	Range nm
Start - CASRA Area B			41 56.50n	087 36.85w		
Drop Mark		Starboard	41 56.85n	087 35.89w	068	0.8
CCYC SE2	White PVC	Starboard	41 55.83n	087 31.63w	112	3.3
Harrison-Dever Crib	LL No 20040	Port	41 55.00n	087 34.36w	252	2.2
Purdue Univ. Meteorological Buoy 1A	LL No 19957	Starboard	41 53.55n	087 33.79w	168	1.5
Four-Mile Crib	LL No 19925	Port	41 52.37n	087 32.70w	150	1.4
Harrison-Dever Crib	LL No 20040	Port	41 55.00n	087 34.36w	339	2.9
Finish		Cross from East to West	41 56.50n	087 36.85w	313	2.4

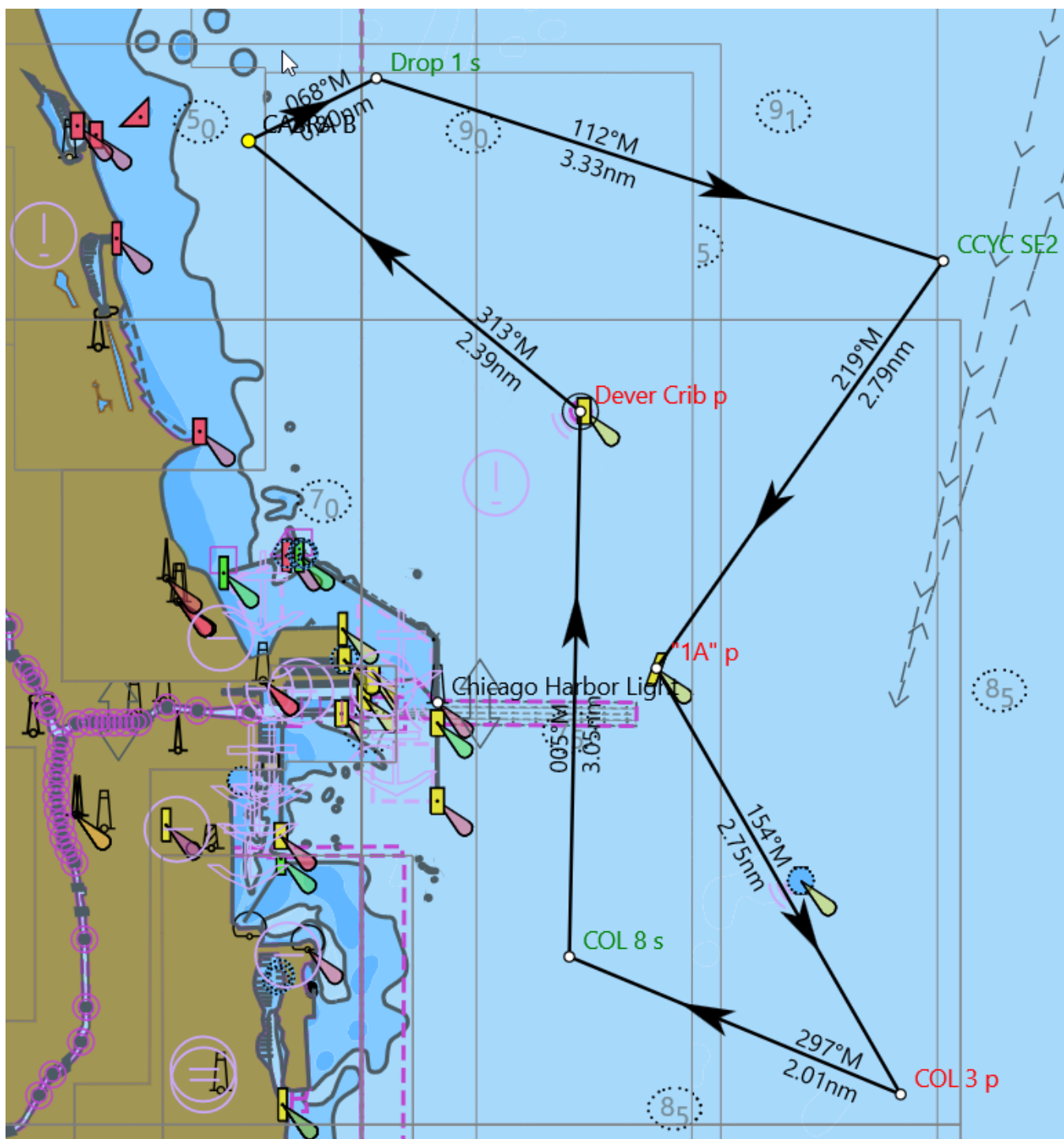
COURSE J – 15.1nm	Description	Leave to	Latitude	Longitude	Bearing	Range nm
Start - CASRA Area B			41 56.50n	087 36.85w		
Harrison-Dever Crib	LL No 20040	Port	41 55.00n	087 34.36w	133	2.4
Purdue Univ. Meteorological Buoy 1A	LL No 19957	Starboard	41 53.55n	087 33.79w	168	1.5
Four-Mile Crib	LL No 19925	Port	41 52.37n	087 32.70w	150	1.4
Columbia Mark 8	White PVC	Starboard	41 51.94n	087 34.44w	256	1.4
CCYC SE2	White PVC	Port	41 55.83n	087 31.63w	33	4.4
Finish		Cross from East to West	41 56.50n	087 36.85w	284	3.9

COURSE K – 10.5nm	Description	Leave to	Latitude	Longitude	Bearing	Range nm
Start - CASRA Area B			41 56.50n	087 36.85w		
Harrison-Dever Crib	LL No 20040	Starboard	41 55.00n	087 34.36w	133	2.4
Four-Mile Crib	LL No 19925	Starboard	41 52.37n	087 32.70w	159	2.9
Purdue Univ. Meteorological Buoy 1A	LL No 19957	Port	41 53.55n	087 33.79w	330	1.4
Finish		Cross from East to West	41 56.50n	087 36.85w	326	3.7

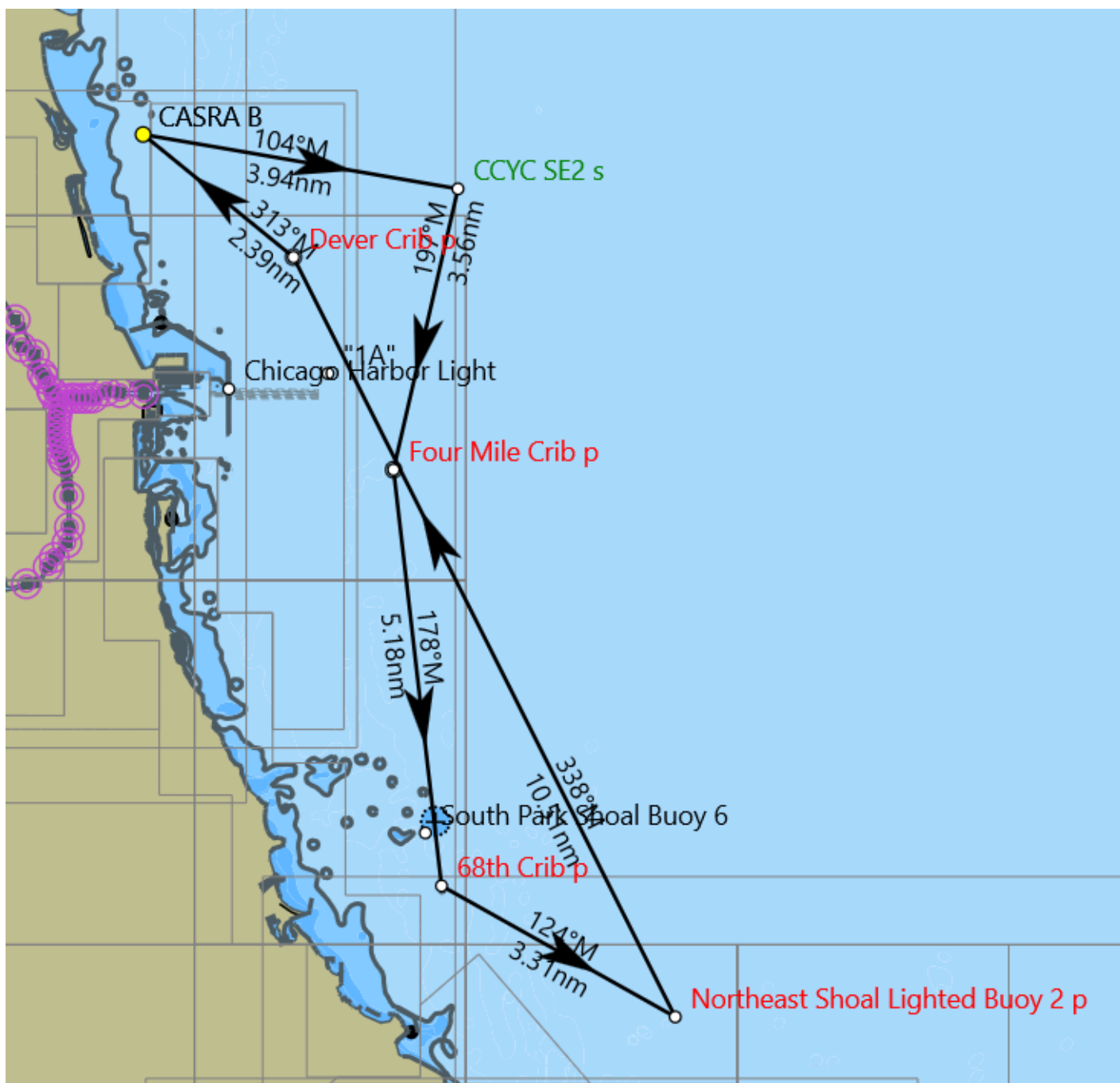
Course A Diagram – 14.1nm



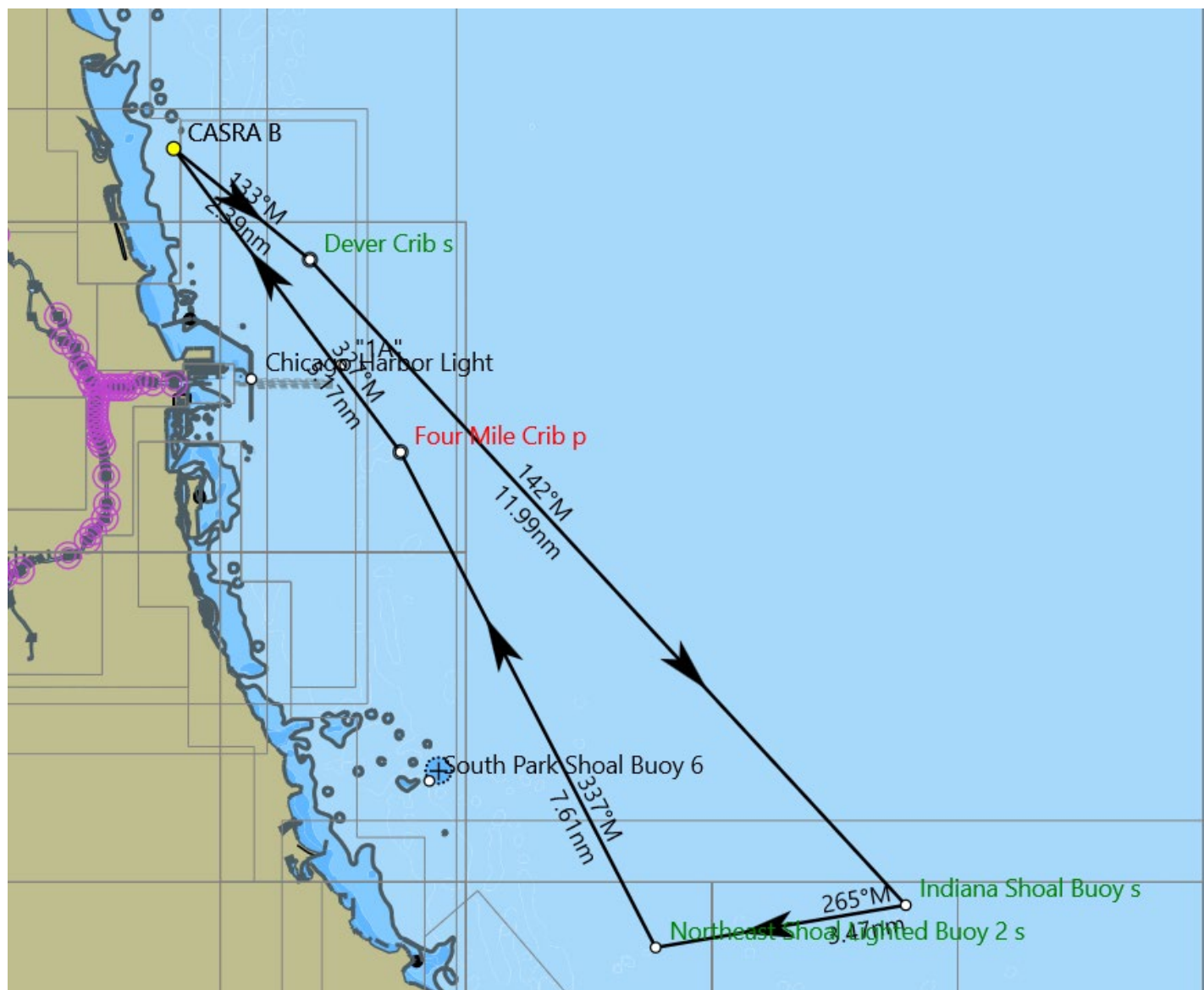
Course B – 17.1nm



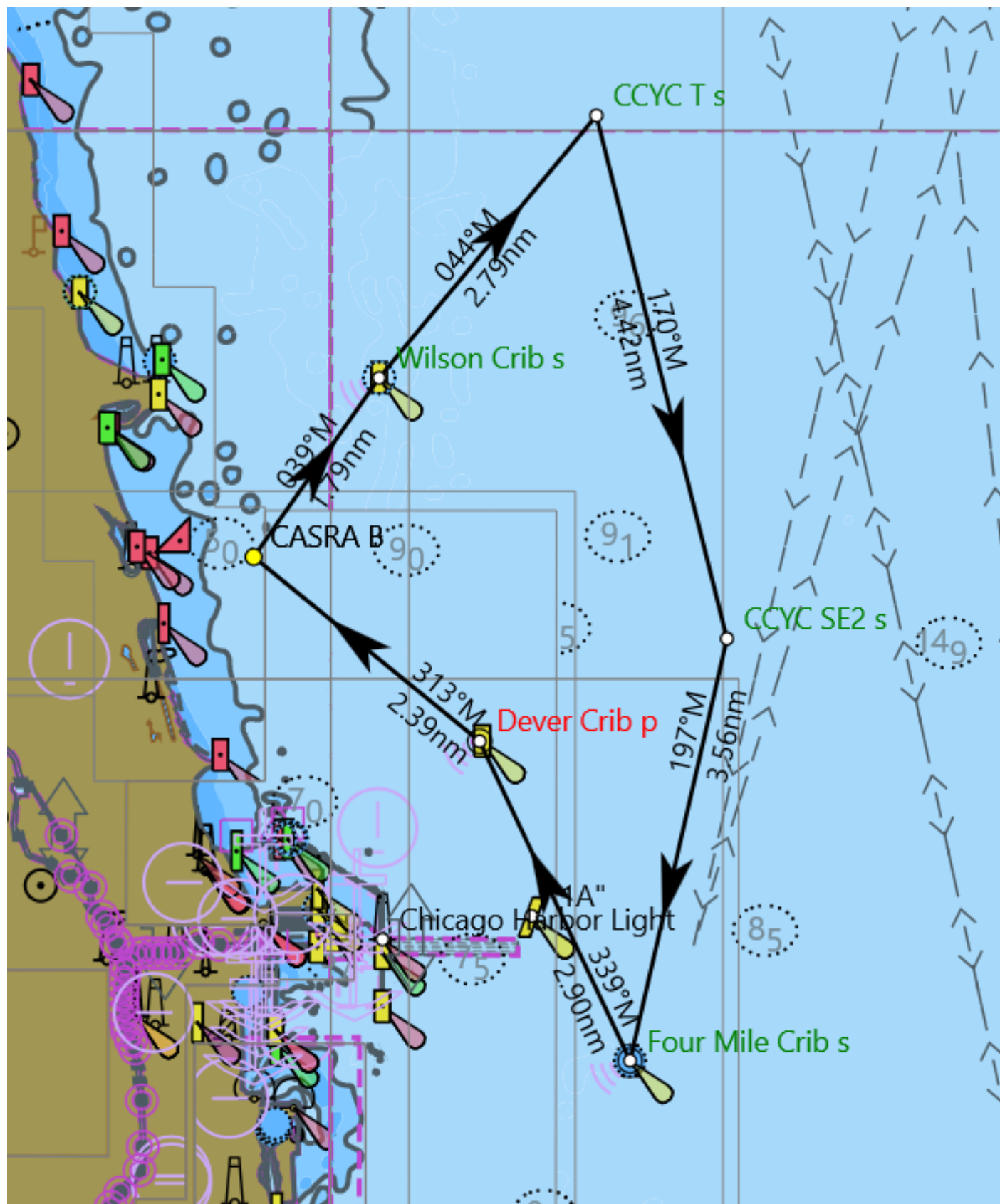
Course C – 28.9nm



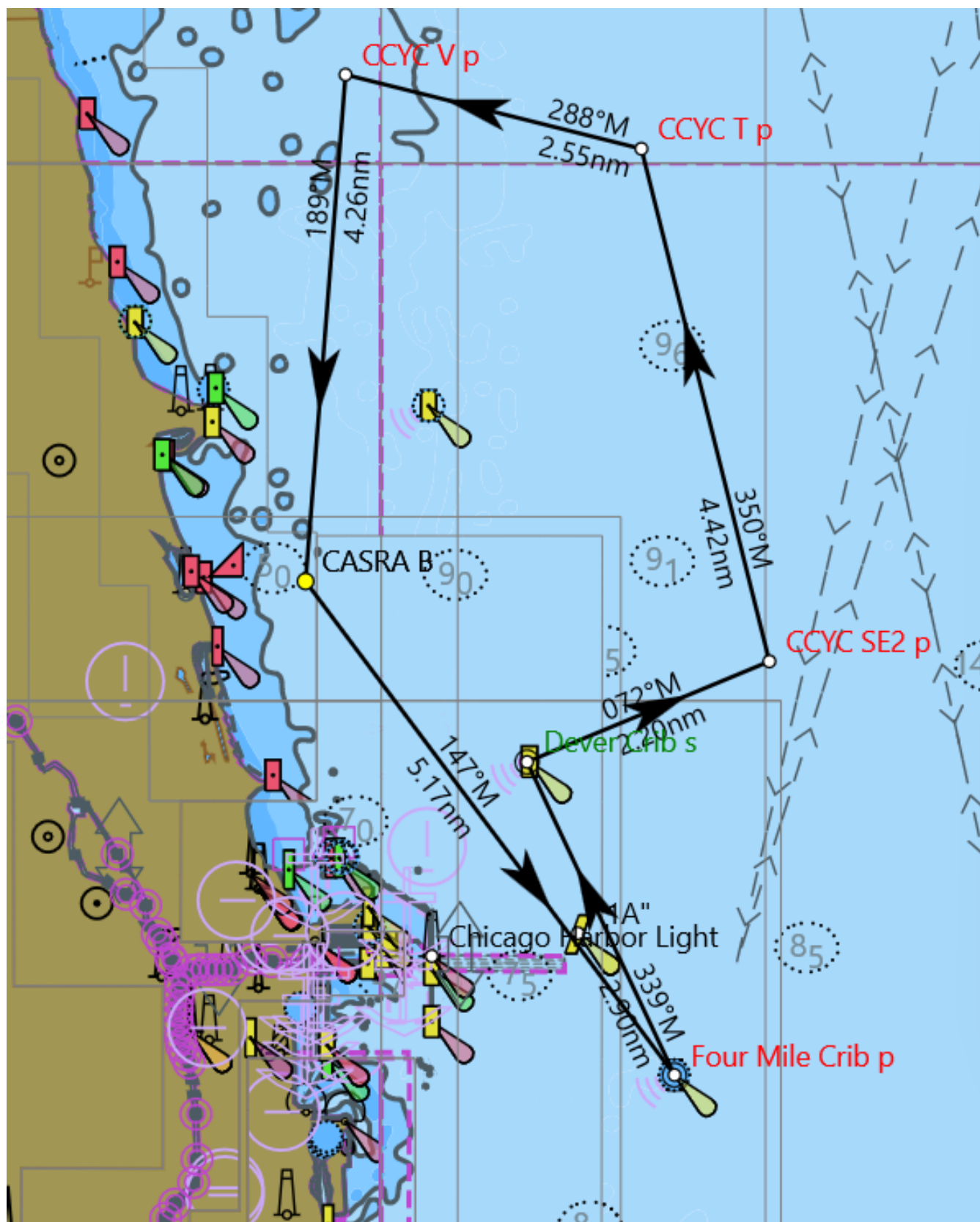
Course D – 30.6nm



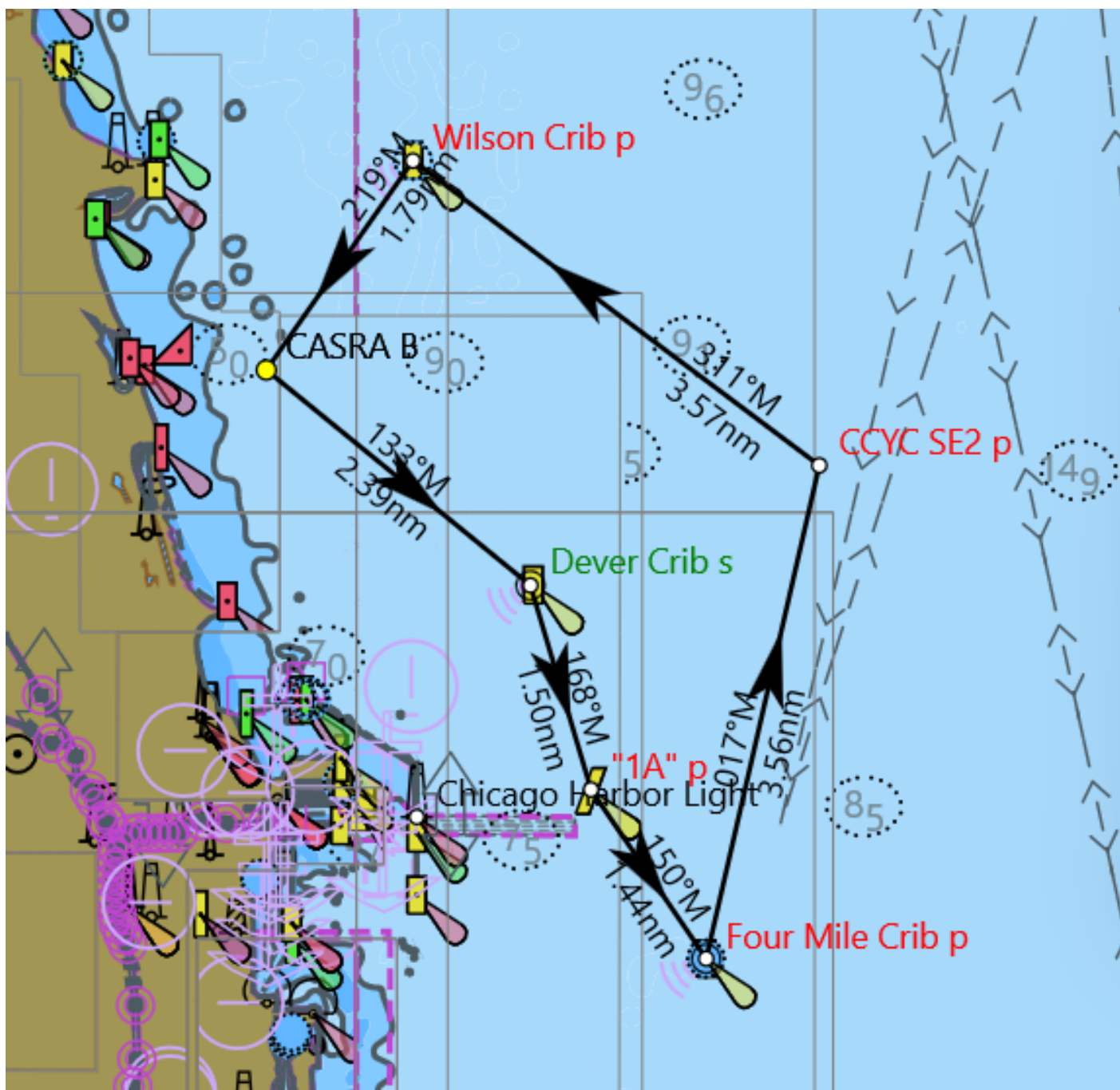
Course E – 17.9nm



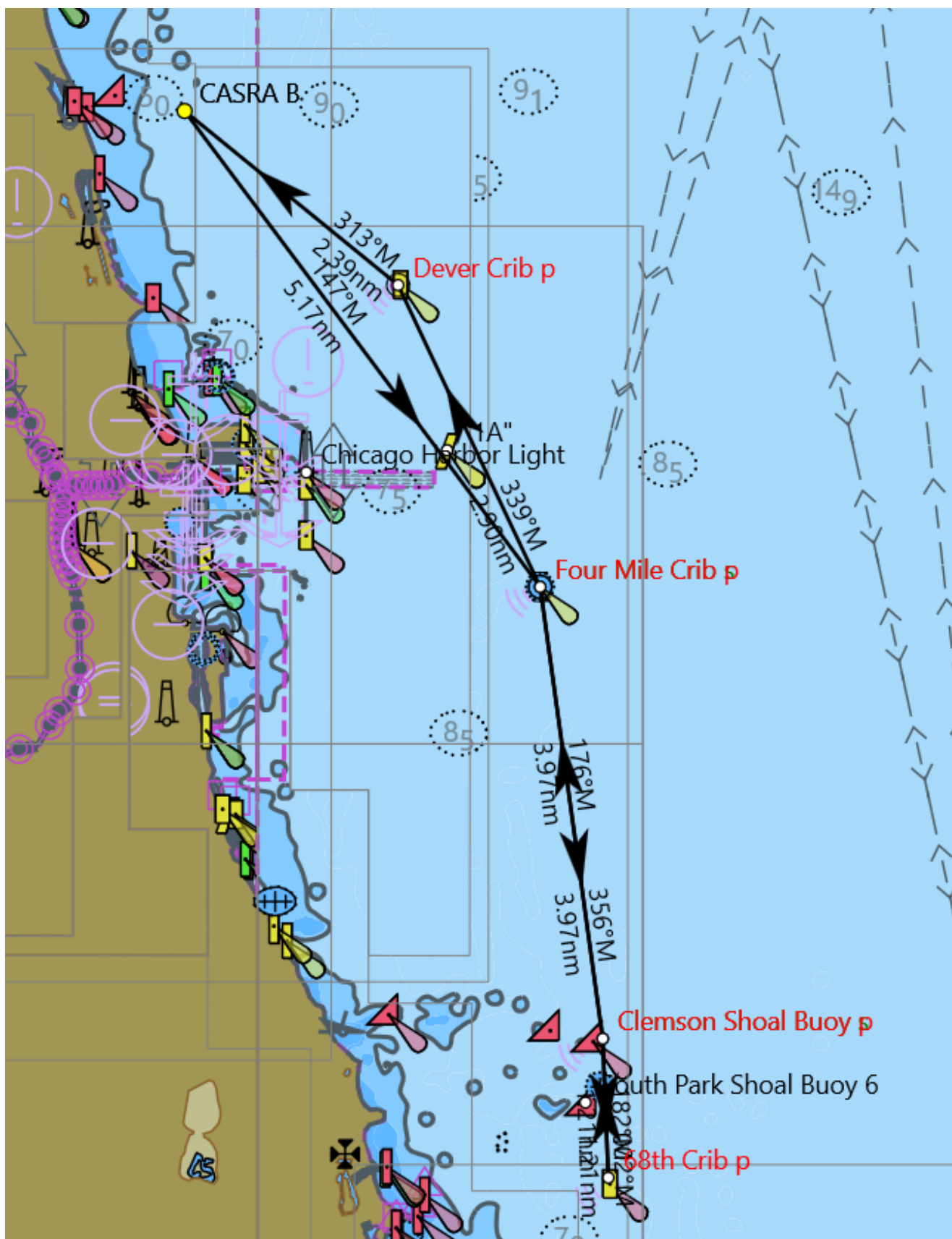
Course F – 21.5nm



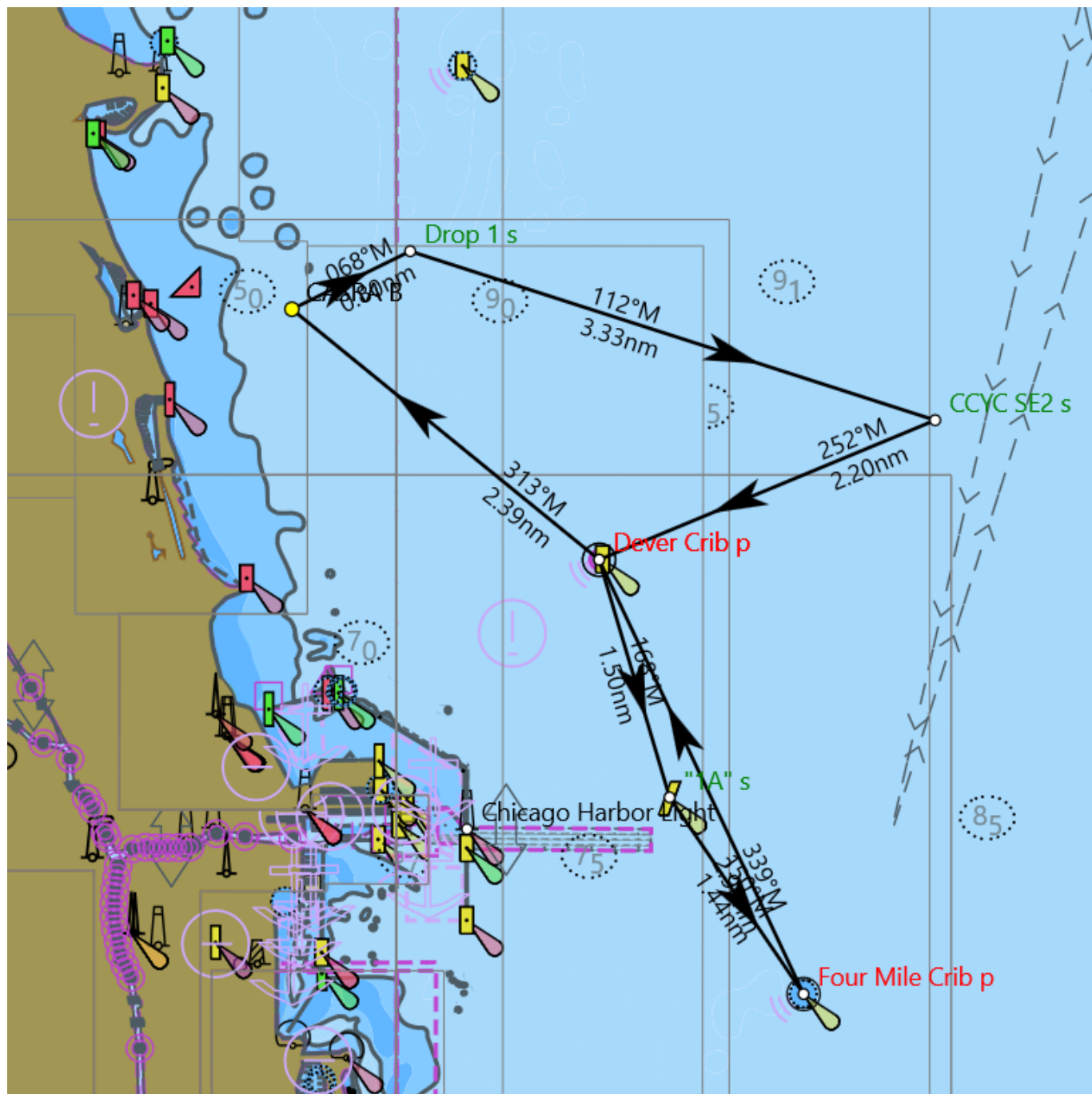
Course G – 14.3nm



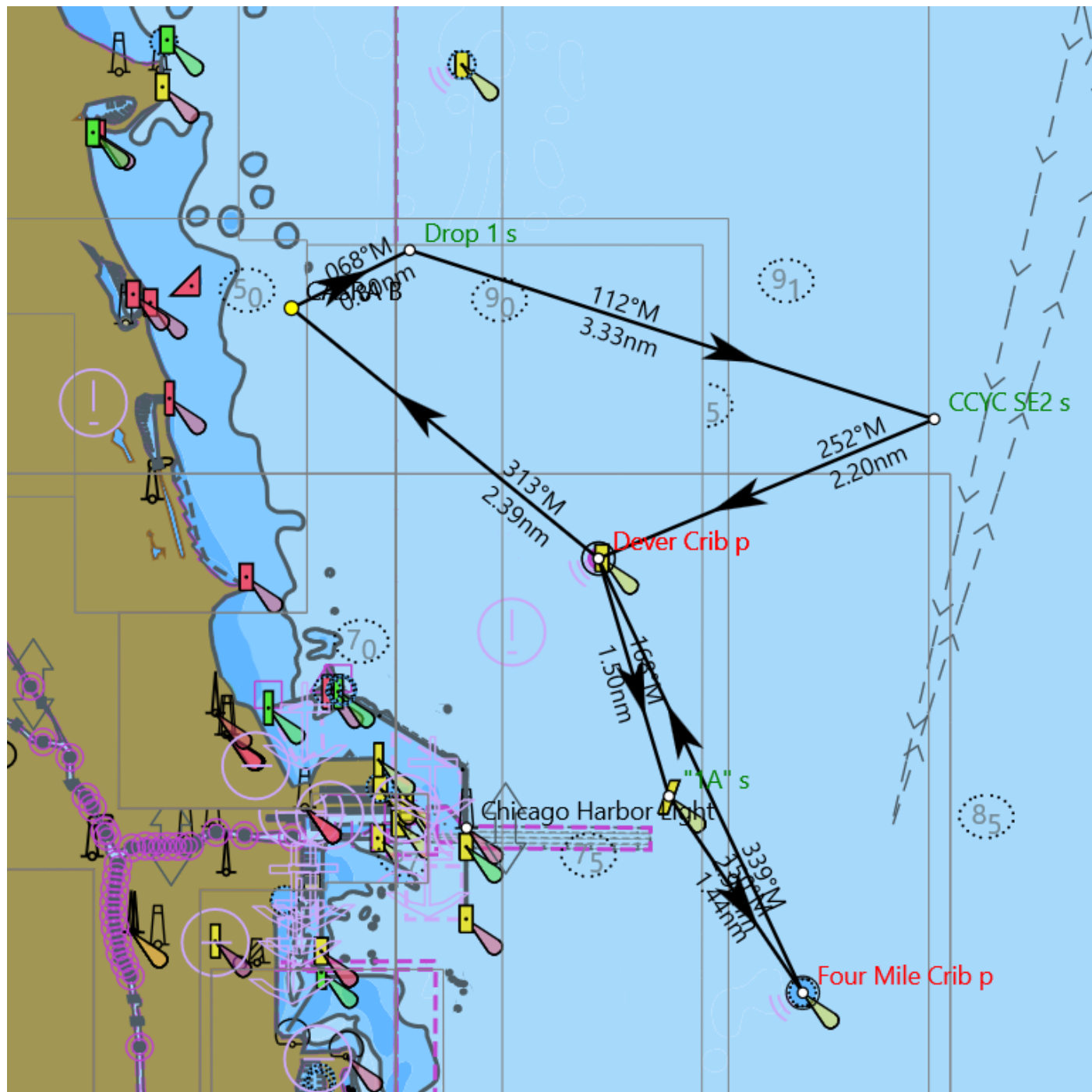
Course H – 20.8nm



Course I (India) – 14.6nm



Course J – 15.1nm



Course K – 10.5nm

