

CHICAGO GRAND SLAM - 2019
WORLD SAILING EVENT GRADING

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee	RC – race committee
OA – organising authority	NA – national authority
RRS – racing rules of sailing	SI – sailing instructions
IJ – international jury	NoR – notice of race

1 RULES

1.1 The Event will be governed by

- (a) the 'rules' as defined in the RRS, including Appendix C.
- (b) the rules for Handling Boats (SI Addendum C) which also applies to any practice sailing and sponsor races. Class rules will not apply.
- (c) any prescriptions of the national authority that will apply will be posted on the official notice board.

1.2 Changes to the Racing Rules of Sailing:

- (a) add to RRS 41: (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.
- (b) add to the last sentence of RRS 47.2 - Limitations on Equipment & Crew unless that person was placed on board by the OA and they have been retrieved from the water by a support boat or official boat.

1.3 Add after the first sentence of Appendix A5 'When a boat in a match fails to sail the course in accordance with rule 28.1, she will be disqualified without a hearing and scored zero points unless both boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course in accordance with rule 28.1.' This changes RRS 28, 35, 63.1, and A5.

1.4 Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise while she is racing or in the finishing area, shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.

1.5 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.

1.6 A gate or finish line mark may be adjusted without signalling a course change and while boats are on the first half of the leg. This changes RRS 33.

1.7 If the first boat has finished leaving the second boat in a match owing a penalty, the umpires may signal according to C 5.5 that outstanding penalty is now completed and remove the corresponding penalty flag. Once they have then finished, the second boat may be scored with a loss without the requirement of completing their penalty turn before finishing. This changes RRS C 7.4

1.8 If the Signal Boat is displaying the Yankee Flag, competitors must wear Personal Floatation Devices at all times while on the water, except for brief periods while adding or removing clothing. This modifies RRS 40 and the preamble to Part 4.

1.9 When there is a conflict, the SI's shall prevail over the NoR. This changes RRS 63.7

2 ENTRIES and ELIGIBILITY

2.1 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Addendum A.

- 2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, deposit \$US 2,500.00 for damage and complete crew weighing, all between August 15th between 1000 and 1700 and August 16th between 0730 and 0830 unless extended by the OA.
- 2.3 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.5 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the IJ/OA may authorise an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the IJ/OA may authorise a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at Sailing School Barge (upstairs).
- 3.2 Signals made ashore will be communicated verbally by the OA.
- 3.3 Skippers shall attend the first briefing, which will be at 0830 on Friday, August 16 in the Sailing School Barge classroom, unless excused by the OA.
- 3.4 The first meeting with the umpires will follow the first briefing with competitors.
- 3.5 A daily morning meeting will start at 0830 on racing days, upstairs in the Sailing School barge classroom.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least one hour before the start of any race affected and will be signed by the RC and the IJ representatives.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be verbally communicated by the umpires. Flag third substitute will not be displayed.

5 BOATS and SAILS

5.1 Boats

- (a) the event will be sailed in Tom 28 type boats.
- (b) the sails to be used will be allocated by the RC.

- 5.2 The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals will have the following meanings:

<u>Signal</u>	<u>Sail combination to be used</u>
K	Mainsail and Jib only
R	Reefed Mainsail

- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.

- 5.4 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.5 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by bow numbers 1-8.
- 6.2 Boats will be drawn either by the competitors or a designated official supervised by the OA each day or at the beginning of each stage as decided by the RC and/or the OA.
- 6.3 Boats will be exchanged in accordance with the pairing list and race schedule.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be 350kg for a same gender team and 411kg for a mixed gender team.
- 7.2 **Crew Weighing**
The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350 kg when the crew is of the same gender, and 411 kg when the crew is of mixed gender.
- 7.3 All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7.

8 EVENT FORMAT and STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Addenda A and B.
- 8.2 In a knock-out series between two skippers:
 - (a) they will alternate assigned ends for each match. The higher ranked skipper from Stage One will initially be assigned to starboard entry to alternate each match thereafter. This changes RRS C4.1.
 - (b) when the series has been decided, further matches between these two will not be sailed.
 - (c) crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.
- 8.3 The racing days are scheduled as August 16-18, 2019.
- 8.4 The latest time for an attention signal on the last day of racing will be approximately 1700.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 The RC may change the format, terminate any stage or the event when, in its opinion, it is impracticable to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 8.7 The intended time of the first attention signal each day is 1000.
- 8.8 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.9 When a match cannot start at its intended time, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.
- 8.10 When, in a knock out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9 RACING AREA

The racing area will be on Lake Michigan outside Belmont Harbor.

10 COURSE

10.1 Configuration, Signals and Course to Be Sailed

- (a) Configuration (not to scale)

Mark W (Y) and change Marks R & G o R o Y o G

Mark L1 & L2 o o

Start/Finish Line o----- o

- (b) **Signals and Course to be Sailed**

Course signals will be displayed from the RC boat, at or before the warning signal. Marks W shall be rounded to starboard. Marks L1 and L2 shall be rounded as a gate. If only one Mark L is present, it shall be rounded to starboard.

<u>Signal</u>	<u>Course</u>
No Signal*	Start - W - L - W - Finish
S	Start - W - Finish

- (c) **Description of Marks**

The RC boat will be identified by an orange flag.
The starting/finishing line mark will be a yellow tapered inflatable mark.
Mark W will be a yellow inflatable mark.
Mark(s) L1/L2 will be orange inflatable mark(s)
The replacement marks R & G will be red and green inflatable marks respectively and can be laid in any configuration.

10.2 Starting/Finishing Line

- (a) The starting/finishing line will be a straight line between the course side of a starting/finishing mark and the staff with an orange flag on the RC boat.
- (b) A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle.

10.3 Course Limits

- (a) While racing, no part of a boat's hull shall sail inside the area 2 hull-lengths from the break wall.
- (b) A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

10.4 Abandonment and Shortening

- (a) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'

- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.
- (c) Match umpires may verbally inform competitors in a match that the match is abandoned without an abandonment signal being made by the RC. This changes Race Signals and rule 32.

11 BREAKDOWN and TIME FOR REPAIRS

- 11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display flag "L" to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RC boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will be at the discretion of the RC.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12 STARTING PROCEDURE

- 12.1 Match warning signals will be as described in RRS C3.1 amended by SI 12.2. and 12.3
- 12.2 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.
- 12.3 If there is no C flag displayed at the preparatory signal, the mark for the first leg of the course will be a yellow mark. If there is a change of course for the first leg of a match, flag C will be displayed as the preparatory signal with a red or green flag, with multiple sound signals. This changes RRS C3.1.
- 12.4 In the event of a postponement (AP), there will be no Foxtrot attention signal; the next signal (approximately one minute) after AP comes down will be the numeral pennant for the next match. Foxtrot may be displayed for the next flight before the last match of a previous flight finishes. This changes RRS C3.1 and C3.2(b).

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 **Change of Course Signals** (changes RRS 33 and Race Signals)
 - (a) Flag C and a coloured flag means: 'The windward mark has been moved. Sail to a mark the same colour as the flag.'
 - (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- 13.2 **Signalling vessel**
 - (a) When a change of course is made for the first leg, the signal will be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
 - (b) When a change of course is signalled after the first leg it will be displayed from a boat in the vicinity of mark(s) L1 and/or L2, or from the bow of the signal boat.

14 TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

15 SPARE

16 MEDIA, IMAGES and SOUND

- 16.1 The OA have the right to use any images and sound recorded during the event free of any charge

17 PRIZES

- 17.1 Points will be earned according to the Grand Slam Scoring in Addendum F. The winner of the 2019 Grand Slam Series will earn a qualifier spot to the 2020 Congressional Cup hosted by Long Beach Yacht Club.
- 17.2 Prizes will be awarded to the top three teams.

18 CODE OF CONDUCT

- 18.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.
- 18.3 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:
- Excessive attempts to verbally coerce, coach or influence umpire decisions;
 - Repetitive or on-going objection to an umpire decision (verbal or otherwise);
 - Abuse of umpires before or after a decision (See also MR Call M4).
- 18.4 Breaches of this SI may also be referred to the IJ. Any penalty will be at the discretion of the PC/IJ and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.
- 18.5 Gross breaches of this SI may be referred to the IJ by the OA for action under RRS 69.

19 DISCLAIMER

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS

Name	ISAF ID	Ranking – April 2019
Christopher Poole	USACP77	13
Pearson Potts, Jr	USAPP2	15
Peter Holz	USAPH81	29
Finn Tapper	AUSFT3	30
Jordan Stevenson	NZLJS25	35
David Wood	USADW133	51
James Pinder	GBRJP108	63
Steven Lowery	USASL11	71
William Holz	USAWH53	135
Ethan Prieto-Low	AUSEP7	142
Ansgar Jordan	USAAJ28	306
Michael Wilde	USAMW162	

SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

1 First Stage - Round Robin(s)

- (a) All skippers will sail a round robin.
- (b) The eight highest scoring skippers shall qualify for the next stage – Quarter Finals.

2 Second Stage – Quarter Finals

- (a) The four highest seeded skippers from the First Stage will chose their opponents, with the highest seeded choosing first and the rest to follow.
- (b) The first skipper to score two or three points, as determined by the OA and/or RC, will advance to the Fourth Stage - Semi-finals.
- (c) The four lowest finishing skippers will advance to the Third Stage – 5th through 8th Round Robin.

3 Third Stage – 5th through 8th Round Robin

- (a) All skippers will sail a round robin.
- (b) Places 5th through 8th will be determined in this stage.

4 Fourth Stage – Semi-finals

- (a) The skipper finishing first in the qualifying round robin shall select his/her opponent when requested by the RC to do so. The remaining two skippers shall race each other.
- (b) The first skipper in each pair to score at least two or three points, as determined by the OA and/or RC, shall proceed to the finals while the losing two skippers advance to the petite finals.

5 Fifth Stage – Finals and Petite Finals

- (a) The first skipper in the finals to score at least two or 3 points, as determined by the OA and/or RC, shall be the winner.
- (b) The skipper in the petite finals to score one or two points, as determined by the OA and/or RC, shall be third.

SI ADDENDUM C – HANDLING of BOATS

1 GENERAL

While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 62.

2 PROHIBITED ITEMS and ACTIONS - Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1 Launching, storing, or handling the spinnaker from anywhere aft of the mast. (Spinnaker must be launched from the bow area)
- 2.2 Any additions, omissions or alterations to the equipment supplied.
- 2.3 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.4 The replacement of any equipment without the sanction of the RC.
- 2.5 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.6 Moving equipment from its normal stowage position except when being used.
- 2.7 Boarding a boat without prior permission.
- 2.8 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.9 Hauling out a boat or cleaning surfaces below the waterline.
- 2.10 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.11 Using a flattener as a reef .
- 2.12 Cross winching foresail sheets.
- 2.13 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.14 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.15 Using a winch to adjust the mainsheet, backstay or vang.
- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Attaching lines to the fabric of spinnakers.
- 2.18 Perforating sails, even to attach tell tales.
- 2.19 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.20 Using a reef line as an outhaul.
- 2.21 The use of electronic equipment, unless permitted by SI C3.1.

3 PERMITTED ITEMS and ACTIONS – the following are permitted:

- 3.1 The use of non-working control lines is permitted for hiking out. This changes RRS 49.1 and therefore MR Call L3. Example, the spinnaker sheet twing line may be used for hiking
- 3.2 Taking on board the following equipment:
 - (a) electrical tape excluding black
 - (b) line (elastic or otherwise of 4 mm diameter or less)
 - (c) marking pens
 - (d) tell tale material
 - (e) watch, timers and hand held compass
 - (f) velcro tape
 - (g) spare flags
- 3.3 Using the items in 3.2 to:
 - (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tales
 - (c) prevent sails being damaged or falling overboard
 - (d) mark control settings
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per Appendix C6
- 3.4 Changing the number of mainsheet purchases

4 MANDATORY ITEMS and ACTIONS – the following are permitted:

- 4.1 All competitors shall report any damage to the Bosun. This can be done verbally or via radio, but shall be done after finishing and before starting the next race or before changing boats. Skippers shall verbally confirm damage or lack thereof with the umpire when rotating out of the boats, otherwise they will be assumed responsible for damage later discovered.
- 4.2 At the end of each sailing day:
 - (a) rolling mainsail and jib, and bagging and placement of the sails as directed.
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day.
 - (c) releasing backstay tension.
 - (d) Return Spinnaker to Sailing Center
 - (e) Y Flags shall be returned to the OA after the conclusion of racing on Sunday.
- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI ADDENDUM D – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported to the Bosun.

SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Headsail
- Spinnaker
- One winch handle
- One spinnaker pole
- One continuous spinnaker sheet
- One continuous headsail sheet
- Tiller extension
- Genoa cars
- Two sail ties
- One OA Supplied VHF radio

SAFETY GEAR

- Life jackets for each crew member (supplied by competitors)
- Bucket
- Sponge
- Tow line

SI ADDENDUM E – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

SI ADDENDUM F – GRAND SLAM SCORING

Grand Slam scoring for 2019:

1. Points will be allocated as noted below for all competitors in their best three of four events.
2. The team with the highest score will be the winner of the 2019 Grand Slam and will be invited to compete at the 2020 Congressional Cup. The top team's name will be etched onto the trophy.
3. If there is a tie between two or more competitors, each competitor's best three of four scores shall be listed in order of best to worst, and at the first point(s) where there is a difference, the tie shall be broken in favour of the competitor(s) with the best score(s).
4. If a tie remains between two or more competitors, they shall be ranked in order of their scores in the last event, then the next to last event, etc.

<u>PLACE</u>	<u>POINTS</u>
FIRST	100
SECOND	80
THIRD	65
FOURTH	55
FIFTH	40
SIXTH	35
SEVENTH	30
EIGHTH	25
NINTH	20
TENTH	15
ELEVENTH	10
TWELTH	5