



**Chicago Grand Slam
A World Match Racing Tour Event
Belmont Harbor, Chicago, IL USA**

**August 11-14, 2022
August 11 – Practice Day
August 12-14 – Racing Days**

Sailing Instructions

The following abbreviations apply to this Notice of Race and Sailing Instructions:

PC: Protest Committee
NoR: Notice of Race
SI: Sailing Instructions
TD: Technical Delegate

OA: Organizing Authority
RRS: Racing Rules of Sailing
RC: Race Committee
IJ: International Jury

[NP]: The notation in a rule of the Notice of Race or Sailing Instructions mean that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1 RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum E.
- 1.3 Further to NoR 1.3, the RRS is changed as follows:
 - (a) When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.
 - (b) 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.'
 - (c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SI will be posted at least 30 minutes before it will take effect.
- 2.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the race course.



6.2 Signals and Course to be Sailed

Course signals will be displayed from the RCV boat, at or before the warning signal.

Mark W shall be rounded to starboard. In the event one gate mark is missing, the remaining mark shall be rounded to starboard.

Signal

Course

No Signal

Start - W - L - W - Finish

S

Start - W – Finish

7 MARKS / STARTING AND FINISHING LINE

7.1 The starting/finishing line mark will be a yellow tapered inflatable mark or green robotic mark.

7.2 Mark W will be a red, green, or yellow inflatable mark.

When Mark L is a gate, it will be between two orange robotic marks.

When Mark L is a single mark, it will be an orange robotic mark.

7.3 Routine movement of robotic marks is not considered an improper action under RRS 62.1a. This includes marks returning to station after having been pushed away by a boat or competitor and collisions with marks that do not cause damage.

7.4 Modify RRS 33: A gate or finish line mark may be adjusted without signaling a course change and while boats are on the first half of the leg.

7.5 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the RCV at the starboard end and the course side of the mark at the port-end.

8 CHANGE OF THE NEXT LEG OF THE COURSE

8.1 Changes to the course will be made by signalling a change of course to a new Mark W.

8.2 Change of Course Signals (amends RRS 33 and Race Signals)

(a) Flag C and a colored flag or board means: 'The windward mark has been changed. Sail to a mark the same color as the flag or board.'

(b) When a change of course after starting only affects some matches, these may be designated by the appropriate numeral pennant.

8.3 Signalling vessel

When a change of course is signalled after the first leg, it will be displayed from a boat in the vicinity of mark L, which may be the RC Signal boat that is one end of the starting/finishing line.



9. OBSTRUCTIONS

The following object is designated as an obstruction. 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.

- (a) A buoy may be attached to the RCV anchor line at just below keel depth. Boats shall not pass between this buoy and the RCV at any time. This area is designated as an obstruction. As part of the anchor line, this buoy is not part of the starting mark.

10 BREAKDOWN and TIME FOR REPAIRS

- 10.1 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 RCV and remain there, unless otherwise directed.
- 10.2 The time allowed for repairs will be at the discretion of the RC.
- 10.3 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 10.1.
- 10.4 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.

11 TIME LIMIT

- 11.1 A boat that does not Finish within 5 minutes after her opponent has Sailed the Course will be scored zero points. This changes RRS 35 and A5.

12 RISK STATEMENT

Refer to NoR 14.



SI ADDENDUM A - LIST OF ELIGIBLE SKIPPERS and PAIRING LIST:

Skipper Name	World Sailing Sailor ID	World Sailing Ranking*
Chris Poole	USACP77	8
Peter Holz	USAPH81	33
Jean baptiste Bern	FRAJB13	34
Megan Thomson	NZLMT18	99
Cole Tapper	NZLCT6	142
Ruairi Finnegan	IRLRF14	150
Robbie McCutcheon	N/A	N/A

*Open rankings from 5.JAN.22.

Pairing lists will be distributed at the competitor meeting.

SI ADDENDUM B - EVENT FORMAT and SCHEDULE OF RACES (THIS CHANGES THE NOR)

EVENT FORMAT

Stage 1 – Round Robin(s)

- All skippers are scheduled to sail against all other skippers once
- Skippers will be ranked in order according to the results of this stage using RRS C10 and C11
- The top four skippers from this stage proceed to stage 2.
- Remaining skippers proceed to stage 5.

Stage 2 – Semi-Finals

- The four highest placing skippers from the Round Robin will be paired highest placing skipper from Stage 1 v lowest placing skipper from Stage 1, etc. in accordance with a table to be distributed by the RC.
- The first skippers to score at least three (3) points will proceed to Stage 4
- The other skippers will move to Stage 3

Stage 3 – Petite-Final Knockout Series

- The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the RC.
- The first skipper to score at least two (2) points will place third in the regatta. The other skipper will place fourth.



Stage 4 – Final Series

- (a) The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the RC.
- (b) The first skipper to score at least three (3) points will be the winner. The other skipper will place second.

Stage 5 – Consolation Round Robin / Sail off – run concurrently with Stage 2

- (a) Skippers placing 5th through 7th in Stage 1 will be paired in accordance with a table to be distributed by the RC.
- (b) The results of this Round Robin will be for places fifth through seventh.

SI ADDENDUM C - HANDLING BOATS

1 GENERAL

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

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

2 [NP] 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 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.15 Using the spinnaker pole to wing out the foresail.
- 2.16 Attaching lines to the fabric of spinnakers.
- 2.17 Perforating sails, even to attach tell tales.
- 2.18 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.19 Using a reef line as an outhaul.
- 2.20 Marking directly on the hull or deck with permanent ink.
- 2.21 The use of electronic equipment, unless permitted by SI C3.1.
- 2.22 Untaping the tiller extension

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
 - (l) small personal video devices such as GoPro are permitted as long as any postings to websites or social medial reverences and links to Chicago Yacht Club
- 3.2 Using the items in 3.1 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 on working sheets forward of any rope clutches.
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per Appendix C6
 - (g) make notes
 - (h) personal safety
 - (i) changing the number of mainsheet or jib sheet purchases.

4 MANDATORY ITEMS AND ACTIONS

The following are mandatory.

- 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) securing helm
 - (d) securing the boat to its dock as directed
 - (e) releasing backstay tension
 - (f) return spinnaker to Sailing center
 - (g) Y flags shall be returned to the OA after the conclusion of racing on Sunday.
- 4.3 At the end of the day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks. Emptying the bucket of trash when ashore. Trash, including tape, left onboard may result in a cleaning fee of \$100.00.
- 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, to the extent provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

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
- One VHF radio (supplied by OA)
- One continuous jib sheet
- Tiller extension
- Genoa cars
- Two sail ties

TACKLE

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

FLAGS

- Yellow and Blue backstay flags
- One handheld Y Flag
- Lima / Distress Flag
- Red sidestay flag



SI ADDENDUM E –

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.