



**Sterling Morton Regatta
Chicago Yacht Club
Belmont Station, Chicago, IL
May 18-19, 2019**

SAILING INSTRUCTIONS

1 RULES

- 1.1 The race will be governed by the rules as defined in the current edition of *The Racing Rules of Sailing*, and as modified in the Notice of Race and these Sailing Instructions and Attachments, including Addendum Q.
- 1.2 Addendum C will also apply any time the boat is being operated.
- 1.3 On-the-water umpiring will be in effect for the regatta. The rules of Addendum Q (version June 12, 2017) apply (hereafter “AQ”). AQ is available on the Notice Board.
- 1.4 In the case of a conflict between the Notice of Race and the Sailing Instructions, SIs will take precedence. This changes RRS 63.7.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the Official Notice Board located at the Chicago Yacht Club Belmont Station.
- 2.2 A competitors meeting will be held each day at 0900 in the Dining Room of the Belmont Station.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

4 SIGNALS

- 4.1 Signals made ashore will be displayed from the official flagstaff at CYC Belmont Station
 - a) When flag AP is displayed ashore, “1 minute” is replaced with “not less than 45 minutes” in the Race Signal AP.
- 4.2 Signals Made Afloat: In accordance with RRS 90.2(c), oral changes to the Sailing Instructions may be made on the water. A change is in effect when the Race Committee (R/C) signal boat displays flag L with one sound signal. This means come within hail of the R/C boat to receive the oral changes to the Sailing Instructions. These changes may also be communicated by the umpires.
 - a. The R/C will monitor VHF Channel 69.

5 BOW NUMBERS & BOAT ROTATION

- 5.1 Competitors will rotate boats after each race, as noted in the Rotation Schedule, separate from the SIs.



6 SCHEDULE OF RACES

Friday May 18,

1400-1800 Competitor Registration- Regatta Office
1400-1800 Practice available
1800 Appetizers and drinks

Saturday May 19

0800-0900 Competitor Registration
0800-0900 Competitor Breakfast
0900 Competitors Meeting
1000 Warning signal for for 1st race
TBA Dinner and drinks after racing

Sunday May 20

1000 First warning
1500 No race shall start after this time.
TBA Award Ceremony and appetizers after racing

7 CLASS FLAGS

The class flag will be a white flag with a Sonar class logo.

8 STARTING AREA

The racing area will be off of the Belmont Harbor entrance.

9 CHECK-IN

Prior to the warning of the first race each day, each boat shall check-in with, and be recognized by, the R/C located on a vessel displaying the flag L by passing close aboard on starboard tack and hailing her sail number. When a boat has been recognized, the R/C will hail the boat's sail number.

10 COURSE

- 10.1 The course will be selected from Addendum A: Course Chart.
- 10.2 The following signals will be posted on a Whiteboard on the stern of the committee boat on the Starboard end of the starting line: Course number, distance to mark 1, the approximate bearing from Mark 2s/2p to Mark 1.

11 MARKS

- 11.1 Mark 1 and 1a shall be an Orange cylinder. Marks 2s and 2p shall be short Orange cylinders. Starting mark will be a white tetrahedron.
- 11.2 In the event Mark 2s/2p is established as a single mark, that mark shall be left to port.
- 11.3 New Marks, when as described in SI, will be a Yellow tetrahedron.
- 11.4 Mark 1 and 1a are rounding marks and shall be left to port. Together, Marks 2s and 2p form a gate.

12 THE START

- 12.1 The starting line will be a straight line between the course side of a starting mark and a pole displaying an orange flag on the Race Committee Signal Boat.
- 12.2 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start without



a hearing. This changes rule A4 and rule A5.

13 RECALLS

If any part of a boat's hull, crew or equipment is on the course side of the starting line at her starting signal and she is identified, the race committee may attempt to broadcast her sail number on the designated hailing channel. Errors or omissions in courtesy broadcasts or hails are not grounds for a request for redress. This changes rule 62.1(a).

14 CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the R/C will lay a new mark (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.

15 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 as illustrated on the course chart.

16 PROTESTS

16.1 The OA will provide a code flag Y for each boat to protest another boat.

16.2 When there is an incident with contact between boats and the umpires believe the contact may involve damage, they will proceed under Q5.5, and the protest committee will use the guidance in Addendum D.

16.3 At the finishing line the race committee will inform the competitors about each boats finishing place or scoring abbreviation. After this has been done, the race committee will promptly display Flag B with one sound. Flag B will be displayed for at least two minutes and then removed with one sound.

17 SCORING

17.1 A boats series score shall be the total of her race scores. No scores shall be excluded, this changes A2.1.

17.2 The scheduled number of races shall be 10. At least three (3) races must be completed to award the Sterling Morton Cup

18 SAFETY REGULATIONS AND WITHDRAWALS

A boat that retires from the race shall notify the race committee, by hail or VHF channel 69, of her withdrawal and return to the starting area as soon as practicable.

19 BREAKDOWN AND TIME FOR REPAIRS

19.1 Before the warning signal of a race or within five minutes of changing into a new boat, whichever is later, a boat may contact any race official or umpire via VHF 69 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 then proceed as soon as possible to a position close to leeward of the R/C boat and remain there, unless otherwise directed, for assistance.

19.2 After the warning signal, a race will not be postponed or abandoned due to breakdown unless the breakdown was reported as required by SI

19.3 Failure to effect repairs in the time allowed, or breakdowns after the warning signal shall not be grounds for redress. This changes RRS 62.



20 SUPPORT BOATS

Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

21 RADIO COMMUNICATION

Except in an emergency or breakdown, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to all communication technologies.

22 COURTESY BROADCASTS

22.1 The courtesy VHF broadcast channel will be CH 69.

22.2 A boat shall not request redress for errors or omissions in courtesy broadcasts. This changes rule 62.1(a).

23 PRIZES

Prizes will be awarded as described in the Notice of Race.

24 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority 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.

25 FURTHER INFORMATION

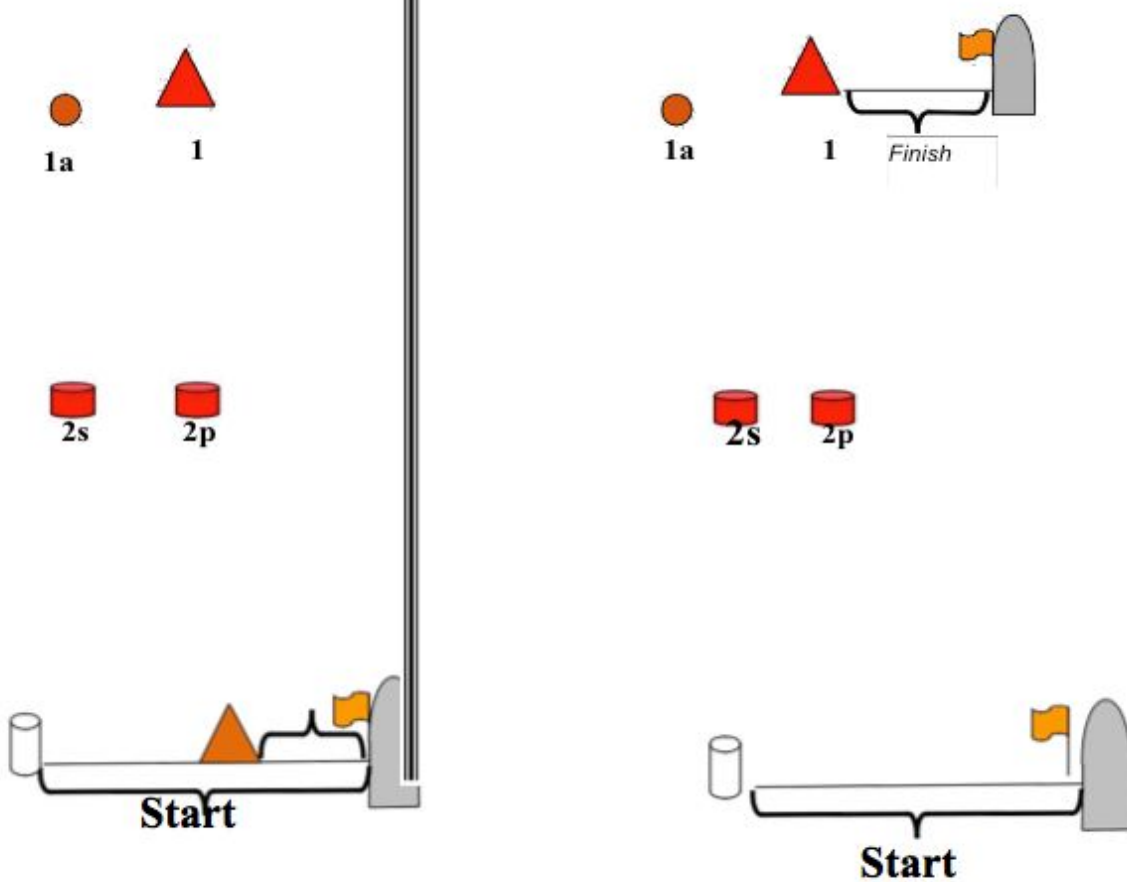
Sydney Symons, Regatta Manager
Chicago Yacht Club
400 E Monroe Street, Chicago, IL 60603
312-861-7777, Ext. 5562 (o)
312-617-2279 (m)
regattamanager@chicagoyachtclub.org



ADDENDUM A

Courses

Course	Marks	Course	Marks
4	Start, 1, 1a, 2p/s, 1, 1a, Finish	3	Start, 1, 1a, 2p/s, Finish
6	Start, 1, 1a, 2p/s, 1, 1a, 2p/s, 1, 1a, Finish	5	Start, 1, 1a, 2p/s, 1, 1a, 2p/s, Finish





ADDENDUM B

Rotation

Race	1	2	3	4	5	6	7
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							



ADDENDUM C

Handling the Boats

1 GENERAL

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

2 PROHIBITED ITEMS and ACTIONS

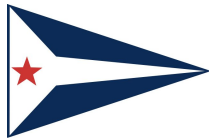
Except in an emergency or in order to prevent damage or injury, or when directed by a member of the RC otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 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.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Moving the mast blocks.
- 2.10 Using a flattener as a reef.
- 2.11 Attaching lines to the fabric of spinnakers.
- 2.12 Perforating sails, even to attach tell tales.
- 2.13 Radio transmission, except to report damage or in response to a request from the RC.
- 2.14 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.15 The use of electronic instruments other than compass and watches.
- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Marking directly on the hull or deck with permanent ink.
- 2.18 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.19 Sitting outboard (including legs) of the toe rail is prohibited, but the upper body may lean outboard.

3 PERMITTED ITEMS and ACTIONS

The following are permitted:

- 3.1 Taking on board the following equipment:
 - (a) basic hand tools
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell-tale material
 - (f) watch, timers and hand held compass
 - (g) shackles and clevis pins
 - (h) velcro tape
 - (i) spare flags



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
- (e) make minor repairs and permitted adjustments
- (f) make signals as per Appendix D2

3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair or maintenance after removal.

3.4 Changing the number of mainsheet or jib sheet purchases.

4 MANDATORY ITEMS and ACTIONS

The following are mandatory:

4.1 The completion of a written damage report before leaving a boat and submitting it to the Bosun, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.

4.2 At the end of each sailing day:

- (a) rolling, 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

4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash & recycling 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.



ADDENDUM D

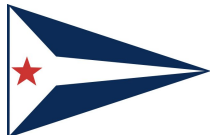
Penalties for Damage resulting from Contact between Boats

SI 1.6 and 1.7 permit 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 reason to do so, it may apply a different penalty.

In the event that a boat is damaged and is not available for further use, and no spare boat is available, the team responsible for the damage may be excluded from the event by the Organizing Authority.

Damage will be divided into 3 levels

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	The normal operation of the boat is compromised and its structural integrity	The boat will need some repair work before



Damage	may be impaired.	racing again. Requires more than 3 hours of work.
--------	------------------	---

Point Penalties - to be applied to boats found in breach of RRS 14 as a result of a hearing held under Q5.5

Level	Penalty
A	None
B	Place +6 pts
C	Place + 12

When both boats break RRS 14, they should both receive a points penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of race-win penalties, and is not linked to any deductions from the competitor's damage deposits. Monetary deductions are assessed separately after closer inspection by the OA, 'bosun, and all damage costs are deducted from damage deposits irrespective of any penalty (or none) imposed under this system. In the event of damage, a team will be required to replenish its damage deposit during the regatta.



Chicago Yacht Club Sonar Damage Report

The charges below are all applicable where it is obvious that damage or loss was caused due to misuse. The definition of the damage will be decided by the event Bosun or the person in charge.

DAMAGE	DEFINITION	COST
Hull	Gelcoat nicks (per instance) Minor damage not requiring lamination Heavy damage requiring lamination or new capping	\$200.00 \$500.00 \$1,000.00
Keel/Rudder	Minor damage Heavy damage	\$400.00 \$1,000.00
Boom	Boom break or heavy damage	\$500.00
Mast	Mast break or heavy damage	\$1,000.00
Shrouds	Bent shrouds/turnbuckles	\$250.00
Sails	Rips smaller than 10cm Rips larger than 10cm up to 40cm Rips larger than 40cm Complete loss	\$50.00 \$100.00 TBD \$1,000.00
Flags	Loss	\$50.00
Sheets	Damage or loss	\$100.00
Halyards	Damage or loss	\$200.00
Spinnaker Pole	End fitting damage (per fitting) Pole break or loss	\$100.00 \$500.00
Deck Fitting	Damage or loss-small items Damage or loss - large items	\$50.00 \$100.00
Tiller	Damage or loss	\$200.00
Tiller Extension	Damage or loss	\$50.00
Hatch	Minor damage Major damage	\$100.00 \$300.00

\$100 will be deducted for failure to bail out water at the end of each day. Satisfactory bailing to be determined by the event Bosun.

Other charges may be made if other equipment is found to be missing or damaged. This will be determined by the event Bosun.