



**CYC MISSA 2022 Icebreaker
Chicago Yacht Club
March 26 & 27, 2022
Belmont Station, Chicago, IL**

Sailing Instructions (SIs)

ABBREVIATIONS

[NP] Rules that are not grounds for a protest or request for redress by a boat. **This changes RRS 60.1(a).**

1 RULES

- 1.1 The event is governed by the *rules* as defined in *The Racing Rules of Sailing*.
- 1.2 The prescriptions of US Sailing, the ISSA Procedural Rules, the Notice of Race, and these Sailing Instructions. In the event of a conflict between the governing documents and the Sailing Instructions the latter shall take precedence.
- 1.3 The Organizing Authority (OA) is the Interscholastic Sailing Association and Chicago Yacht Club in conjunction with host schools: New Trier High School, St. Ignatius College Prep, Walter Payton College Prep.
- 1.4 RRS appendix P is in effect modified per ISSA Procedural Rule 14(c).
- 1.5 **[NP]** Based on any public health consideration, competitors agree to follow Centers for Disease Control and Prevention (CDC), State of Illinois and City of Chicago, and the Chicago Yacht Club's policies regarding coronavirus, COVID-19, that are in effect at the time of the event.
- 1.6 **[DP]** Boats shall not fly drones while racing or in the racing area.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Official notices including changes to sailing instructions will be posted on the official notice board located <https://scores.hssailing.org/s22/cyc-2022-missa-icebreaker/>.
- 2.1 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 1800 on the day before it will take effect.
- 2.2 Changes to sailing instructions may be made on the water: Oral changes may be given on the water per RRS 90.2(c).

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board online at <https://scores.hssailing.org/s22/cyc-2022-missa-icebreaker/>.
- 3.2 On the water, the Race Committee intends to monitor and communicate with coaches via VHF radio on channel 78.



- 3.3 **[DP]** While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 3.4 **[NP]** Errors and omissions in courtesy broadcasts are not grounds for a request for redress. ***This changes RRS 62.1(a).***

4 CODE OF CONDUCT

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

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the main flagpole at the northeast of the Belmont Station barge.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.
- 5.3 **[DP]** Competitors in boats shall not leave Belmont Harbor before a Race Committee vessel or CYC safety vessel.

6 SCHEDULE OF RACES

Saturday March 26th	
0830	Registration, Rigging of Boats – Breakfast Service to start
0930	Mandatory Competitor's Meeting
1030	First Warning, Racing to Continue throughout the day - Lunch service to start approximately 1130
Sunday March 27th	
0830	Rigging of Boats – Breakfast Service to start
0915	Mandatory Competitors' meeting
1015	First Warning, Racing to Continue throughout the day - Lunch service to start approximately 1130
1400	No Warning After This Time

7 Racing Area

The racing area will be in the open waters of Lake Michigan, east of the Belmont Harbor entrance. If the Race Committee deems it too dangerous to sail outside the harbor, they will have the option to sail inside the harbor.

8 COURSES AND MARKS

- 8.1 Courses will be in accordance with ISSA PR 7.8.
- 8.2 The Race Committee may designate course selection orally.
- 8.3 Marks will orange inflatable or robotic marks.



- 8.4 In accordance with ISSA PR 7.8(c) after the starting signal, the Race Committee may change the position of any mark to maintain course configuration, provided that no boat is on that leg of the course. No signals are required. ***This changes RRS 33.***
- 8.5 The diagram in SI Addendum A shows the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.6 For WA2, LA2, and WA3, Mark 1 may have an offset. If the offset is not in place, the single windward mark shall be left to port. Mark 2 will be a gate. If the gate is not in place, the single leeward Mark 2 shall be left to port.
- 8.7 For the Modified Windward-Leeward Course (Course M), the start/finish line shall be “open”. Open means that competitors may sail through the line on the upwind or downwind leg.
- 8.8 Routine movement of robotic marks will not be grounds for redress. 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. RRS 31 still applies.

9 THE START, FINISH AND RECALLS:

- 9.1 Races will start in accordance with ISSA PR 7.9(a).
- 9.2 RRS US Sailing Prescription Appendix U - Sound-Signal Starting System shall be used.
- 9.3 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.
- 9.4 Individual recalls will be made in accordance with ISSA PR 7.9(b).
- 9.5 General recalls will be signalled by a series of short whistles. After a general recall, the round the ends provision of RRS 30.1 shall apply except Flag I need not be displayed in accordance with ISSA PR 7.9(c). ***This changes RRS 30.1.***
- 9.6 The finishing line is between a staff displaying a blue flag on the signal vessel at the starboard end and the course side of the port-end finishing mark.

10 BREAKDOWNS

- 10.1 Breakdown requests shall be filed in the same manner as protests.
- 10.2 Breakdowns shall be scored in accordance with ISSA PR 9(e).
- 10.3 Compensation shall be consistent with ISSA PR Appendix 3.

11 PROTESTS & HEARING REQUESTS

- 11.1 Protest procedure will be in accordance ISSA PR Part VI - 16.
- 11.2 Per ISSA PR 8(b), competitors shall not communicate with a coach before reporting to the Race Committee their intent to protest.
- 11.3 Protests and requests for redress shall be filed in person at the front desk at Chicago Yacht Club Belmont Station Member Barge within the appropriate time limit.
- 11.4 A boat’s protest time limit is 30 minutes from the docking time of the Signal Boat.
- 11.5 Hearings will be held in person, in a socially distant manner, at Belmont Station.

12 SCORING

- 12.1 The scoring system is as follows: Scoring will be in accordance with ISSA PR 9.



12.2 One (1) race in each division is required to be completed to constitute a regatta.

13 SAFETY

13.1 Competitors shall wear USCG approved lifejackets as outlined in ISSA PR 2.2.

13.2 **[DP]** A boat that retires from a race shall notify the Race Committee either before leaving the course, or if that is impossible, immediately after arriving ashore.

14 FORMAT

14.1 The Race Committee will attempt to complete a full rotation.

14.2 Rotation schedules and boat assignments will be posted on Tech Score.

15 [DP] SUPPORT TEAMS AND COACHING

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

15.2 Coaching may take place below the finish line or to starboard of the finish line if the course is "M". All coaches shall assist when and where necessary for safety or at the request of the Race Committee. Failure to do so may result in exclusion from the racecourse.

16 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.

17 PRIZES

Prizes will be awarded to schools placing 1st, 2nd, and 3rd in the regatta.

18 FURTHER INFORMATION

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Addendum A

Mark colors and shapes may differ from the diagram and are described in the SIs.

Course	Mark Rounding Order
WA2	Start-1-1a-2s/2p-Upwind Finish
LA2	Start-1-1a-2s/2p-1-1a-Downwind Finish
WA3	Start-1-1a-2s/2p-1-1a-2s/2p-Upwind Finish

Course	Mark Rounding Order
M4	Start - 1 - 2 - 1 - Finish
M5	Start - 1 - 2 - 1 - 2 - Finish
M6	Start - 1 - 2 - 1 - 2 - 1 - Finish

