

MISSA BAKER CENTRAL LEAGUE QUILIFER
Chicago Yacht Club
April 9 and 10th 2022
Belmont Station, Chicago, IL
Sailing Instructions (SIs)

[NP] Rules that are not grounds for a protest or request for redress by a boat. This changes RRS 60.1(a).
All times in this document are Central Time in a 24-hour format.

1. RULES

- a. The event is governed by the rules as defined in:
 - 1) The Racing Rules of Sailing
 - 2) The prescriptions of US Sailing except for the prescriptions to RRS 63.2 and 63.4
 - 3) The ISSA Procedural Rules including ISSA PR 12
 - 4) The MISSA By-laws and District Rules
 - 5) The Notice of Race (NOR)
 - 6) These Sailing Instructions (SI)
- b. Under RRS 70.5(a), there shall be no appeal of the decision of a protest or request for redress. US Sailing's permission has been granted.
- c. Races will be umpired per RRS D2. The umpires will constitute the Protest Committee for this event.
- d. If there is a conflict between rules in these documents, the Sailing Instructions take precedence, followed by the RRS. This changes RRS 63.7.
- e. The following rules are changed or removed for this event:
 - 1) RRS 20 requires arm signals as stated in RRS D1.1(d)
 - 2) Add to RRS D2.3(d): "The umpires may decide that any hard contact (contact between hull and/or rigs) is damage for the purposes of initiating a penalty. In addition, when there is damage, two race umpires together with the bosun may determine that a race-win penalty as prescribed in SI Addendum A is warranted for one or more boats, without a protest hearing. The boat(s) that broke RRS 14 shall be informed as soon as practicable about the damage level and penalty(s) that will be imposed. Only at the time of being so informed, may the boat request a hearing. If the boat requests a hearing, the umpires shall report the incident to the protest committee which shall act under RRS D3.1(e)(3) and may decide to impose a greater penalty. If no hearing is requested, the umpires shall impose the penalty(s) by reporting it to the RC. RRS D2.6 applies to this decision. This changes RRS 64.1(b) and D3.1(e).
 - 3) RRS D4.2(b) is changed by SI 8.
 - 4) RRS D5.3 and 5.4 replace "race committee" with "protest committee" in all instances.
 - 5) ISSA 6(b) is changed so that the Chair of the Protest Committee, if required, shall be a member of the Protest Committee as stated above.
 - 6) ISSA 6(b)(iii) is changed so any hearings are arranged by the Protest Committee.
 - 7) Appendix U Audible-Signals Racing System will apply per ISSA 7.9(a)
 - 8) ISSA PR 15 is replaced by Appendix A of this document.
 - 9) ISSA PR 16 does not apply to any actions invoked in RRS Appendix D.
 - 10) ISSA PR 17 and 18 do not apply.
 - 11) ISSA PR Appendix 1 does not apply.
 - 12) ISSA PR Appendix 4 does not apply. Please note that umpires can initiate protests for breaches of RRS 42 under RRS Appendix D2.3.
 - 13) ISSA Appendix 7 does not apply. All actions described here are replaced by RRS Appendix D.
- f. [NP] Boats are reminded to observe RRS 47.
- g. [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.

h. [DP] Boats shall not fly drones while racing or in the racing area per ISSA 5.2.

2. CHANGES TO THE SAILING INSTRUCTIONS

- a. Any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- b. Changes made to SI 8 may be made on the water, and will be effective immediately, in which case Flag "L" will be flown from the signal vessel.
- c. Any other changes to the SI will be posted before 0900 on the day it will take effect, or they will be made on the water.
- d. The procedure for on the water changes to the SI will be:
 - 1) Prior to the warning signal of a race, an announcement will be made by loudhailer.
 - 2) The change announced will apply to all subsequent races after the announcement.
 - 3) Umpires may also pass these changes onto competing boats.
 - 4) A courtesy broadcast may be made on the VHF radio channel 78A after the loudhailer announcement.

3. COMMUNICATIONS WITH COMPETITORS

- a. Notices to competitors will be posted on the official notice board online at <https://scores.hssailing.org/s22/missa-central-baker-qualifier/>
- b. On the water, the race committee intends to monitor and communicate with competitors via VHF radio on channel 78A.
- c. [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.
- d. [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 AND SPORTSMANSHIP

- a. ISSA PR 5.1 applies in addition to the below statements of this section.
- b. Competitors shall handle the boats and equipment with proper care and seamanship.
- c. Any collision shall be reported to the Bosun immediately after a race is concluded.
- d. [NP] Any team that uses the boats with unreasonable care or seamanship may be asked to leave the sailing area.
- e. [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- f. Abuse or intimidation of other competitors, race officials, or officials or staff of the host club will not be tolerated.
- g. Any incident(s) concerning SI 4.f by individuals or teams shall be reported to the Chief Umpire and protest committee, and the incident(s) may be considered misconduct.

5. SIGNALS MADE ASHORE

- a. Signals made ashore will be displayed from the main flagpole at the northeast corner of the Belmont Station restaurant barge.
- b. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

6. BOATS PROVIDED BY THE ORGANIZING AUTHORITY (OA)

7. 420E type boats will be provided by Chicago Yacht Club for competing teams.

- a. The boats have been equalized in performance potential to the extent possible and organized into fleets.
- b. An alternate boat may be substituted in case of a breakdown.
- c. Claims regarding the performance of the boats will not be grounds for a redress request. This changes rule 62.1(a).
- d. All equipment shall be used as supplied, and no changes, additions or subtractions shall be made other than those permitted by the SI, the Organizing Authority, and in conjunction with the ISSA PR 7.11.

8. SCHEDULE OF RACES

- a. A meeting of all competitors will be held each day in the CYC Junior Actives Sailing Centre/or on the CYC Patio at 0830. Attendance by all teams is required.
- b. A briefing with the umpires will be part of the competitor's meeting.
- c. The approximate time of the warning signal for the first race will be announced at the competitor's meeting. The projected time will be 0945.

Saturday, April 09

0800 – Registration and rigging of boats

0830 – Competitor meeting. All competitors shall attend the competitor meeting.

0945 – (Projected time) First warning. Races will continue throughout the day.

Sunday, April 10

0800 – Rigging of boats

0830 – Competitor meeting. All competitors shall attend the competitor meeting.

0930 – (Projected time) Warning signal for first race

1700 – No race will start after this time

9. REGATTA FORMAT

- a. The intended, initial format for the event is:
 - 1) Two round-robins amongst all teams.
 - 2) Any ties between teams in contention for fourth place in the event will be broken by ISSA PR 12.1.
 - 3) The remaining top (4) four teams in a single Championship round-robin.
 - 4) Scores carry forward from SI 9.a into the Championship round-robin.
- b. The initial regatta format and number of races may be changed or terminated taking into account:
 - 1) The entries
 - 2) The weather
 - 3) Time constraints
 - 4) Other relevant factors
- c. The OA, in consultation with the MISSA Representative, Principal Race Officer and the Chief Umpire, may terminate or alter the format in progress, change assigned boats, change the order of races or make such other arrangements as may be necessary to conclude the event. This changes rule D4.2(b) and ISSA PR 12.3.

10. RACING AREA

- a. The race area will be in the open waters of Lake Michigan east of Belmont Harbor, or in Belmont Harbor.
- b. The initial race area selection will be made by the Principal Race Officer and the OA each day of the regatta and announced at the competitor's meeting.
- c. Any changes to the location will subsequently be signaled via an L flag and announcements.
- d. A courtesy broadcast on the VHF radio channel 78A may be made.

11. COURSES

- a. Per ISSA PR 7.8(a), the course used for the event will be a Digital N.
- b. ISSA PR Appendix 6 describes the Digital N course to be used.

12. MARKS

- a. Marks 1, 2, 3 and 4 will be orange inflatable marks or orange MarkSet bots.
- b. The start mark will be a yellow inflatable mark or an orange MarkSet bot.
- c. The finish mark will be a yellow inflatable mark or a green MarkSet bot.
- d. For courses using MarkSet Bots:
 - 1) Routine movement of robotic marks will not be grounds for redress under RRS 62.1(a).
 - 2) 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.

13. THE START

- a. Races will be started using appendix U.
- b. 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
- c. [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

- d. 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 62.1(a).
- e. A boat that does not start within (4) four minutes after her starting signal will be scored Did Not Start (DNS) without a hearing, and scored according to RRS Appendix D3.1(a).
- f. Any self-correction movement by a robotic mark on the starting line shall not be considered an improper action of the RC and not grounds for redress under RRS 62.1(a). This changes RRS 27.2.

14. CHANGE OF THE NEXT LEG OF THE COURSE

- a. The Race Committee may change a leg of the course that begins at a rounding mark by changing the position of the next mark or the finishing line, but no mark shall be moved when any boat is on the leg that it terminates.
- b. Subsequent legs may be changed to maintain the course configuration. There will be no visual or audible signals for a course change. This changes rule 33.
- c. Courses may not be shortened. This changes rule 32 and Race Signal Flag "S".

15. THE FINISH

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.

16. DAMAGE AND BREAKDOWNS

- a. When damage occurs or is likely to have occurred, regardless of whether a boat has been penalized or an umpire has instructed a boat to report to the Bosun for damage inspection, that boat shall report to the Bosun immediately at the end of her rotation on the water.
- b. Damage will be handled in accordance with SI Appendix A.
- c. Breakdowns will be handled in accordance with ISSA PR 12.2.

17. HEARING REQUESTS

- a. Hearing requests will comply with RRS Appendix D 1.2(e).
- b. Hearings will be held during rotation on the water, or ashore at Belmont Station.

18. SCORING

The event will be scored in accordance with RRS Appendix D3, D4, and ISSA PR 12.

19. [DP] SUPPORT PERSONS

- a. 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.
- b. 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 race start until all boats have finished, retired, or the race committee signals a postponement, or abandonment.
- c. The following limitations and restrictions apply to coaches and any coach/support vessels:
 - 1) Support and spectator vessels shall not approach closer than 50 meters to any boat that is racing.
 - 2) In addition, a support vessel shall stay at least 50 meters outside any layline and shall not be located directly above any windward marks or the finishing line.

20. SAFETY

- a. See NOR 10 regarding dry suits.
- b. Competitors shall wear USCG approved lifejackets as outlined in ISSA PR 2.2.
- c. A boat that retires from a race shall notify the Race Committee or an umpire either before or upon leaving the course.
- d. Teams retiring from a race day or from the event will notify the Race Committee by communicating their intentions on VHF channel 78A.

21. RISK STATEMENT

- a. Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race.
- b. 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. PRIZES

Prizes will be awarded in accordance with the NOR.

23. FURTHER INFORMATION

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SI ADDENDUM A

Team Racing Penalties for Damage resulting from contact between boats

RRS Appendix D2.3(d) permits the umpires or protest committee to penalize a boat that breaks RRS 14 and causes damage or injury. 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 (D3.1(e)(3)).

When contact is detected or observed, an umpire may act under D2.4(b) or (c). At the conclusion of the race, boats involved in contact will immediately report to the bosun prior to rotation and the next race start. The bosun will inspect the boat for damage. The bosun will then evaluate both boats for damage based on the following table. The bosun will then notify the match umpires of the level of damage assessed to each boat. Based on that assessment, the team or teams responsible for the damage will be notified of the level of damage, and if any race wins will be deducted from the overall team(s) score(s). This race win deduction will be assessed without a hearing.

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

Level	Extent	Effect
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.
B – Damage	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again.	Requires at least 1 hour of work but should not normally require more than 3 hours of work.
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 3 or more hours of work.

Point Penalties - to be applied without a hearing

Level	Round Robin	Tiebreaks and Championship Round Robin
A – Minor damage	None	None
B – Damage	Half race win	Three quarters race win
C – Major damage	Full race win	Full race win

When notified that their team has been assessed a race win penalty due to damage, a competitor may request a hearing. The protest committee will proceed under D3.1(e) and may decide (in the hearing) to give a greater penalty.

If the competitor accepts the penalty without a hearing, the umpires will report the result to the RC for scoring purposes, and the incident is closed. No further action will be taken against the team, and no hearing can be requested.

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.