



Sailing Instructions

1. RULES

- 1.1 This regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS), the ICSA Procedural Rules (PR), ICSA Collegiate Dinghy Class Rules, General Conditions for the ICSA Championships, the Notice of Race, the MCSA Rules and Regulations except as any of these are modified by these Sailing Instructions.
- 1.2. The Organizing Authority (OA) is the Intercollegiate Sailing Association in conjunction with Chicago Yacht Club.
- 1.3. The US Sailing Prescriptions to 63.1(b) and the Preamble to Part 5 - Section B shall not apply.
- 1.4. Prior to 1800 on 4.17.2025, schools shall enter into Techscore their list of eligible sailors competing in the regatta including alternates if any.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the Notice Board on Techscore.

3. CHANGES TO THE SAILING INSTRUCTIONS

Any Change to the Sailing Instructions will be announced orally and posted before the first race in which they take effect.

4. SCHEDULE OF EVENTS AND FORMAT

- 4.1 A Single Round Robin is scheduled, of which three (3) races per Division shall be required to constitute a series as provided in the ICSA PR. If weather and time appear to permit a second complete round robin, the PRO in consultation with the OA and ICSA Rep may run the second round at their discretion.

Friday

| | |
|---------------------|---------------------|
| Report Time | 0845 |
| Competitors Meeting | 0900 |
| First Warning | No sooner than 1000 |

Saturday

| | |
|---------------------|---------------------|
| Report Time | 0845 |
| Competitors Meeting | 0900 |
| First Warning | No sooner than 1000 |
| No Warning After | 1500 |

- 4.3 Rotations will be found on Techscore by Thursday April 17th.
- 4.4 The Competitors Meeting will take place on the patio of Chicago Yacht Club's Belmont Station.

5. BOATS & EQUIPMENT

- 5.1 E420s will be provided for all competitors, who shall not modify any boat or cause them to be modified in any way. Competitors have the option of rigging the mainsheet purchase either 3:1 or 4:1 at the direction of the bosun.
- 5.2 The standing rigging shall not be adjusted.

- 5.3 The penalty for infringing instruction 6.1 or 6.2 will be disqualification from all races sailed in contravention of those instructions without a hearing. This changes RRS 60.5(b) and A5.1.
- 5.4 Competitors shall report all damage or loss of equipment, however slight, if on the water to the Race Committee or Bosun on the water.

6. COURSES and MARKS

- 6.1. The Race Committee Signal Boat will announce courses orally before the warning signal. If a competitor is unclear about the course, they may ask the RC for clarification at any time before the 2-minute prep signal and flag of the start of that race.
- 6.2. Any Mark of the course may be moved in accordance with PR 18 (c)(i).
- 6.3. Marks will be inflatable or robotic marks.
- 6.4. The diagram in SI Addendum B 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.
- 6.5. For all courses, Mark 1 may have an offset. If the offset is not in place, the single windward mark shall be left to port.
- 6.6. Mark 2 will be a gate. If the gate is not in place, the single leeward Mark 2 shall be left to port.
- 6.7. 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.
- 6.8. 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.

7. STARTING AND FINISHING LINES; STARTING SYSTEM

- 7.1 Races will be started in accordance with PR 18(b)(i).
- 7.2 The starting line will be between the orange starting flagstaff on the Race Committee Signal Boat and the course side of the starting mark.
- 7.3 The finishing line will be between the blue finishing flagstaff on the Race Committee Signal Boat and the course side of the finishing mark.

8. RECALLS

- 8.1 Individual recalls will be signaled in accordance with PR 18(b)(ii).
- 8.2 The Race Committee will attempt to hail the boat(s) sail number(s); however, it is the responsibility of each boat to make a proper start. Failure to hear a hail is insufficient cause for granting redress.
- 8.3 Multiple horns/whistles and the hail of the words “General Recall” and a visual signal will signal a general recall. PR 18(b)(iii) shall also be in effect.

9. PENALTIES AT THE TIME OF THE INCIDENT

The first two sentences of rule 44.1 are changed to: ‘A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.’

10. PROTESTS

- 10.1 Protests shall comply with the ICSA Procedural Rules.
- 10.2 Protest forms will be available ashore between rotations. Protests shall be filed with the PC representative onshore within 30 minutes of reaching the docks after the incident, postponement, or the last race of the day. This changes PR 30. Protests will be heard as determined by the Protest Committee.

11. SAFETY

- 11.1 Competitors who require assistance from rescue boats should signify by waving arms overhead. A competitor who retires from a race shall notify any member of the Race Committee as soon as possible.

- 11.2 Starts will not be delayed to accommodate capsized boats. The Race Committee can finish a boat in place if that boat is significantly behind the fleet and delaying the fleet finishes.
- 11.3 At the Principal Race Officer's discretion, dry or wet suits may be required. Notice will be given orally and on the Official Notice Board at any time during the competition.
- 11.4 A boat that retires shall notify the Race Committee and/or a Safety Boat before leaving the course area.

12. COACHING

- 12.1. ICSA PR 19 will apply.
- 12.2. All coach boats are required to assist with any rescues and render assistance should a competitor indicate or at the direction of the Race Committee.
- 12.3. Coaches who go afloat are required to:
- A. wear approved flotation devices
 - B. wear kill cords/devices on all vessels while afloat

13. PHOTOGRAPHY, CAMERAS, DRONES and ELECTRONIC EQUIPMENT

- 13.1 No drones are to be flown by any competitor, or anyone associated with any competitor.
- 13.2 A media boat will be on **and** beside the course, taking stills, which will be made available to every competitor.
- 13.3 The media boat may be live streaming through the ICSA Facebook page, including occasional commentary.

14. RIGHTS TO USE NAME and LIKENESS

By participating in this event, competitors automatically grant to the OA the right, in perpetuity, to make, use and show, at their discretion, any photography, audio and video recordings and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.

15. ICSA REPRESENTATIVE

The OA shall appoint a Representative who shall assist in ensuring the quality and fairness of the competition. This representative shall act as a liaison between the teams in attendance and the Principal Race Officer. The rep for this event is: (will be announced at competitors meeting on Friday).

16. FACILITY and DISCLAIMER

- 16.1. Chicago Yacht Club has graciously allowed us to use their facilities to host this championship.
- 16.2. Chicago Yacht Club resides on Chicago Parks district land who control parking. The lot on the left as you enter is controlled by the Harbors System intended for boat owners with slips in the harbor and a limited number of passes for club members. If the gate is not functioning and open, park at your own risk. The lot to the right as you enter is a pay by plate public parking lot. You can pre pay at this [link](#) or via the kiosk in the parking lot.
- 16.3. Competitors shall participate in this regatta at their own risk (see RRS 3 DECISION TO RACE). Chicago Yacht Club, and/or their agents do not accept any liability for material damage, personal injury, or death sustained during, prior to, during, or after the regatta.

Appendix A- Venue Map



APPENDIX B- Course Diagrams

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-1-1aDownwind Finish |
| WA3 | Start-1-1a-2s/2p-1-1a-2s/2pUpwind Finish |

| Course | Mark Rounding Order |
|--------|---|
| M4 | Start - 1-1a - 2p/s - 1-1a - Finish |
| M5 | Start - 1-1a - 2p/s - 1-1a - 2p/s - Finish |
| M6 | Start - 1-1a - 2p/s - 1-1a - 2p/s - 1- 1a - Finish |

