



SAILING INSTRUCTIONS

**2022 Great Lakes Intercollegiate Offshore Regatta (GLIOR)
September 23-25, 2022**

**ORGANIZING AUTHORITY – COLUMBIA YACHT CLUB (COLYC) AND THE STORM TRYSAIL CLUB (STC)
HOSTED BY THE CHICAGO T10 FLEET 2 AND THE CHICAGO J105 FLEET 5
AT THE CHICAGO COLUMBIA YACHT CLUB (COLYC)
SPONSORED BY SKYWAY YACHT WORKS
[HTTPS://STORMTRYSAIL.ORG/REGATTAS/GLIOR](https://stormtrysail.org/regattas/glior)**

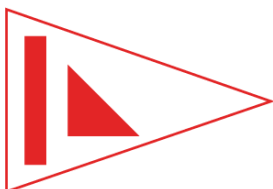
The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking a rule. This changes RRS 60.1 (a).

1. RULES

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2. ICSA Procedural Rules for Intercollegiate Sailing Competition (2021-2024), except for any of the changes made in these sailing instructions.
- 1.3. All boats and crew are required to abide by Intercollege Sailing Association (ICSA), federal, state, and local laws, guidelines, recommendations, and restrictions regarding the COVID-19 virus, including but not limited to masking mandate and occupancy requirements for boats of various sizes.
- 1.4. All boats and crews are required to abide by the rules pertaining to safety that are set by the Columbia Yacht Club.
- 1.5. A scrutineer is defined as the person who owns the boat or the boat owner's representative, and an on-board advisor is a person designated by the scrutineer to assist the team with how to properly sail the boat. A boat may have either a scrutineer or an on-board advisor or both assigned to the boat.

2. CHANGES TO THE SAILING INSTRUCTIONS

- 2.1. Any changes to the sailing instructions will be posted before 0830 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.
- 2.2. Changes to the sailing instructions may be made on the water prior to the warning signal by the Race Committee displaying the flag "L" and stating the change on the VHF competitor channel. Each boat shall sail on starboard tack astern of the signal boat and verbally acknowledge that they have received and understand the stated change.



3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to Competitors and scheduled protests will be posted on the official notice board located at <https://yachtscoring.com/emenu.cfm?eID=15221>
- 3.2. On the water, the race committee will make courtesy broadcasts to competitors on VHF Channel 72.
 - 3.2.1. The race committee (RC) may report all visual signals displayed by the RC and report OCS boats after the start on the courtesy channel. Information reported by the RC is provided as a courtesy to competitors, failure to hail her sail number, failure to hear such a hail or the order in which boats are hailed will not be grounds for redress. This changes rule 62.1 (a).
- 3.3. [DP] From the warning signal of the first race of the day until the end of the last race of the day, 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.

4. CODE OF CONDUCT

- 4.1. [DP] Competitors and support persons shall comply with reasonable requests from the race officials.
- 4.2. [DP] Competitors and support persons shall handle any equipment provided by the organizing authority with care, and seamanship by any instruction for its use and without interfering with its functionality.

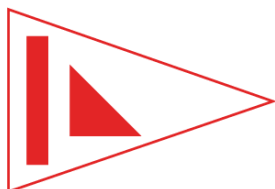
5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed from the Columbia Yacht Club Ship dock and as a courtesy announcement on the event Yacht Scoring website.
- 5.2. When flag AP is displayed ashore, “1 Minute” is replaced with “not less than 60 minutes” in the race signal AP. This changes RRS Signals AP.

6. SCHEDULE OF RACES

Date	Time	Item
Friday, September 23	1300-2000	Registration
	1500-1800	Practice Warning for Practice race will be 1530
Saturday, September 24	0830	Mandatory Competitors meeting (a representative from each team who will be on board, it is recommended that all team members participate), a representative of the boat owner and on-board advisor for each boat shall attend this meeting as well.
	0900	Harbor Gun
	1100	First Warning
Sunday, September 25	0900	Harbor Gun
	1000	First Warning
	1400	No Warning after this Time
	Target time, 1530	Awards Presentation

It is the intent of the R/C to complete as many races as practical each day.



7. CLASS FLAGS

7.1. The Tartan 10 Class flag is code flag "0" (Zero) and the J/105 Class flag is code flag "K" (Kilo).

8. RACING AREA

8.1. The racing area will be located approximately 1.9 nm at a heading of 101° from the Monroe Harbor entrance.

8.2. The approximate coordinates for the starting area are 041° 51.84' N, and 087° 34.22' W.

8.3. If it is determined that conditions will not allow a race to be held on the main body of Lake Michigan, the race committee will notify the competitors that it may sail races in the area that is south of Navy Pier and inside (to the west) of the Chicago Harbor Outer Break Wall.

8.3.1. If the racing area is moved inside of the Chicago Harbor Outer Break Wall, the course configuration shown in Addendum 1 may be modified to allow for races to be held.

9. COURSES

9.1. Buoy Races

9.1.1. If Wind conditions do not exceed those listed in Item 17 windward/leeward buoy racing will be conducted.

9.1.2. The diagrams in Addendum 1 shows the courses, the order in which marks are to be passed, and the side on which each mark is to be left.

9.1.3. The RC shall display on course boards,

9.1.3.1. Course designation for each class.

9.1.3.2. Approximate compass bearing to mark 1 (the windward mark).

9.1.3.3. Approximate distance to mark 1.

9.1.4. The leeward gate will be approximately 0.10 nm to the windward of the starting line.

9.1.5. Marks 2s and 2p will designate the gate. If the gate is not in place, the single mark shall be left to port.

9.1.6. Mark 1 will have an offset mark designated as mark 1a. If the offset mark is not in place, the single windward Mark 1 shall be left to port.

9.1.7. Mark 1 will have an offset mark set directly to leeward Mark 1; this mark shall be passed to the port.

9.2. Distance Races

9.2.1. Prior to the harbor gun, if wind conditions are more than the limits specified in Item 17, the race committee may signal that a distance race will be sailed.

9.3. If a distance race is to be sailed, boats will be notified by the race committee flying Flag "D" from the Columbia Yacht Club Ship dock and as a courtesy announcement on the event Yacht Scoring website

9.3.1. from the mast of the Columbia Yacht Club Ship and a notice of the racecourse to be sailed will be provided to each boat using the Yachtscoring.com event page.

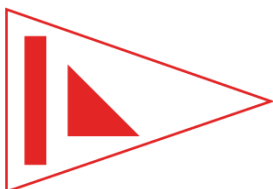
9.3.2. Spinnakers shall not be flown for the distance race.

9.3.3. Distance racecourses are listed in Addendum 2.

9.3.3.1. The course to be sailed will be displayed on the course board on the Signal boat.

10. MARKS

Mark	Mark Designation
Start	Yellow
Finish	White
Windward (1)	Orange



Offset (1a)	Orange
Leeward Windward Offset (W/I)	White
Gate (2s and 2p)	Orange
Change	Yellow

11. OBSTRUCTIONS

- 11.1. The perimeter designated by government buoys marking a security zone around the Chicago water cribs and the area which they define is considered as an obstruction in accordance with the RRS.
- 11.2. Boats shall not sail within the perimeter established by the buoys marking the security zone.

12. THE START

- 12.1. The starting sequences for the first race on Saturday and Sunday will be T-10 then J/105.
- 12.2. The race committee may modify the starting sequence after the first race each day for any subsequent races.
- 12.3. The starting line will be between a staff displaying an orange flag on the port side of the RC Signal boat and the course side of the starting mark.
- 12.4. 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 on the designated VHF radio channel. 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 the request. This changes RRS 62.1 (a).

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1. To change the next leg of the course, the RC will lay a new mark (or move the finish line) and remove the original mark as soon as practicable.
- 13.2. When a subsequent change is made and the new mark is replaced, it will be replaced by an original mark.
- 13.3. The Offset mark (1a) and the Leeward Windward Offset mark (W/I) will not be set on a changed windward leg of the course.
- 13.4. The RC may broadcast a change on the designated VHF channel as a courtesy.
- 13.5. The RC may make minor changes to the orientation of the course, approximately 5 degrees or less, without signaling a change of course. This changes RRS 33(a).

14. THE FINISH

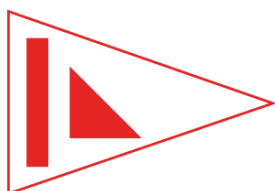
- 14.1. The Finish Line will be between a staff displaying a blue flag on the RC vessel and the course side of the finishing mark.
- 14.2. Flag A displayed, with no sound, while boats are finishing means ‘No more racing today.’

15. TIME LIMITS

- 15.1. The Time Limits (min) for Mark 1 (if any), Race Time Limit (see RRS 35), and the Finishing Window for buoy and distance races are shown in the table below:

Race Course	Mark 1 Time Limit	Race Time Limit	Finishing Window
Buoy	45	120	20
Distance	n/a	270	60

- 15.2. If no boat has passed Mark 1 within the Time Limit to Mark 1, the race will be abandoned.
- 15.3. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring,



penalized, or given redress, will be scored Time Limit Expired (TLE) without a hearing. Boats scored TLE shall be scored points for the finishing place two (2) more than the points scored by the last boat that finished within the Finishing Window for her class, not to exceed the number of boats registered in the class. This changes RRS 35, A5.1, A5.2 and A10.

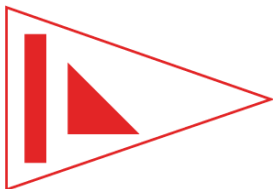
- 15.4. [NP] Boats that have not finished a race and are delaying the start of the next race may be asked to accept being scored in place at the time of the notification.

16. HEARING REQUESTS

- 16.1. The protest time limit is thirty (30) minutes after the respective RC Signal Boat has docked.
- 16.2. [DP] Protests, redress requests, and considerations for reopening shall be delivered to the Protest Committee using the protest submission procedure on Yachtscoring.com (<https://yachtscoring.com/emenu.cfm?eID=15221>) by logging into the owner's corner and filling out the online form (a diagram may be brought to the hearing),
- 16.3. The Protest Desk will be located on the Lower Salon Deck of Columbia Yacht Club.
- 16.4. Protests will be heard at the Columbia Yacht Club.
- 16.5. Notices will be posted on the official notice board no later than 15 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses along with the location of the hearing.
- 16.6. On the last scheduled day of racing a request for reopening a hearing or a request for redress based on a protest committee decision shall be delivered no later than 15 minutes after the decision was posted. This changes RRS 62.2 (a).

17. SAFETY REGULATIONS

- 17.1. [DP] Prior to the first race each day, each boat shall check-in by:
- 17.1.1. Sailing astern of the RC signal boat and hail her sail number.
- 17.1.2. The RC will acknowledge the hail.
- 17.2. [NP] [DP] A boat that retires from a race shall notify the RC at the first reasonable opportunity.
- 17.3. [NP] [DP] A boat that does not intend to start a subsequent race shall notify the RC at the first reasonable opportunity.
- 17.4. [NP] [DP] A boat that cannot communicate with the RC via VHF shall call the regatta Co-Chairman (616-610-9936) at the first reasonable opportunity.
- 17.5. RRS 40.1 shall apply from the time a boat departs the dock until they return to the dock. This applies only to the competitors on board and excludes the scrutineers and coaches.
- 17.6. Wind limits
- 17.6.1. Wind limits will be measured from the signal boat.
- 17.6.2. Sustained winds of more than fifteen knots or gusts more than eighteen knots – boats shall be sailed with only their jib and main sails. This will be signaled by the signal boat displaying Flag E prior to the warning.
- 17.6.3. When conditions of sustained winds of more than twenty knots or gusts more than twenty-five knots occur or are forecasted. Boats may be sailed using the distance race courses shown in Addendum 2.
- 17.6.4. While boats are racing, the race committee may signal to competitors that boats may only use their jib and main by displaying an E flag and making repetitive sound signals at any rounding mark or gate. Once the signal has been made to allow only the use of a jib and main, this will be enforced for the remainder of the race.

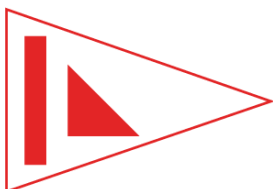


18. [NP] SUPPLIED BOATS

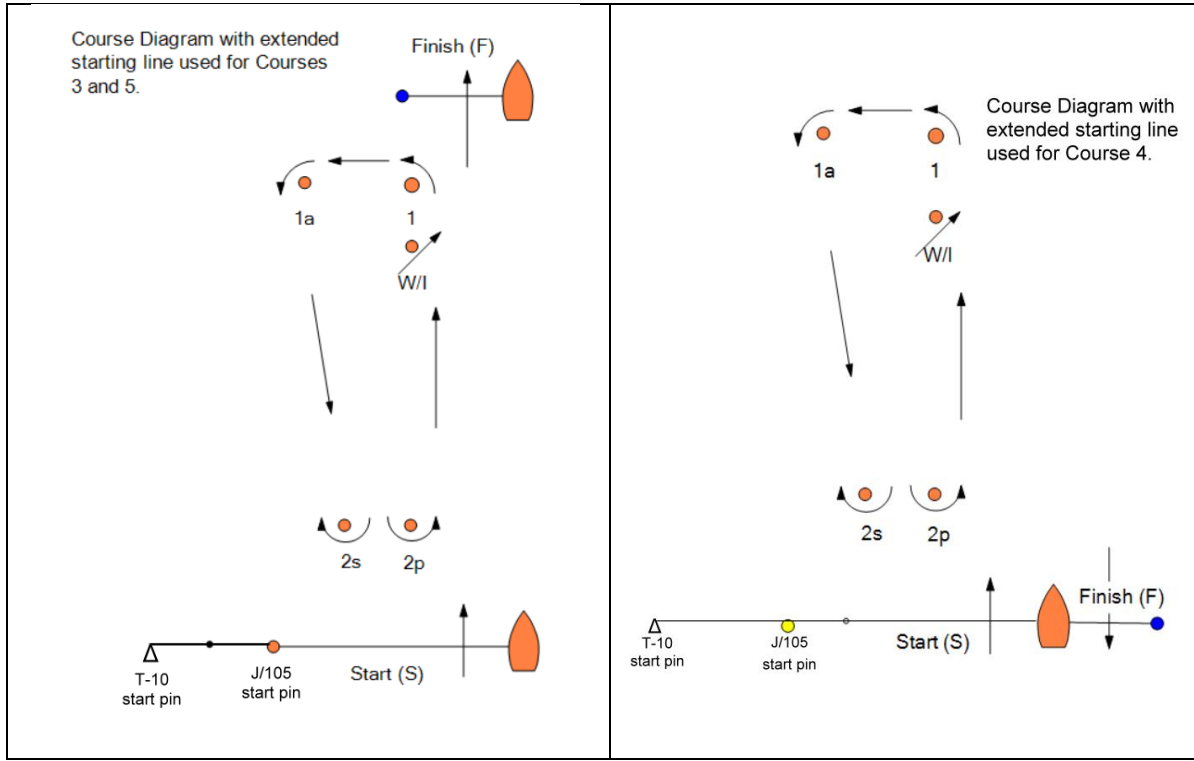
- 18.1. For the purposes of the *rules* in Part 2 of the *Racing Rules of Sailing*, for the right of way boat, an area extends around the perimeter of the hull and equipment in its normal operating position which will be considered the exterior boundary of the physical hull and equipment in its normal operating position. This perimeter extends five meters from the actual hull and equipment in its normal operating position of the boat.
- 18.2. Boats will be supplied for all competitors, who shall not modify them or cause them to be modified in any way.
- 18.3. Supplied boats will be considered to meet the “class rules” of that class.
- 18.4. The penalty for not complying with one of the above instructions is disqualification from all races sailed in which the instruction was broken.
- 18.5. Competitors shall report any damage or loss of equipment, however slight, to the organizing authority’s representative immediately after securing the boat ashore. The penalty for breaking this instruction, unless the protest is satisfied that the competitor made a determined effort to comply, is disqualification from the race most recently sailed.

19. RISK STATEMENT

- 19.1. RRS 3 states: “The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.” By participating in this event each competitor agrees to acknowledge that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform, and fatigue resulting in an increased risk of injury. Inherent to the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.
- 19.2. Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The race organizers (OA, Race Committee, Protest Committee, sponsors, or any other organization or official) 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. By participating in this race, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this regatta to the fullest extent permitted by law.

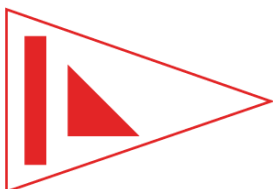


ADDENDUM 1 - BUOY COURSES



The RC intends to set an offset mark to leeward of the windward mark approximately 70m directly downwind of Mark 1. This mark is labeled as W/I. The leeward offset (W/I) shall be left to port.

Course Designation	Course Description
3	S-W/I-1-1a-2s/2p-F
4	S-W/I-1-1a-2s/2p-W/I-1a-F
5	S-W/I-1-1a-2s/2p-W/I-1-1a-2s/2p-F



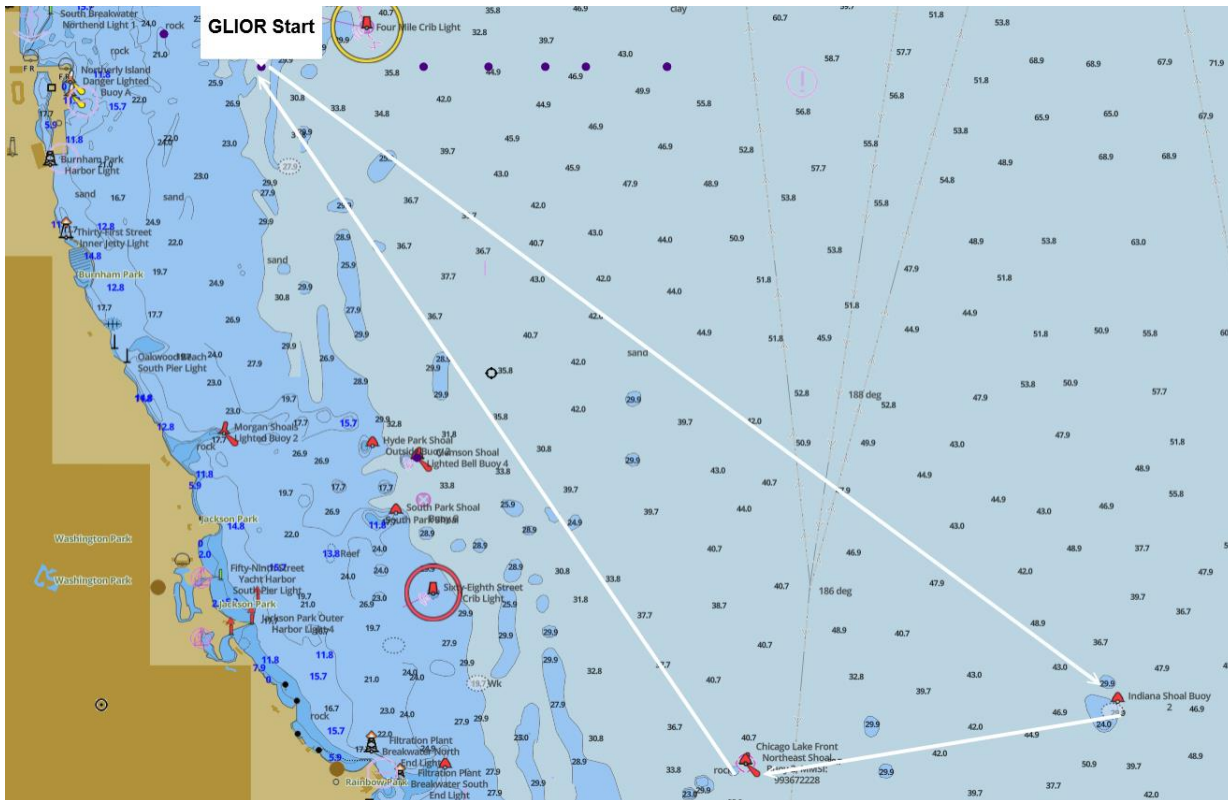
ADDENDUM 2 - DISTANCE COURSES

(The following establishes the courses mentioned in the Sailing Instructions Section 9 and replaces section 9.2)

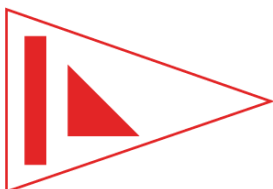
COURSE

- a. Distance Course for J/105 – approximately 21.1 nm

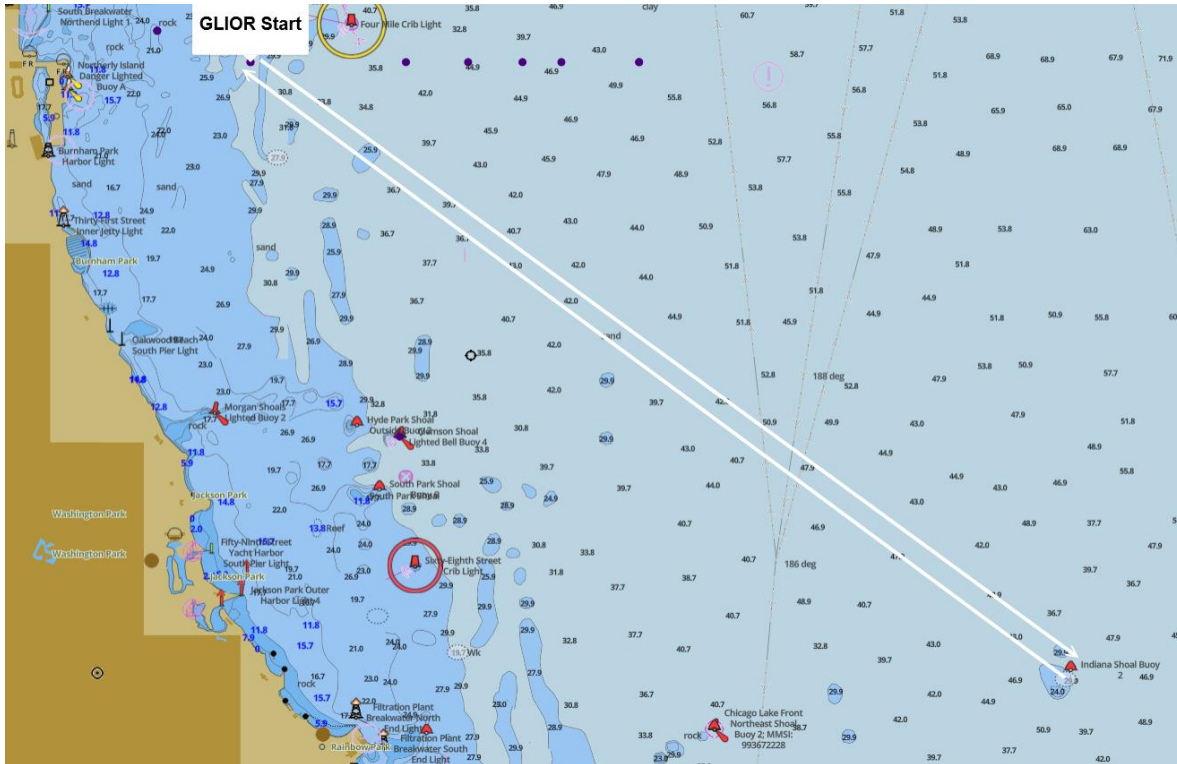
The course will be designated as “LONG” on the course board. A courtesy VHF Radio Broadcast, announcing the intended course will also be made before any preparatory signals.



Mark	~Lat/Lon	~Heading	~Distance
GLIOR Starting Area - Start	41° 51.84' N 087°34.22' W	119°	9.8 nm
Indiana Shoal Buoy #2	41° 46.173' N 087° 23.446' W	262°	3.5 nm
Chicago Lake Front Northeast Shoal Buoy #2	41° 45.605' N 087° 28.034' W	315°	7.8 nm
GLIOR Starting Area - Finish	41° 52' N 087°34' W		
Indiana Shoal Buoy #2 and Chicago Lake Front Northeast Shoal Buoy #2 shall be left to starboard.			



- b. Distance Course for Tartan 10 and PHRF – approximately 19.5 nm
 The course will be designated as “SHORT” on the course board. A courtesy VHF Radio Broadcast, announcing the intended course will also be made before any preparatory signals.



Mark	~Lat/Lon	~Heading	~Distance
GLIOR Starting Area - Start	41° 51.84' N 087°34.22' W	119°	9.8 nm
Indiana Shoal Buoy #2	41° 46.173' N 087° 23.446' W	262°	3.5 nm
GLIOR Starting Area - Finish	41° 52' N 087°34' W		

Indiana Shoal Buoy #2 shall be left to starboard.

- c. If the wind direction is from the North, West, or South - the race committee may set a windward mark ~1 nm from the starting area. This mark will have a leeward offset and a windward offset mark that shall be left to port.
- d. This mark will be designated as “W” (windward) on the course board.

