

SAILING INSTRUCTIONS

HELLY HANSEN SAILING WORLD REGATTA SERIES
CHICAGO YACHT CLUB | CHICAGO, IL JUNE 9-11, 2023

[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 regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).

1.2 All US One Design Class Rules apply with the following exceptions:

- (a)** [DP] For the J/70 Class: Class Rules Part III Sections I.3 (Support Boat) and I.4 (Corinthian Division) will apply.
- (b)** For the J/111 Class: Class Rule J.3 applies.
- (c)** For the J/105 Class: J105 Class Rule 7.10 shall not apply to the Quantum Sails Coach boat.

1.3 The Local Rules of any one-design class will not apply.

1.4 The rules of Midwest PHRF (MWPHRF) will apply for MWPHRF handicap sections. The rules of the Offshore Racing Congress (ORC) will apply for ORC handicap sections.

1.5 The US Sailing Prescriptions to RRS 63.1 and 63.2 shall not apply.

1.6 [DP] Competitors aboard boats entered into this event, as well as anyone aboard a support vessel for a boat entered into this event, shall not fly drones.

1.7 [DP] Class rules prohibiting the use of marine band radios will not apply.

1.8 [NP] Errors and omissions in courtesy broadcasts or communications are not grounds for a request for redress. This changes RRS 62.1(a).

2. SAILING INSTRUCTIONS

2.1 Sailing Instructions will be posted on the Official Notice Board immediately prior to the event.

2.2 Amendments to the Sailing Instructions will be posted on the Official Notice Board located on the race website. It is the responsibility of each competitor to check the Official Notice Board for any amendments or notices.

2.3 Any change to the sailing instructions will be posted:

- 1.** Before 0900 on the day it will take effect or,
- 2.** In the event of AP posted ashore, no later than 15 minutes before AP is lowered ashore or,
- 3.** By 2000 on the day before a schedule change will take effect.

2.4 Separate Sailing Instructions (SIs) will be available for the Distance Race, ILCA/Laser, Adaptive and DragonForce Racing Lines.

2.5 Class breaks will be published as an Addendum to the SI no later than 2000 on Thursday, June 8th.

3. COMMUNICATION

3.1 The online Official Notice Board is located on the Regatta Series page of the Yacht Scoring website: https://yachtscoring.com/notice_board_summary.cfm?eid=15508.

3.2 [DP] All boats, except those racing on the ILCA/Laser and DragonForce Lines, shall carry a VHF radio capable of communicating on US channels. This may change a class rule.

3.3 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in Addendum B. Failure to hear such broadcasts or the order in which they are read shall not be grounds for redress. This changes RRS 62.1.

3.4 [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.

4. ADVERTISING

4.1 Boats are urged to refrain from displaying advertisements for businesses or products competing with those of the primary and support sponsors of the event.

4.2 Boats may be required to display advertising chosen and supplied by

the OA, e.g., bow stickers, bow numbers, boom stickers, and/or flags.

4.3 At the discretion of the OA, bow numbers may also be required for some classes.

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed from the main flagpole located northeast corner of the Monroe Station clubhouse.

5.2 When the AP flag is displayed ashore, '1 minute' is replaced with 'not less than 75 minutes' in the Race Signals AP.

5.3 [NP] As a courtesy, the signal may also be displayed on the flagpole at Belmont Station.

6. SCHEDULE OF RACES

6.1 As many races will be sailed as are viable on each scheduled day of racing.

6.2 The first warning signal is scheduled for 1055 each day for buoy racing. The first warning signal is scheduled for 1030 each day for distance racing.

6.3 No warning signal will be made after 1500 on Sunday, June 11.

7. DIVISIONS, CLASS FLAGS, STARTING SIGNALS, AND MARKS

Division splits, class flags, initial starting order, and the description of marks will be defined in SI Addendum B and will be posted on the Official Notice Board.

8. RACING AREAS

The Racing Areas are described in Addendum B.

9. THE COURSES

9.1 The diagrams in Addendum A show the courses, the order in which marks are to be passed, and the side on which each mark is to be left.

9.2 No later than the warning signal, the race committee signal boat will display the approximate compass bearing, the distance to Long Mark 1, the distance to Short Mark 1, the

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number of legs to be sailed, and the course assignment for each class.

9.3 When Long Mark 1 and Short Mark 1 are the same distance, only one mark will be set and it will be referred to as Long Mark.

9.4 [NP] Course information may be signaled by courtesy broadcasts on the designated VHF channel (see SI 1.9).

9.5 Mark 1 will have an offset. If the offset is not in place, the single windward Mark 1 shall be left to port.

9.6 Mark 2 will be a gate. If the gate is not in place, the existing mark shall be left to port.

9.7 Offset marks will not be set for a change of course.

9.8 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.

10. THE START

10.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

10.2 The starting line will be between a staff displaying an orange flag on the signal boat at the starboard end and the course side of the port-end starting mark or a staff displaying an orange flag on a race committee pin-end vessel.

10.3 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

10.4 [NP] As a courtesy, 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 identify her on the designated hailing channel (see SI 1.7).

10.5 A boat starting later than four minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and A5.2.

10.6 The race committee may combine

classes for a start by displaying both class flags at the warning.

10.7 The race committee may modify the starting sequence after the first race of the regatta for any subsequent races.

10.8 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 is added RRS 27.2.

11. CHANGE OF COURSE BETWEEN STARTS

If there is a significant wind shift during a series of starting sequences, the Race Committee may signal a change of course for a class as follows:

- 1.** At the preparatory signal, flag C will be displayed with repetitive sounds and will remain up until the starting signal.
- 2.** The signaled fleet will sail to the change mark.
- 3.** If there is a subsequent change and the new mark is replaced, it will be replaced by an original mark.

This changes RRS 27.1 and 33.

12. CHANGE OF THE NEXT LEG OF THE COURSE

12.1 To change the next leg of the course, the race committee will set a new mark, as described in Addendum B (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.

12.2 A course change of 5 degrees or less will not be signaled by the race committee. The course change will continue to use the active mark. This changes RRS 33(a).

13. THE FINISH

13.1 The finishing line will be between a staff displaying a blue flag on a race committee boat and the course side of the finishing mark.

13.2 Flag A displayed, with no sound signal, while boats are finishing means "No more racing today."

14. PENALTY SYSTEM

14.1 RRS Appendix T- ARBITRATION will apply.

14.2 US Sailing Prescription Appendix V1 - PENALTY AT THE TIME OF AN INCIDENT will apply.

15. TIME LIMITS

15.1 The time limit will be (2) two hours for all classes.

15.2 Boats failing to finish within 30 minutes after the first boat finishes (time adjusted in handicap sections), and not subsequently retiring, is penalized, or given redress, will be scored TLE without a hearing. Boats scored TLE will receive points equal to the number of boats that finished within the Time Limit (SI 15.1) plus two (2) points. Such score shall not exceed the number of entries plus one (1) point. This changes RRS 35, A5.1, A5.2 and A10.

16. HEARING REQUESTS

16.1 A boat's protest time limit is 60 minutes after the race committee finish boat for her circle docks. The time will be posted on the Official Notice Board.

16.2 Protests, requests for redress, and requests to reopen a hearing shall be delivered to the protest desk at Monroe Station in person, or via the Owners Corner on the YachtScoring event website, within the appropriate time limit.

16.3 On the last scheduled day of racing, a request for reopening a hearing shall be delivered

(a) Within the protest time limit if the requesting party was informed of the decision on the previous day;

(b) No later than 30 minutes after the requesting party was informed of the decision on that day. This changes rules 62.2 and 66.

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16.4 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.

16.5 Protests will be heard at Chicago Yacht Club Monroe Station in person. The Hearing schedule will be posted on the Official Notice Board.

17. SCORING

17.1 Each boat's series score will be the sum of her scores for all races with no race scores excluded. One race will constitute a series. This changes RRS A2.1.

17.2 Boats entered under MWPHRF will be scored using time-on-time (ToT) scoring using the following formula: $HCP\ ToT\ Rating = 650 / (550 + MWPHRF\ ToD\ HCP\ Rating)$.

17.3 Boats entered under ORC will be scored using time-on-time (ToT) 5-Band Windward/Leeward Rating. All other boats will be scored without handicap. Any decisions on wind range selection will be at the sole discretion of the race committee and shall not be grounds for a request for redress by a boat. This changes RRS 62.1(a).

18. SAFETY REGULATIONS

[DP] A boat that retires from a race shall notify the race committee as soon as practicable.

19. REPLACEMENT OF CREW

A completed waiver form shall be submitted online at the regatta website for any substitute crew member prior to that crew member racing.

20. SUPPORT BOATS

20.1 Team leaders, coaches and other support personnel shall stay outside the course areas where boats are racing.

20.2 Support boats shall register with the OA prior to going on the

water by emailing regattas@sailingworld.com.

20.3 Support boats must monitor the designated RC VHF channel and comply with requests of the Race Committee.

21. RISK STATEMENT

21.1 Competitors participate in the regatta entirely at their own risk. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. The OA and CYC 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.

21.2 The Skipper/Owner of each boat participating in the regatta shall be responsible for the behavior of each member of the crew of his/her boat both on the water and while ashore. The destruction of property, the breach of reasonable standards of good sportsmanship by any crew member, or any other person associated with the boat, or the failure of any of those persons to comply with the state and local laws, guidelines and recommendations as well as the host club's restrictions or with any reasonable request of the Organizing Authorities, Race Officers, Regatta Committee members, or their representatives, may result in the disqualification of the boat, and its exclusion from the regatta.

21.3 It is the skipper's obligation to ensure that each crew member's waiver is reflected on the waiver list prior to closing of on-site registration and check-in.

22. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover

of \$500,000 per incident or the equivalent. Competitors shall be prepared to supply proof of insurance upon request by the OA.

23. PRIZES

23.1 Prizes will be awarded, after racing on Sunday, to the top-three finishers of each qualifying class.

23.2 Boats in classes participating in three or more events of the Series will qualify for Sailing World Regatta Series Champion award, which will be based on cumulative race scores from three events.

23.3 Each class winner is eligible for the 2023 Helly Hansen Sailing World Regatta Series Championship. The designated Challenger will be drawn at the conclusion of the event from the class winners.

23.4 Additional prizes may be awarded to the top Junior Team (under 21 years of age), and top Mixed Plus Team (50% + female) to the any one-design class with a minimum of 12 boats registered.

24. PHOTOGRAPHERS AND TV RIGHTS

Competitors give absolute right and permission to the OA for any photographs or video footage taken of themselves or their competing boat to be published in any media whatsoever; for either editorial or advertising purposes, or to be used in press information.

25. ENVIRONMENTAL

The Regatta Series strives to support sustainable sailing and works with Sailors for the Sea - Silver Level certified Clean Regatta. The Regatta Series partners with Sea Bags for sail collection, and Line Collection to reuse and upcycle sailing equipment. Please bring your reusable water bottles, consider car-pooling and using bike share programs, and provision your boat with limited no single-use plastics. Visit www.sailorsforthesea.org to learn more.