



2024 Great Lakes Intercollegiate Offshore Regatta (GLIOR) September 21-22, 2024

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)

REGATTA POLICIES & GUIDELINES

Team Experience Level

The following conditions apply for a team competing in the GLIOR:

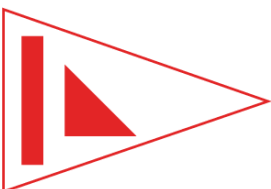
- Your helmsperson should have big-boat helming experience OR have helming experience in team racing, sloops, or match racing.
- At least 50% of your team should have big-boat crewing experience; this is for your safety and for the comfort level of the boat owners.
- Sailing resumes of each team's skipper and at least three other crew members must be submitted at least 3 weeks in advance of the event. These should outline their sailing experience specifically aboard larger keelboats in the roles they will be serving. Understand that the Organizing Authority ("OA") may refuse to accept an entry if, in our judgment, these individuals do not have sufficient experience to safely lead a crew in the competitive operation of the boats competing in this event.
- Weather permitting, boats will be using 3 sails: Main, Jib/Genny, and Spinnakers. Team members will need to be familiar with the proper operation of these sails.
- If you're able to, the team should practice together on a keelboat during the summer; check with your local connections and clubs, as most owners would be very willing to bring your team out knowing that you're practicing for a regatta competition. If this isn't possible, each individual team member should try to get sailing and/or racing experience over the summer.
- Teams who have not competed in offshore keelboat events on a regular basis must attend a mandatory practice session the Friday before the event to become familiar with the operation of our boats. We will make a boat and coach available from 1500 to 1800 on Friday preceding the event (see event schedule). Following this session, should the coach conclude that the crew is not competent to safely compete, the team's entry may be rescinded.

Columbia Yacht Club (COLYC)

The Club is an active facility with several events happening throughout the entire weekend. Be aware of your surroundings and note that loud behavior is NOT acceptable. Teams will be issued a pass card for access to the Club and must not leave the door open to the public. Limited parking will be available for free in the COLYC parking lot (1 car per team). It is important to display the parking pass provided at registration to prevent towing. Showers are available in the Club's restrooms. Lastly, be aware the promenade along the Chicago waterfront is regularly policed. Tickets and/or arrests are common for those caught with open liquor.

Columbia Yacht Club (COLYC) Dockage

Limited dockage is available at COLYC, boat owners shall make the decision based on conditions if they dock their



boat at COLYC. COLYC and the GLIOR regatta do not assume any liability for boats docked, as such docking a boat at COLYC is assumed “at your own risk”. All boats docked overnight at COLYC require someone to sleep onboard. If the team has offsite housing, notify registration and arrangements will be made to put someone on board to comply. All yachts docked at COLYC will be required to follow the “Columbia Yacht Club Dock Rules.” These will be posted as an additional document to the event Yacht Scoring Page.

Boats, Sails, and Crew

The GLIOR will be sailed in Tartan 10, J/105, and other various offshore keelboats. Boats will be assigned to each participating team by the OA. The boats will be utilizing their best “beer can” sails and should include a mainsail that can be reefed.

Format and Schedule

A mandatory Skippers Meeting will be held on Saturday morning on the Rail deck of the COLYC at the time designated in the Sailing Instructions. The various wind limits established by the boat owners for sailing, spinnaker usage, or required reefing may be adjusted at this time. If weather conditions warrant, a second mandatory Skippers Meeting will be held on Sunday morning, the time for this meeting will be posted on the official notice board if it is required. Teams will be able to practice on their assigned boat prior to racing.

Safety

Per ICSA PR, type III PFDs must be worn at all times while afloat. Participating sailors are to bring their own personally fitted PFDs. All competitors must wear close-toed shoes while aboard the boats.

Personal Gear & Equipment

You will be out on the water, racing on keelboats, from about 8 am to 4 pm. We will not come onto shore during that time; we will provide lunches for your team and filtered water is available before you leave the dock. We race in almost every weather condition, except that which is very severe.

Participating sailors are to bring necessary equipment such as:

- Personal Floatation Device
- Foul weather gear
- Non-marking deck shoes
- Sailing gloves
- Hat
- Sunglasses & croaky
- Sunscreen
- Lip balm (SPF protection)
- Personal water bottle
- Medicine (seasickness, asthma, etc.)
- Clothing for warm & cold weather (think layers)

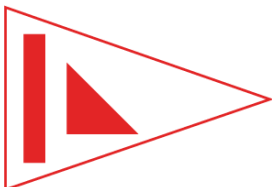
NOTE: these items are imperative; boat owners do not have any spares of personal gear.

Housing Accommodations

Check with your boat owner (Scrutineer). Most boats will allow the team to sleep onboard during the weekend. So, consider bringing a sleeping bag, blow-up mattress, and warm clothes (think camping in the cold!). This accommodation should be confirmed in advance of arrival with your assigned boat owner; if sleeping aboard is not available on your boat, please notify the OA in advance and the OA will work to accommodate this request.

Food and Special Dietary Needs

The OA will provide food free of charge Saturday (breakfast and dinner) and Sunday (breakfast) for all event participants. Lunches are not provided. Please note that there is a grocery store (Mariano’s) within 15 minutes walking distance of COLYC.



NOTICE OF RACE

2024 Great Lakes Intercollegiate Offshore Regatta (GLIOR)
September 21-22, 2024

Amendment 1 – September 10, 2024

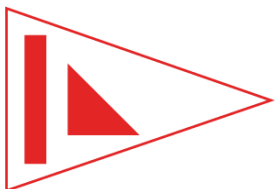
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1. RULES

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
 - 1.1.1. *ICSA Procedural Rules for Intercollegiate Sailing Competition (2021-2024)* (PR), except as any of these are changed by this Notice of Race (NoR).
- 1.2. A *scrutineer* is defined as the person who owns the boat or the boat owner's representative. The *boat on-board coach* is a person designated by the *scrutineer* to assist the team with how to properly sail the boat. An *on-board coach* is typically a regular crew member of the boat. A boat may have either a *scrutineer* or an *on-board coach* or both assigned to the boat.
 - 1.2.1. The final decision for a boat to have only a *scrutineer* or only an *on-board-coach*, but not both, shall be made by the *scrutineer*.
 - 1.2.2. Please note attachment "A" for additional information related to the scrutineer and on-board coach.
- 1.3. The following *ICSA Procedural Rules for Intercollegiate Sailing Competition (2021-2024)* shall not apply and the appropriate RRS will be used for this event.
 - 1.3.1. PR 18 b) i) Starting Systems is replaced with RRS 26,
 - 1.3.2. PR 18 b) ii) Individual Recall is replaced with RRS 29.1,
 - 1.3.3. PR 18 b) iii) General Recall is replaced with RRS 29.2 and RRS 30,
 - 1.3.4. PR 18 c) i) Changing the Course after the Start is replaced with RRS 33,
 - 1.3.5. PR 18 d) Time Limits is replaced with RRS 35,
 - 1.3.6. PR 20 Breakdowns and PR Appendix E Guidelines for Breakdowns,
 - 1.3.7. PR 22 Conduct of Regattas – Fleet Racing,
 - 1.3.8. PR 24 Scoring Regattas is replaced with RRS Appendix A.
 - 1.3.9. PR 29 a) Notification is replaced with RRS 61.1,
 - 1.3.10. PR 31 Alternate Penalties is replaced with Item 11 of this NoR,
 - 1.3.11. PR 12 c) Personal Flotation Devices (PFD) is replaced with RRS 40.1 and 40.2.
- 1.4. US Sailing Prescription to RRS 63.2 will not be in effect.
- 1.5. RRS 90.3 e) shall apply, except that "24 hours" is replaced with "72 hours".
- 1.6. All boats and crew are required to abide by Intercollege Sailing Association (ICSA), federal, state, and local laws, and guidelines.

2. SAILING INSTRUCTIONS

- 2.1. Sailing Instructions (SIs) will be available prior to September 20, 2024. It will be posted to the online



official notice board. See NoR Item 3.1.

2.2. The sailing instructions will not be provided at the event in paper format.

3. COMMUNICATION

3.1. The online official notice board will be located at <https://yachtscoring.com/emenu.cfm?eid=16761>

3.2. All boats shall carry a VHF radio capable of communicating on channels 16, 68, 71, and 72.

3.3. On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SIs.

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. EVENT FORMAT

4.1. GLIOR will be sailed in offshore boats sailing either a buoy course or an inshore distance race.

4.1.1. The buoy course will be sailed in one-design boats, currently either J/105 or Tartan 10 classes. Additional classes may be added at the discretion of the Organizing Authority.

5. ELIGIBILITY AND ENTRY

5.1. Entry will be by invitation only.

5.2. Procedure for invitation, teams within the Midwest Collegiate Sailing Association (MCSA):

5.2.1. Teams will sign-up for the regatta in accordance with MCSA procedures (e.g., at MCSA Midwinters Meeting via the draft process).

5.2.2. Invitations will be sent by the OA to the initial twelve (12) MCSA teams in “draft order” by 06/07/24 and on a rolling basis thereafter.

5.2.3. Teams must accept invites within 30 days, or their spot will be forfeited.

5.3. Procedure for invitation, teams not within the Midwest Collegiate Sailing Association (MCSA):

5.3.1. Teams will request an invitation via the “request for invitation” form.

5.3.2. This form will be made available no later than 06/07/24 via the ICSA List Serve, teams may also visit <https://stormtrysail.org/regattas/glior/> for a live link.

5.3.3. Invitations will be sent by the OA to non-MCSA teams starting on 07/05/24 and on a rolling basis there-after.

5.4. Teams will register on a rolling basis until 08/30/24, there will be no registrations after 09/06/24.

5.5. If a team chooses to withdraw from the regatta post-registration, a formal withdrawal must be submitted by 08/30/24 to the OA. If a withdrawal is not provided by 08/30/24 a team’s eligibility to participate for future GLIOR events will be considered by the OA. For teams registered standard regatta withdrawal penalties may be due per ICSA conference policies.

5.6. Upon invitation a team will be informed of a minimum member number for the yacht you will be sailing.

5.6.1. Teams will be assigned to either the Tartan 10 buoy fleet or the J/105 buoy fleet.

- There will be a minimum of five crew members for a J/105 buoy fleet.
- There will be a minimum of six crew members required for Tartan 10 fleet.

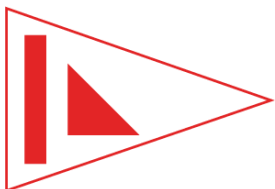
5.6.2. All crew members must be students enrolled in the college that they are representing.

5.6.3. All boats shall race with the same crew in all races. Any crew change request must be submitted to the Regatta Chairman via email (Nick Zomer, nwzomer@gmail.com) or in writing by 0700 the day of the race.

5.7. Teams will be informed when to register online using Yacht Scoring.

6. FEES

6.1. There will be no fee for this regatta.



7. SCHEDULE

Date	Time	Item
Friday, September 20	1300-2000	Registration
Saturday, September 21	0830	Mandatory Competitors meeting Please note: it is required that a representative from each team who will be on board (it is recommended that all team members participate). Virtual attendance is allowed via Zoom, the link will be posted to the yachtscoring.com event page.
	0900	Harbor Gun
	1100	First Warning – GLIOR Buoy
Sunday, September 22	0900	Harbor Gun
	1000	First Warning – Buoy Fleets
	1500	No Warning after this Time
	Target time, 1630	Awards Presentation

7.1. It is the intent of the Race Committee to complete as many races as practical each day.

8. VENUE

8.1 The racing area will be offshore of the Monroe Harbor entrance on Lake Michigan. The approximate location and courses will be in the Sailing Instructions.

9. CREW SUBSTITUTION

9.1 There shall be no crew substitution during any day after the first warning signal of the first race of the day, except in the case of an emergency due to injury to a crew member. This modifies ICSA PR 14 b).

10. COURSES

10.1 Primarily windward/leeward courses will be used. Course diagrams will be provided in the sailing instructions. Courses may be altered to accommodate the area where races are conducted.

10.2 For the classes sailing the buoy course –

- When wind conditions are forecasted to exceed the wind limits for buoy racing, the race committee may sail a distance race using fixed marks. These courses will be included in the sailing instructions.

10.3 Additional courses may be available and will be described in the sailing instructions.

11. PENALTY SYSTEM

11.1 US Sailing prescription V (PENALTY AT THE TIME OF AN INCIDENT) applies.

12. SCORING

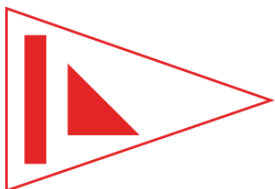
12.1 Each boat's series score will be the total of her race scores.

12.2 One race will constitute a regatta.

12.3 Scoring software will be used, teams will have access to scoring online.

13. SAFETY EQUIPMENT

13.1 Boats shall meet the safety requirements required to sail in the offshore waters of Lake Michigan



near the Chicago waterfront.

14. SUPPORT PERSON VESSELS

- 14.1 Guests (or spectators) shall be allowed on the water; it will be the responsibility of the guest (or spectator) to supply their own vessel and stay out of the racing area at all times.
- 14.2 Teams with instructor staff shall not expect a vessel to be provided for instructor staff use, instructor staff will be expected to supply their own vessel and always stay out of racing area. Instructor staff may not be on-board a sailing vessel during racing, please note attachment "A" for additional information related to the on-board coach.
- 14.3 If any clarification is needed a team shall contact the OA for a final determination.

15. PRIZES

- 15.1 The top three finishing teams in each class will receive awards at the Awards Presentation.

16. DISCLAIMER OF LIABILITY

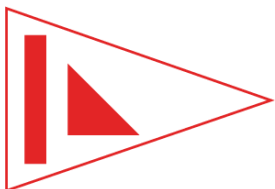
- 16.1 RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue to race is hers alone." By participating in this event each competitor agrees to acknowledge that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and 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 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.
- 16.2 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.

17. INSURANCE

- 17.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per regatta or the equivalent.

18. FURTHER INFORMATION

- 18.1 Organizing Club: COLUMBIA YACHT CLUB (COLYC) AND THE STORM TRYSAIL CLUB (STC)
Organizing Association: Chicago T10 Fleet 2
Supporting Association: Chicago J105 Fleet 5
Regatta Chairmen: Holly Kawula, jkhollyk@gmail.com, (847) 644-0822 and Nick Zomer, (616) 610-9936, nwzomer@gmail.com

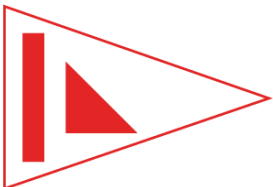


ATTACHMENT "A" – ROLES & GUIDELINES FOR BOATS

ON-BOARD "COACH"

Each boat is provided with an on-board Coach. The Coach is typically a regular crew member of the boat and is familiar with the equipment and maneuvers necessary to safely sail the course. The Coach's role is to teach and assist in all boat maneuvers throughout the regatta. The Coach is free to roam throughout the boat at ANY time to accomplish any objective. It is expected that after sufficient training, practice, and initial racing, the Coach can revert to "railmeat" spectator and perform safety roles such as "boom preventer".

1. The role of the on-board coach is first and foremost to ensure the safety of the sailors, and second to ensure the safety of the equipment.
2. **POSITIONING:** The on-board Coach can move ANYWHERE on the boat at ANY time. The recommended position is near the shrouds for quick access to the foredeck. They MAY move to windward or leeward to help the trim of the boat.
3. The coach **SHALL** help you with:
 - Teaching the team how to move across the boat for tacks & gibes.
 - Teaching the team how to safely add a wrap around a working winch.
 - Teaching the team how to do spinnaker douses. As there will most likely be a leeward gate, there are 4 types of spinnaker douses. It is suggested the team learns 2 of them and only use those throughout the regatta.
 - Avoiding collisions. As a potential collision situation develops, the coach may ask the skipper his/her intentions in order to ensure that appropriate avoiding actions will be taken. IF the coach instructs you to alter course, you **MUST DO SO!** If this occurs during the race, and results in a protest, the coach will be available as a witness.
 - Avoiding **RESTRICTED AREAS**
4. The coach **MAY** help you with:
 - Rigging the boat or helping you locate/place/stow rigging or equipment
 - Operation of the engine - Assistance getting out of and into Monroe Harbor
 - Steering the boat before the Warning Signal of the first race of the day or after the finish of the last race of the day, or in the case of an emergency.
 - Assisting with any other equipment related questions or problems
5. The coach **MAY NOT** help you with:
 - Tactical decisions, suggestions, or observations
 - Strategic decisions, suggestions, or observations (wind, weather, current, etc.)
 - Boat handling decisions, suggestions, or observations
 - Any boat handling maneuvers including adjusting the backstay
 - Acting as a witness in a protest unless they have instructed you to alter course.



“SCRUTINEER”

Each boat is provided with an on-board Scrutineer (“Scruit”). The Scruit is typically the owner of the boat or his representative. The Scruit’s role is to helm in all docking events. While underway, the Scruit will position himself/herself directly behind the helmsman in order to take control of the helm in an emergency. They may also move to windward or leeward to help with the trim of the boat so long as they are in the vicinity of the backstay.

1. The Scruit SHALL help you with:

- Preventing the boat from sailing by-the-lee
- Advise on steering
- Advise on rules and right-of-way
- Call for “breakdown” boat if needed

2. The Scruit MAY help you with:

- Boat handling decisions, suggestions, or observations (for safety purposes)
- Adjust the backstay, boom-vang or rig as necessary to safely sail the boat.

3. The Scruit MAY NOT help you with:

- Tactical decisions, suggestions, or observations
- Strategic decisions, suggestions, or observations (wind, weather, current, etc.)
- Acting as your witness in a protest. NOTE, If the Scruit instructs the helmsman to alter course, you MUST do so! If this occurs during the race and results in a protest, the Scruit will be available as a witness AGAINST you.

