

PRESENTED BY



MOUNT GAY RUM & SAILING WORLD

SAILING INSTRUCTIONS

1 RULES

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

1.2 The following US Sailing prescriptions will not apply: 60, 63.2, and 63.4.

1.3 The Offshore Rating Rule or LMPHRF will apply for handicap sections.

1.4 The Local Rules of the Chicago T-10 Association will not apply.

1.5 Rules I.1 and I.3 of J/70 Class Rules Part III-Section I shall apply.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice boards located at the Chicago Yacht Club Monroe Station. Information may also be available at Yacht Scoring (www.yachtscoring.com).

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0800 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.

4 SIGNALS MADE ASHORE

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

4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 75 minutes' in the race signal AP.

5 SCHEDULE OF RACES

5.1 Racing is scheduled as follows:

Friday, June 6 – Sunday, June 8

0955 First warning signal(all circles)

Sunday, June 8

No warning signal shall be made after 1400 hours on the last scheduled day of racing.

6 CLASS FLAGS

6.1 Section breaks and initial starting order will be distributed at registration.

6.2 Each ORR and PHRF boat shall fly her section flag on her backstay. Boats without a permanent backstay shall attach the flag to the upper aft rail starboard of center.

One design classes need not display section flags as described in the Initial Starting Order sheet.

7 RACING AREAS

The diagram contained in Addendum A provides the approximate starting location for each division. The Racing Areas are as follows:

RED AREA Approximately 5.1 nautical miles at a heading of 040° from the inner Monroe Harbor entrance. The approximate coordinates are 41° 56' North and 87° 32' West.

WHITE AREA Approximately 4.5 nautical miles at a heading of 115 from the inner Monroe Harbor entrance. The approximate coordinates are 41° 50' North and 87° 31' West.

BLUE AREA Approximately 4.5 nautical miles at a heading of 082° from the inner Monroe Harbor entrance. The approximate coordinates are 41° 53' North and 87° 31' West.

8 THE COURSES

8.1 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.

8.2 No later than the warning signal, the race committee signal boat will display the
The approximate compass bearing,
The distance to Long Mark 1
The distance to Short Mark 1
The number of legs to be sailed
The course assignment for each class.

8.3 Course information may be signaled by courtesy broadcasts on the designated VHF channel. Errors and omissions in courtesy broadcasts are not grounds for a request for redress. This changes RRS 62.1(a).

8.4 Mark 2 will be a gate. In the event that the gate is not in place, the single leeward Mark 2 shall be left to port.

8.5 Offset marks (Mark 1a) will not be set for a change of course.

9 MARKS

9.1 On Circles Red and Blue, Marks 1, 1a and 2 will be orange inflatable marks. On Circle White, they will be green.

9.2 New marks, as provided in instruction 12, will be yellow. When in a subsequent change

of course a new mark will be replaced, it will be replaced with an original mark.

9.3 On Circles Red and Blue, the starting mark will be green. On Circle White, it will be orange.

9.4 The finishing mark for upwind finishes will be the active long course windward mark. The finishing mark for downwind finishes will be a white inflatable mark.

10 AREAS THAT ARE OBSTRUCTIONS

The following area is designated an obstruction:

The area around the pumping stations (cribs) and the marks placed around them by the Coast Guard. Boats shall not sail between the marks.

11 THE START

11.1 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.

11.2 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

11.3 A boat starting later than four minutes after her starting signal will be scored Did Not Start without a hearing. This changes rules A4 and A5.

11.4 If any part of a boat's hull, crew or equipment is on the course side of the starting line at her starting signal and she is identified, the race committee will identify her on the designated hailing channel (see SI 24.1). Failure to transmit, receive, or the order of boats identified shall not be grounds for redress. This changes RRS 62.1(a).

11.5 The race committee may combine sections for a start.

12 CHANGE OF THE NEXT LEG OF THE COURSE

12.1 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: At the preparatory signal, flag C will be displayed with numerous sound signals, and remain displayed until the starting signal. The signaled fleet will sail to the change mark. This changes RRS 33.

12.2 To change the next leg of the course, the race committee will set a new mark (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.

13 THE FINISH

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. For downwind finishes, the finish mark will be placed on the side opposite that of the starting line.

14 PENALTY SYSTEM

14.1 Appendix T1 will apply to all classes except the Melges. The first two sentences of rule 44.1 are changed to: "A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 in an incident while racing or rule 31. However, when she may have broken one or more rules of Part 2 in an incident while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty."

14.2 For all Melges classes, rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

15 TIME LIMITS

The time limit will be two and one-half hours. Boats failing to finish within one-half hour after the first boat finishes (time adjusted in handicap sections) will be scored Time Limit Expired (TLE) without a hearing. This changes rules 35, A4 and A5.

16 PROTESTS AND REQUESTS FOR REDRESS

16.1 Protests and requests for redress or reopening shall be delivered to the protest desk at Monroe Station within the appropriate time limit.

16.2 A boat's protest time limit is 60 minutes from the docking time of the race committee boat that finished her.

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.

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.

17 PROTEST ARBITRATION

An arbitration meeting will be held for each protest as provided in Appendix T Section D.

18 SCORING

18.1 A boat's score will be the total of her race scores. This changes rule A2.

18.2 One completed race constitutes a regatta.

18.3 ORR scoring shall be in accordance with the ORR handicap certificate in effect on June 6, 2014. ORR scoring will be calculated using time-on-time (TOT) scoring utilizing either a 50/50 or 60/40 course configuration

18.4 A boat scored TLE will receive points equal to the number of finishers in her section plus two points. This changes rules A4.2 and A5.

19 SAFETY REGULATIONS AND

WITHDRAWALS

A boat that retires from a race shall notify the race committee as soon as possible. A boat may notify the race committee using the designated VHF hailing channel.

20 REPLACEMENT OF CREW

A completed waiver form must be submitted for any substitute competitor.

21 ADVERTISING

Boats may be required to display advertising, including removable adhesive stickers, chosen and supplied by the organizing authority.

22 SUPPORT BOATS

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 class to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

23 RADIO COMMUNICATION

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to communication technologies.

24 COURTESY BROADCASTS

24.1 The courtesy VHF broadcast channels will be as follows:

- RED AREA CH 78
- WHITE AREA CH 73
- BLUE AREA CH 79

24.2 A boat shall not request redress for errors or omissions in courtesy broadcasts. This changes rule 62.1(a).

25 PRIZES

25.1 Prizes will be awarded by section.

25.2 An award will be made to the boat which, in the opinion of the organizing authority, had the best overall performance during the 2014 Chicago Sperry Top-Sider NOOD Regatta.

26 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority 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.

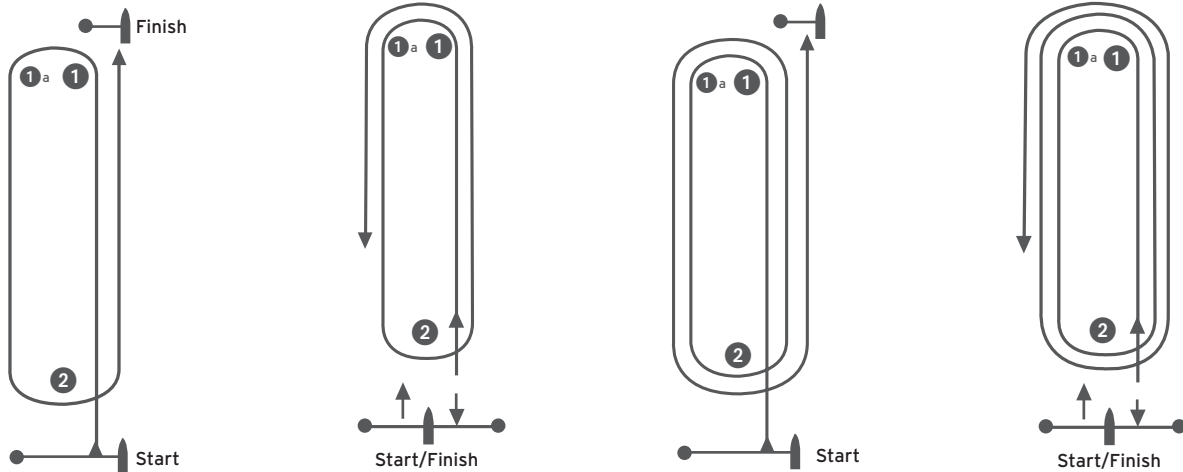
27 INSURANCE

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



The Sperry Top-Sider NOOD Regattas are official US Sailing sanctioned events.

COURSE DIAGRAMS



COURSE 3

“3” (three legs): This course is windward, leeward, finish to windward. The marks shall be rounded in the order of 1, 1a (offset), 2, finish. Mark 2 may be left on either hand on the first windward leg and Mark 1 and Mark 1a (offset) may be left on either hand on the finishing leg.

COURSE 4

“4” (four legs): This course is a windward, leeward twice around, finish to leeward. The marks will be rounded in the order of 1, 1a (offset), 2, 1, 1a (offset), finish. Mark 2 may be left on either hand on the first windward leg and on the finishing leg.

COURSE 5

“5” (five legs): This course is a windward, leeward, twice around, finish to windward. The marks shall be rounded in the order of 1, 1a (offset), 2, 1, 1a (offset), finish. Mark 2 may be left on either hand on the first windward leg and Mark 1 and 1a (offset) may be left on either hand on the finishing leg.

COURSE 6

“6” (six legs): This course is windward, leeward, three times around, finish to leeward. The marks will be rounded in the order of 1, 1a (offset), 2, 1, 1a (offset), 2, 1, 1a (offset), finish. Mark 2 may be left on either hand on the first windward leg and on the finishing leg.

ADDENDUM A

ILLUSTRATING THE COURSE

Shown here are diagrams of course shapes. The boat's track is represented by a discontinuous line so that each diagram can describe courses with different numbers of laps. If more than one course may be used for a class, state how each particular course will be signaled.

Sailing World or Chicago YC will produce the diagram.

