

2010 CMRC CHICAGO CUP MATCH RACE
August 13-15, 2010
ISAF Grade 2 Events

SAILING INSTRUCTIONS

Abbreviations:

PC – Protest Committee	RC – Race Committee
OA – Organising Authority	NA – National Authority
RRS – Racing Rules of Sailing	SI – Sailing Instructions
IJ – International Jury	NoR – Notice of Race
CMRC – Chicago Match Race Center	

1 RULES

- 1.1 The event will be governed by
(a) the 'rules' as defined in the RRS, including Appendix C.
(b) the rules for Handling Boats (SI appendix C), which also apply to any practice sailing and sponsor races. Class rules will not apply.
- 1.2 Boats may be required to race with onboard observers to give information to the umpires or other purposes specified by the OA. Observers will not take part in sailing the boat or communicate with the crew while racing.
- 1.3 Boat Damage will be divided into 3 levels

Level Extent Effect

Level A – Minor Damage

Does not significantly affect the value, general appearance or normal operation of the boat. Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.

Level B – Damage

Affects the value and/or general appearance of the boat. The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.

Level C – Major Damage

The normal operation of the boat is compromised and its structural integrity may be impaired. The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this amends Appendix C8.6);

Level	Round Robin	Knock Outs
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits. Monetary deductions are assessed separately after closer inspection by the OA 'boat person', and all damage costs are deducted from damage deposits irrespective of any penalty (or none) imposed under this system.

- 1.4 A PC will be appointed, in accordance with RRS Appendix N. The right of appeal will be denied in accordance with RRS 70.5.

2 ENTRIES and ELIGIBILITY

- 2.1 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Appendix A.
- 2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, deposit **\$US2500** for damage and complete crew weigh-in.
- 2.3 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.

- 2.5 After the warning signal for a match the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event the OA may authorize an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event the OA may authorize a substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at the CMRC.
- 3.2 Signals made ashore will be displayed at the CMRC.
- 3.3 The first meeting with the umpires will be at CMRC following the first Skipper's Briefing.
- 3.4 Skippers shall attend a daily morning meeting starting at **0800** at CMRC on racing days.
- 3.5 There will be a daily debrief and press conference at CMRC on each race day, starting approximately 45 minutes after the finish of the last race of the day. Attendance by skippers is mandatory.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI will be either posted ashore or communicated directly to competitors by the RC, OA, and/or the umpires.
- 4.2 Amendments made afloat will be signalled by the display of flag L with three sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS AND SAILS

- 5.1 (a) The event will be sailed in TOM 28 type boats.
 (b) The sails to be used will be allocated by the OA.
 (c) Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.
- 5.2 The sail combination to be used will be Main, Jib, and Spinnaker, unless otherwise signalled from the RC boat. The signals shall have the following meanings:

<u>Signal</u>	<u>Sail Combination to be used</u>
Z	Mainsail and Jib only
R	Reefed mainsail
- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire.
- 5.4 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.5 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by bow numbers.
- 6.2 The mainsails will display skipper's names as provided by the OA.
- 6.3 Boats will be drawn each day at the morning meeting or at the beginning of each stage as decided by the RC.
- 6.4 Boats will be exchanged in accordance with the pairing list and race schedule.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be four, or five excluding persons placed on board by the RC. Only registered crew shall sail in races.
- 7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350 kg. These weights will be determined at registration.

8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Appendix A and B. The OA or RC may change the event format at anytime.
- 8.2 (a) In any knock-out series between two skippers, they shall alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends shall be determined by the OA.
 (b) When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.
- 8.3 The number of matches to be sailed each day will be determined by the RC.
- 8.4 (a) The RC may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
 (b) Add RRS C10.3(b): 'When a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, the highest score shall be determined as

the average points scored per match sailed by each competitor, unless one or more competitor has completed less than one third of the scheduled matches then the entire round robin shall be disregarded and if necessary the event declared void.'

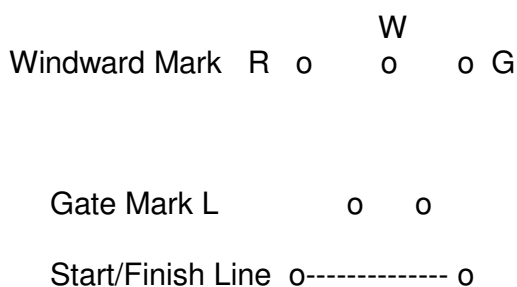
- 8.5 The intended time of the first attention signal each day is 0900.
- 8.6 When a match cannot start at its intended time, all starts will be moved up. There will be no blank starts
- 8.7 When, in a knock out series, a winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9 RACING AREA

The racing area will be on Lake Michigan just North of the entrance to Belmont Harbor.

10 COURSE

10.1 (a) **Course Configuration** (not to scale)



(b) **Course signals and course to be sailed**

<u>Signal</u>	<u>Course</u>
No Signal	Start – W – Gate L – W - Finish
S	Start - W – Finish

Mark W shall be rounded to starboard. Gate Mark L shall be passed from the direction of the previous mark. If there is no gate, mark L shall be rounded to starboard.

(c) **Description of Marks**

The RC boat will be identified by an orange flag.
 The starting/finishing line mark will be an orange cylinder.
 Marks G, W, and R will be, respectively, large green, white, and red cubes.
 Gate marks L will be large white cubes.

10.2 Starting/Finishing Line

- (a) The starting/finishing line will be a straight line between the course side of a starting/finishing mark and the course side of an orange flag on the RC boat.
- (b) A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle.

10.3 Course Limits

- a) The area extending two boat lengths from the Belmont Harbor seawall will rank as an obstruction and is the limit of safe pilotage for the purposes of Part 2 of the RRS.
- (c) A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

11 BREAKDOWN and TIME FOR REPAIRS

- 11.1 Before the attention signal of a flight, within two minutes of finishing, or within five minutes of changing into a new boat, whichever is later, a boat may display the “I” flag to signal breakdown or damage to the boat, sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs shall be at the discretion of the RC.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12 STARTING PROCEDURE

- 12.1 Match warning signals will be as described in C3.1, except that flag “F” will be displayed at 7 minutes prior to the start and as changed in SI 12.2.
- 12.2 The preparatory signal will either be flag P or flag C. If there is a change of course for the first leg of a match, flag C will be displayed as the preparatory signal with a red or green flag. This changes RRS C3.1.
- 12.2 The preparatory signal will be lowered at 1 minute prior to the start. This changes RRS C3.1.

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 The default course is described in 10.1(b). Changes to the course will be made by designating a replacement mark R or W or G as follows:
- 13.2 Change of Course Signals (amends RRS 33 and Race Signals)
- (a) Flag C and a colored flag means: ‘The windward mark has been changed. Sail to a mark the same color as the flag.’
 - (b) When a change of course after starting only affects some matches these shall be designated by the appropriate numeral pennant.
- 13.3 Signalling vessel
- (a) When a change of course is made for the first leg the signal shall be displayed from the RC boat as the preparatory signal for each match affected. The preparatory signal shall be followed by a series of repetitive sound signals.
 - (b) When a change of course is signaled after the first leg it shall be displayed from a boat in the vicinity of Gate Marks L.

14 TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

15 COACH BOATS

- (a) Coach boats shall conspicuously display identification of the team being coached.
- (b) The OA will not provide berths for coach boats.
- (c) Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the Jury to the associated skipper or team after a hearing is held.

16 MEDIA, IMAGES and SOUND

- 16.1 If required by the OA:
- (a) Television personnel and equipment supplied by the OA shall be carried on board while racing.
 - (b) Competitors may be requested to wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
 - (c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.
- 16.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.
- 16.3 The OA shall have the right to use any images and sound recorded during the event free of any charge.

17 CODE of CONDUCT

- (a) Competitors shall comply with any reasonable request from any official including attendance at official functions.
- (b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices C and D.
- (c) The penalty for breaking this SI is at the discretion of the IJ and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

18 DISCLAIMER

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

SI APPENDIX A - LIST OF ELIGIBLE SKIPPERS

CMRC Chicago Cup 2010

NAME	Country	ISAF Ranking
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Reuben Corbett	NZL	18
Sergey Musikhin	RUS	35
Chris VanTol	USA	38
William Tiller	NZL	42
Taylor Canfield	ISV	46
Nicolai Sehested	DEN	52
Laurie Jury	NZL	61
Don Wilson	USA	77
Bill Hardesty	USA	83
Mike Buckley	USA	665

SI APPENDIX B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

1 First Stage - Round Robin

- a) All skippers will sail a round robin or multiple round robins.

2 Second Stage - Quarter Finals (No Boat Rotation)

- a) The top skipper from the round robin will choose the opponent. The second highest skipper will choose the opponent. Then the third highest skipper chooses the opponent.
- b) The highest ranked skipper from the RR of each pair will enter from the port end in during the first match. Skippers will alternate ends after each match.
- c) The first skipper to score two or three points as determined by the RC shall proceed to the next stage.

3 Third Stage - Semi Finals (No Boat Rotation)

- a) The top ranked skipper will choose the opponent.
- b) The highest ranked skipper from the RR of each pair will enter from the port end in during the first match. Skippers will alternate ends after each match.
- c) The first skipper to score two or three points as determined by the RC shall proceed to the next stage.

4 Fourth Stage – Finals & Petite Finals

- a) The winners in the third stage will race against each other in the finals and the losers racing each other in the petite finals.
- b) The first skipper in the finals to score two or three points, as determined by the RC, shall be the winner; the first skipper in the petite finals to score one or two points shall be third place.

5a Fifth to Eighth Places

- a) The losing quarter finalists in the second stage shall sail for fifth to eighth places.
- b) The skippers shall be drawn into pairs.
- c) In each series the first skipper to score at least one point will be the winner.
- d) The two winners shall sail against each other for fifth and sixth places.
- e) The two losers shall sail against each other for seventh and eighth places.

5b Fifth to Eighth Places (alternate round robin format)

- a) The four teams will be paired in a single round robin.

SI APPENDIX C - HANDLING BOATS

1 GENERAL

While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 62.

2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited.

- 2.05 Launching, storing, or handling the spinnaker from anywhere aft of the mast. (Spinnaker must be launched from the bow area)
- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than intended unless it is specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Using a flattener as a reef.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.16 Using a reef line as an outhaul.
- 2.17 Cross winching foresail sheets.
- 2.18 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.19 The use of electronic instruments other than compass and watches.
- 2.20 Using the spinnaker pole to wing out the foresail.
- 2.21 Marking directly on the hull or deck with permanent ink.

3 PERMITTED ITEMS and ACTIONS

- 3.1 The use of non-working control lines is permitted for hiking out. This changes RRS 49.1 and UMP 26. Example, the spinnaker sheet twing line may be used for hiking.
- 3.2 Taking on board the following equipment:
 - (a) basic hand tools
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell tale material
 - (f) watch, timers and hand held compass
 - (g) shackles and clevis pins
 - (h) velcro tape
 - (i) bosun's chair or harness
 - (j) spare flags
- 3.3 Using the items in 3.1 to:
 - (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tales
 - (c) prevent sails being damaged or falling overboard
 - (d) mark control settings
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per Appendix C6
- 3.4 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS

The following are mandatory.

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.
- 4.2 At the end of each sailing day:
 - (a) rolling mainsail and jib, and placement of sails as directed
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day
 - (c) releasing backstay tension
 - (d) Y Flags and name placards shall be returned and signed in at the houseboat.

- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI APPENDIX D - EQUIPMENT LIST

- 1 The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Headsail

Spinnaker

One winch handle

One spinnaker pole

One continuous spinnaker sheet

One continuous headsail sheet

Tiller extension

Genoa cars

Two sail ties

SAFETY GEAR (Tom 28)

Life jackets for each (4) crew member

Bucket

Sponge

Tow line