



**Chicago Grand Slam
A World Match Racing Tour Event
Belmont Harbor, Chicago, IL USA**

**August 15-18, 2024
August 15 – Practice Day
August 16-18 – Racing Days**

Sailing Instructions

The following abbreviations apply to this Notice of Race and Sailing Instructions:

PC: Protest Committee
NoR: Notice of Race
SI: Sailing Instructions
TD: Technical Delegate

OA: Organizing Authority
RRS: Racing Rules of Sailing
RC: Race Committee
IJ: International Jury

[NP]: The notation in a rule of the Notice of Race or Sailing Instructions mean that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1 RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum E.
- 1.3 Further to NoR 1.3, the RRS is changed as follows:
 - (a) When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.
 - (b) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
 - (c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.
- 1.4 When a boat in a match fails to sail the course in accordance with rule 28.1, she will be scored zero points (without a hearing) unless both of the boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course in accordance with rule 28.1. This changes RRS 28, 35, 63.1, A5 and C10.7.



- 1.5 A boat may not request redress under RRS 62.1(a). The protest committee may call a hearing to consider redress under that rule if it believes that a redressable improper action or omission has occurred. This changes RRS 60.1(b) and 62.1(a).

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SI will be posted at least 30 minutes before it will take effect.
- 2.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the race course.
- 2.3 Changes to a SI may be made on the water. These will be signaled by the display of flag 3rd substitute with three sound signals from the Race Committee Vessel ('RCV'). An umpire may communicate these Race Committee changes either verbally or in writing.

3 COMMUNICATION

Further to NoR 3, when on the water, the race committee intends to monitor and communicate with competitors on a VHF radio channel that will be announced at the first skipper's meeting.

4 BOATS AND SAILS

- 4.1 The event will be sailed in the following boats: Tom 28 type boats.
- 4.2 The sail combination to be used will be signaled from the RCV with or before the attention signal. The signals will have the following meanings:

<u>Signal</u>	<u>Sail Combination to be used</u>
No signal	Main, Jib, and Spinnaker
Flag Z	Main, Jib, No spinnaker

5 FLIGHTS AND MATCHES

Further to NoR 7:

- 5.1 The list of eligible skippers is detailed in Appendix A.
- 5.2 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally.



- 7.4 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 62.1(a). This is added to RRS 27.2.
- 7.5 Modify RRS 33: A gate or finish line mark may be adjusted without signaling a course change and while boats are on the first half of the leg.
- 7.6 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the RCV at the starboard end and the course side of the mark at the port-end.

8 CHANGE OF THE NEXT LEG OF THE COURSE

- 8.1 Changes to the course will be made by signaling a change of course to a new Mark W.
- 8.2 Change of Course Signals (amends RRS 33 and Race Signals)
 - (a) Flag C and a colored flag or board means: 'The windward mark has been changed. Sail to a mark the same color as the flag or board.'
 - (b) When a change of course after starting only affects some matches, these may be designated by the appropriate numeral pennant.
- 8.3 Signaling vessel

When a change of course is signaled after the first leg, it will be displayed from a boat in the vicinity of mark L, which may be the RC Signal boat that is one end of the starting/finishing line.

9. ABANDONMENT and SHORTENING

- (a) Within a flight, when a visual sign is displayed over a numeral pennant, the signal applies to that match only.
- (b) Match umpires may verbally inform competitors in a match that the match is abandoned without an abandonment signal being made by the RC. This changes Race Signals and rule 32.

10. OBSTRUCTIONS

The following object is designated as an obstruction. 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.

- (a) A buoy may be attached to the RCV anchor line at just below keel depth. Boats shall not pass between this buoy and the RCV at any time. This area is designated as an obstruction. As part of the anchor line, this buoy is not part of the starting mark.



11. BREAKDOWN and TIME FOR REPAIRS

- 11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display flag L to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RCV and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will 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 10.1.
- 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. TIME LIMIT

- 12.1 A boat that does not Finish within 5 minutes after her opponent has Sailed the Course will be scored zero points. This changes RRS 35 and A5.

13. MEDIA, IMAGES and SOUND

- 13.1 Competitors shall not interfere with the normal working of the OA supplied media equipment.
- 13.2 The OA have the right to use any images and sound recorded during the event free of any charge.

14. PRIZES

- 14.1 Prizes will be given as follows:
- (a) Prizes will be given to the top three teams in the event.
 - (b) The OA may reduce or withhold a prize in case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.
 - (c) The winner of the Grand Slam Series (see NoS) will earn a qualifier spot at the 2025 Congressional Cup hosted by Long Beach Yacht Club.

15. RISK STATEMENT

Refer to NoR 14.



SI ADDENDUM A - LIST OF ELIGIBLE SKIPPERS and PAIRING LIST:

Skipper Name	World Sailing Sailor ID	World Sailing Ranking
Chris Poole	USACP77	1
Ian Garretta	FRAIG4	6
Timothee Rossi	FRATR31	10
Ryan Seago	USARS160	20
Peter Holz	USAPH81	26
Tom Picot	FRATP24	66
Zac West	GBRZW1	67
Christian Prendergast	USACP125	150

*Open rankings from July 31, 2024.

Pairing lists will be distributed at the competitor meeting.



SI ADDENDUM B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

Stage 1 – Double Round Robin

- (a) All skippers are scheduled to sail against all other skippers once per round robin
- (b) The eight highest scoring skippers shall qualify for the Quarterfinals.

Stage 2 – Quarter Finals

- (a) The four highest ranked skippers from the First Stage, as determined by C10.5(c), shall select his/her opponent, with the highest seed choosing first and the rest to follow.
- (b) The first skipper to score at least 3 points, shall proceed to the Semi-Finals.
- (c) The four losing skippers will proceed to stage 5.

Stage 3 - Semi-Finals

- (a) The highest ranked skipper from the First Stage will choose his/her opponent, and the remaining skippers will sail each other.
- (b) The first skipper in each pair to score at least three points, shall proceed to the Finals, and the losing skippers shall proceed to the Petite Finals.

Stage 4 – Finals and Petite-Finals

- (a) The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the RC.
- (b) The first skipper in the finals to score at least three points, shall be the winner.
- (c) The first skipper in the petite finals to score at least two points, shall be placed third.

Stage 5 – Consolation Round Robin – may be run concurrently with Stage 3

- (a) Skippers assigned to this stage from Stage 1 and Stage 2 will be paired in accordance with a table to be distributed by the RC.
- (b) The results of this Round Robin will be for places fifth through eighth.



SI ADDENDUM C - HANDLING BOATS

1 GENERAL

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

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

2 [NP] 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:

- 2.1 Launching, storing, or handling the spinnaker from anywhere aft of the mast. (Spinnaker must be launched from the bow area)
- 2.2 Any additions, omissions, or alterations to the equipment supplied.
- 2.3 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.4 The replacement of any equipment without the sanction of the RC.
- 2.5 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.6 Moving equipment from its normal stowage position except when being used.
- 2.7 Boarding a boat without prior permission.
- 2.8 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.
- 2.9 Hauling out a boat or cleaning surfaces below the waterline.
- 2.10 Marking directly on the hull or deck with permanent ink or using any tape that leaves a residue/ use of duct tape.
- 2.11 Using a flattener as a reef.
- 2.12 Omitting any headsail car or turning block before sheeting onto a winch.
- 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.
- 2.15 Using the spinnaker pole to wing out the foresail.



- 2.16 Attaching lines to the fabric of spinnakers.
- 2.17 Perforating sails, even to attach tell tales.
- 2.18 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.19 The use of electronic equipment, unless permitted by SI C3.1.
- 2.20 Untaping the tiller extension

3 PERMITTED ITEMS AND ACTIONS

The following are permitted:

- 3.1 The use of non-working control lines is permitted for hiking out. This changes RRS 49.1 and therefore MR Call L3. Example, the spinnaker sheet twing line may be used for hiking.
- 3.2 Taking on board the following equipment:
 - (a) electrical tape excluding black
 - (b) line (elastic or otherwise of 4 mm diameter or less)
 - (c) marking pens
 - (d) tell tale material
 - (e) watch, timers and hand held compass
 - (f) velcro tape
 - (g) spare flags
 - (l) small personal video devices such as GoPro are permitted as long as any postings to websites or social medial reverences and links to Chicago Yacht Club
- 3.2 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 on working sheets forward of any rope clutches.
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per Appendix C6
 - (g) make notes
 - (h) personal safety
 - (i) changing the number of mainsheet or jib sheet purchases.



4 MANDATORY ITEMS AND ACTIONS

The following are mandatory.

- 4.1 All competitors shall report any damage to the Bosun. This can be done verbally or via radio but shall be done after finishing and before starting the next race or before changing boats. Skippers shall verbally confirm damage or lack thereof with the umpire when rotating out of the boats, otherwise they will be assumed responsible for damage later discovered.
- 4.2 At the end of each sailing day:
 - (a) rolling mainsail and jib, and bagging and placement of the sails as directed
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day
 - (c) securing helm
 - (d) securing the boat to its dock as directed
 - (e) releasing backstay tension
 - (f) Y flags shall be returned to the OA after the conclusion of racing on Sunday.
- 4.3 At the end of the day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks. Emptying the bucket of trash when ashore. Trash, including tape, left onboard may result in a cleaning fee of \$100.00.
- 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 ADDENDUM D - EQUIPMENT LIST

The following non-fixed items, to the extent 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
- 2 Jib Sheets rigged 2:1 with Blocks and Shackle (stay rigged on the boat)
- One VHF radio (supplied by OA)
- Tiller extension
- Genoa cars

TACKLE

- Life jackets for each crew member (supplied by competitors)
- Bucket
- Sponge
- Tow line

FLAGS

- Yellow and Blue backstay flags
- One handheld Y Flag
- Lima / Breakdown Flag
- Red sidestay flag



SI ADDENDUM E –

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

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 it's 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 RRS C8.6):

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

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

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.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.