



Chicago Grand Slam

A World Match Racing Tour Event

Belmont Harbor, Chicago, IL USA

August 13 – 16, 2026
August 13 – Practice Day
August 14-16 – 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

1 RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 When the umpires proceed under RRS C8.7 they will be guided by SI Addendum D.
- 1.3 Further to NoR 1.4, 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) 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.
 - (d) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.
 - (e) The use of non-working control lines is permitted for hiking out. This changes RRS 49.1.
 - (f) RRS 40.1 shall apply at all times afloat (life jacket requirement).
- 1.4 When a boat in a match fails to sail the course in accordance with RRS 28, 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.

2 CHANGES TO NOR AND SAILING INSTRUCTIONS

- 2.1 Any change to the NoR and/or 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 the NoR and/or 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	Spinnaker shall not be used
Flag X	Mains shall be reefed

*Flags Z and X may be used in any combination

- 4.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 4.4 The OA or 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.
- 4.5 The OA or RC may substitute a boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

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.

6 COURSES

- ### 6.1 Configuration (not to scale)

Windward Mark - 'W' 0

Leeward Gate – ‘L’	0	0
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Start/Finish Line O----- O

- ## 6.2 Signals and Course to be Sailed

Course signals will be displayed from the RCV boat, at or before the warning signal.

Mark W shall be rounded to starboard. In the event one gate mark is missing, the remaining mark shall be rounded to starboard.

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

6.3 Starting Procedure

The preparatory signal will be either a Papa flag or a “C” flag with a color flag and multiple sound signals. If a Papa flag is displayed, Mark W will be a Yellow buoy. If a “C” flag is displayed with a color flag and multiple sound signals, Mark W will be a buoy that is the same color as the color flag displayed with the “C” flag. This changes C3.1

7 MARKS / STARTING AND FINISHING LINE

- 7.1 The starting/finishing line mark will be a green robotic or inflatable mark.
- 7.2 Mark W will be a red, green, or yellow inflatable mark. The Change Marks will be a red and green inflatable mark, and they can be laid in any configuration.
- 7.3 Mark L will be orange robotic or inflatable marks.
- 7.4 Routine movement of robotic marks will not be grounds for redress this changes RRS C 2.14 (that modifies 27.2), 61.1(a), and 61.4(b)(1). Routine movement includes marks maintaining the intended location and returning to station after having been moved by a boat. (Note Rule 31 still applies)
- 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 RRS 33 and Race Signals is changed as follows:
 - (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.
 - (c) One mark of the leeward gate or the finishing line may be moved without any signal to square the gate of line to the wind direction prior to boats being on that leg.
 - (d) When a change of course is made for the first leg, the signal will be displayed from the RCV with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
 - (e) When a change of course is signaled after the first leg it will be displayed from a vessel in the vicinity of mark L, which may be the RCV that is one end of the starting/finishing line.

9 OBSTRUCIONS

There are no areas specified as obstructions.

10 BREAKDOWN AND TIME FOR REPAIRS

- 10.1 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.
- 10.2 The time allowed for repairs will be at the discretion of the RC.
- 10.3 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.
- 10.4 Except when RRS 61.4(b) (2) or (3) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 61.

11 TIME LIMIT

- 11.1 A boat that does not Finish within 5 minutes after her opponent has Sailed the Course has retired from that race.

12 RISK STATEMENT

Refer to NoR 14.

SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS and PAIRING LIST/KNOCK-OUT TABLE

Skipper Name	World Sailing Sailor ID	World Sailing Ranking
Christian Prendergast	USACP125	12
Josh Hyde	NZLJH25	15
Peter Holz	USAPH81	20
Tom Picot	AUSTP29	23
Molly Carapiet	USAMC25	35
Marcello Torre	AUSMT33	38
Alexander Heinzemann	CANAH10	90
William Stratton	USAWS135	115

Pairing lists will be distributed at the competitor meeting.

SI ADDENDUM B - 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 equalise the boats variations will not be grounds for redress. This changes RRS 61.1(a) and 61.4(b)(1).

2 [NP] PROHIBITED 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 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Modifying or sailing the boat in a manner that is reasonable to predict that damage, or 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 Marking directly on the hull or deck with permanent ink or using any tape that leaves a residue/ use of duct tape.
- 2.10 Blank
- 2.11 Cross winching foresail sheets.
- 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 Radio transmission and using a mobile telephone while racing, except to report damage, or to communicate with the RC, or in an emergency.
- 2.17 Blank
- 2.18 Blank
- 2.19 Blank
- 2.20 Blank
- 2.21 Launching, storing, or dousing the spinnaker aft of the shrouds. (Spinnaker must be launched from the bow area).**
- 2.22 Fixing a spinnaker sheet catcher at the bow.**
- 2.23 A breach of SI B 2.15 is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2

3 PERMITTED ITEMS AND ACTIONS – only the following are permitted:

3.1 Taking on board the following equipment:

- (a) Clothing and personal items suitable for the conditions and time on the boat.
- (b) Food and drink suitable for the conditions and time on the boat.
- (c) basic hand tools
- (d) adhesive tape
- (e) line (elastic or otherwise of 4 mm diameter or less)
- (f) marking pens
- (g) telltale material
- (h) handheld compasses, watches, timers and small personal video devices such as GoPro
- (i) shackles, halyard clips, and clevis pins
- (j) velcro tape
- (k) bosun's chair
- (l) spare flags
- (m) Blank
- (n) Items with the approval of the OA, Race Committee or Umpires

3.2 A provided sail tie may be attached around the center of the spinnaker pole and held by hand

4 MANDATORY ACTIONS

The following are mandatory.

- 4.1 The completion of a 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. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.
- 4.2 At the end of each sailing day:
 - (a) folding, 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
- 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 Blank
- 4.7 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 C - 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
- Two headsail sheets
- Tiller extension
- Jib cars
- Sail ties, bags and covers

SAFETY GEAR

- Four Life jackets
- One throwable PFD
- Bucket
- Sponge
- Tow Line
- Handheld VHF Radio

MOORING LINES and FENDERS

- Three mooring lines
- One fender

SI ADDENDUM D – DAMAGE PENALTIES

PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS

Appendix C6.6 and C8.7 permit 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 5 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 5 hours of work.

Point Penalties - to be applied without a hearing (RRS C8.7)

Level	Round Robin	Knock Out
A	None	None
B	Half 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.

Dated 8.11.26

SI V3