



MISSA Southwest Baker Pre-Qualifier

Hosted by Chicago Yacht Club

April 12-13, 2025

SAILING INSTRUCTIONS

1. RULES

- 1.1. The event is governed by the rules as defined in: *The Racing Rules of Sailing*, the prescriptions of US Sailing, [The ISSA Procedural Rules](#), The [MISSA Supplemental Rules](#), The Notice of Race (NOR), and these Sailing Instructions (SI). In the event of a conflict between the governing documents and the Sailing Instructions, the Sailing Instructions shall take precedence.
- 1.2. Under RRS 70.3, there shall be no appeal of the decision of a protest or request for redress. US Sailing's permission has been granted.
- 1.3. RRS Appendix D applies. Races will be umpired per RRS D2. The umpires will constitute the Protest Committee.
- 1.4. The following rules are changed or removed for this event:
 - 1.4.1. RRS D4.2(b) is changed by SI 7.
 - 1.4.2. ISSA PR 15 through 17 do not apply. See RRS Appendix D for handling protests and hearings.
- 1.5. Electronic devices with GPS or communication functionality are not allowed.

2. NOTICE TO COMPETITORS

- 2.1. Official notices including changes to SIs will be posted on the official notice board online on TechScore.
- 2.2. Any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3. BOATS/ DAMAGE/ BOSUN

- 3.1. E420s provided by Chicago Yacht Club shall be sailed as provided. No modifications are permitted to running or standing rigging.
- 3.2. If boat damage cannot be attributed to a team or teams, the repair costs will be divided evenly between all teams competing.
- 3.3. BOSUN - The Bosun is part of the Technical Committee, they shall be on the racecourse taking notes on all boat contact, mark contact and report all information to the OA.
- 3.4. Boats involved in contact must wait in the rotation area leeward of Marks 3 & 4 to report contact to the Bosun. The Bosun shall be hailed on VHF 80 by the team's coach.

- 3.5. The boats have been equalized in performance potential to the extent possible and organized into fleets.
- 3.6. An alternate boat may be substituted in case of breakdown. The same set of sails shall be used unless there is damage to the original sails.
- 3.7. Boats will be identified by sail number.
- 3.8. Claims regarding the performance of the boats will not be grounds for a redress request. This changes rule 61.1(a) and 61.4(b)(1).

4. CODE OF CONDUCT & SPORTSMANSHIP

- 4.1. Competitors shall handle the boats and equipment with proper care and seamanship both on land and afloat.
- 4.2. Trash shall be properly disposed of on shore and afloat.
- 4.3. All competitors and support persons shall comply with reasonable requests from race officials.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed from the flagpole on the CYC Belmont Station Patio.
- 5.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

6. SCHEDULE OF RACING

Saturday April 12th

- 0830 – Registration and rigging of boats
- 0915 – Competitor's meeting
- 1000 – First Warning (or as announced at Competitor's meeting)

Sunday April 13th

- 0830 – Rigging of boats
- 0900 – Competitor's meeting
- 1000 – First Warning (or as announced at Competitor's meeting)
- 1500 – No warning signals after this time

7. REGATTA FORMAT

- 7.1. The intended initial format for the event is:
 - 7.1.1. One full round-robin amongst all teams.
 - 7.1.2. A gold or "championship" round comprised of a number of teams as determined by the OA, Chief Umpire and PRO.
 - 7.1.3. A silver round comprised of a number of teams as determined by the OA, Chief Umpire and PRO.
 - 7.1.4. Scores carry forward from any and all round-robins onwards to any and all gold/championship or silver rounds.

7.2. The OA, in consultation with the MISSA Representative, Principal Race Officer and Chief Umpire, may at any time terminate or alter the format, change assigned boats, change the order of races or make such other arrangements as may be necessary to conclude the event. This changes RRS D4.2(b) and ISSA PR 11.3.

8. RACING AREA

The racing area will be on the open waters of Lake Michigan east of the Belmont Harbor entrance.

9. COURSE

9.1. The course used for the event will be a Digital N as described in ISSA PR Appendix 10.

9.2. Descriptions of course marks will be verbally communicated at the competitors meeting. The OA may change the shape & color of any mark of the course. In the event of course mark descriptions changing on the water, the changes will be described orally and or over VHF 80.

10. THE START

10.1. The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.

10.2. A boat that does not start within 2 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing and scored according to RRS Appendix D3.1(a).

11. CHANGING THE NEXT LEG OF THE COURSE

11.1. The Race Committee may change the next leg of the course that begins at a rounding mark by changing the position of the next mark or the finishing line, but no mark shall be moved when any boat is on the leg that it terminates.

11.2. Subsequent legs may be changed to maintain the course configuration. There will be no visual or audible signals for a course change. No leg of the course will be deleted. This changes RRS 32 and 33.

12. THE FINISH

The finish line is between a staff displaying a blue flag on the signal vessel at the starboard end and the course side of the port-end finishing mark.

13. HEARING REQUESTS

13.1. Hearing requests will comply with RRS Appendix D1.2(c). RRS App D 2.6 Applies.

13.2. Hearings will be held on the water during rotations or ashore in the CYC member barge.

14. CLOTHING AND EQUIPMENT

Due to water temperature, competitors are required:

14.1. To provide their own dry suit and have it on hand at the venue on each day of racing as per ISSA PR 2.3

14.2. On each day of racing, the OA will announce whether dry suits will be required to be worn by competitors racing on that day

- 14.3. If the air temperature plus water temperature exceeds 100 degrees Fahrenheit, dry suits may not be required on that day
- 14.4. Competitor's failure to wear a dry suit while racing on a day where dry suits are required by the OA will result in the team being scored DSQ by the RC without a hearing for each race where a team member is observed not wearing a dry suit. This changes RRS 60.5(b).

15. COACHING & SUPPORT PERSONS

- 15.1. All coaches shall be registered as a coach on their team's ISSA registration page.
- 15.2. All coaches shall assist when and where necessary for safety or at the request of the Race Committee.
- 15.3. Coaching will take place on the water. Coaches shall bring a coach boat capable of rotating a complete team race team on the open waters of Lake Michigan. Some teams may opt to bring 2 coach boats based on weather forecast.
- 15.4. Rotations will take place on the water and extra care is asked to be taken while rotating teams.
- 15.5. Coaches are required to:
- A. wear approved flotation devices as required by ISSA PR 2.2
 - B. wear kill cords/devices on all vessels while afloat.

16. RISK STATEMENT

- 16.1. Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race.
- 16.2. The OA and the Host will not accept any liability for material damage, personal injury, or death sustained in conjunction with or prior to, during or after the regatta.

17. FURTHER INFORMATION

For sailor or parent questions regarding this regatta, please ask your team leader or coach before emailing the host venue.

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