



Organizing Authority: COLUMBIA YACHT CLUB

**COLORS REGATTA
SAILING INSTRUCTIONS
May 30 - 31, 2026**

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COLORS Regatta

Buoy Event Sailing Instructions (SI)

May 30 - 31, 2026



Organizing Authority - Columbia Yacht Club (CoYC)
Chicago, Illinois (USA)

The notation '[NP]' in a rule in the SI means that the rule shall not be grounds for protest or request for redress by a boat. This changes rule 60.1. The notation '[DP]' in a rule means the penalty for breaking this rule may, at the discretion of the jury, be more or less than a single disqualification. This changes RRS 60.5(c).

1. RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS) 2025-2028.
- 1.2 In the event of a conflict between these sailing instructions (SI) and the Notice of Race, the SI shall take precedence.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change in the SI will be posted on the Notice Board (NB) at the relevant <https://racing.theclubspot.com> event page before 0830 CT on the day it will take effect. Any change in the schedule of races will be posted by 2000 CT the day before it will take effect, except in the event of an AP displayed ashore, the SI may be changed 15 minutes prior to the removal of the AP signal.
- 2.2 Changes to the Sailing Instructions may be made on the water by the race committee (RC) Signal Vessel by displaying Flag "L" and announcing the change on the RC VHF Channel in accordance with rule 90.2(c).

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Signals typically displayed ashore (AP, AP over a number pennant, AP over A, N, N over A, L, and Y) will be posted on the online Notice Board. Removal of a signal will likewise be announced. No sound signals will be made. This changes RRS 27.3 and 40.2.
- 3.2 [NP] On the water, the RC will monitor and communicate with competitors on VHF radio channel specific to each Circle. In addition, Flags may be flown to indicate Circle and event details.

	Buoy Circle 1	Buoy Circle 2	Buoy Event Flag Both Circles
VHF Channel	71	80A	NA
Event Flag	G Flag	K Flag	T Flag

4. SIGNALS MADE ASHORE

- 4.1 When postponements are communicated via the online Notice Board, in accordance with Item 3.1, the warning signal will be displayed no sooner than 75 minutes after notification of the removal of the AP.

5. SCHEDULE

- 5.1 Dates of racing and events:

Date	Time	Buoy Event
Saturday, 30-MAY-26	1100	Warning Signal
Sunday, 31-MAY-26	1100	Warning Signal
Sunday, 31-MAY-26	1430	No Warning Signal after this time

- 5.2 The maximum number of races for the event is 8.
- 5.3 The intent of the RC is to complete as many races as practical each day.

6. CLASS FLAGS

- 6.1 Boats are not required to fly designated numeral class pennants while racing.
- 6.2 Class flag designations will be posted on the Notice Board no later than 29-MAY-26.
- 6.3 Competitors are advised that classes may be combined in the starting order but will still be scored separately.

7. RACING AREAS

- 7.1 Circle locations as follows:

Buoy Sailing Instructions

	Circle 1	Circle 2
Approx. Heading	3.7 NM at 67° from Monroe Harbor entrance	3.7 NM at 99° from Monroe Harbor entrance
Approx. Location	041° 54.0' N, 087° 32.0' W	041° 52.0' N, 087° 31.7' W

8. COURSES

- 8.1 The diagram in SI Appendix A shows the courses including the approximate angles between legs, the order in which marks are to be passed and the side on which each mark is to be left.
- 8.2 The RC shall display on the course board prior to the first warning signal for each race:
 - 8.2.1 Approximate compass bearing to Long Mark 1 (LM 1) and Short Mark 1 (SM 1),
 - 8.2.2 Approximate distance to LM 1,
 - 8.2.3 Approximate distance to SM 1,
 - 8.2.4 Course designation for each class,
 - 8.2.5 Number of legs to be sailed.
- 8.3 The leeward gate will be approximately 0.10 nm to windward of the starting line.
- 8.4 Mark 2 will be a gate. If the gate is not in place, the single mark shall be left to port.
- 8.5 LM 1 and SM 1 may have an offset mark. If the offset mark is not in place, the single windward Mark 1 shall be left to port.
- 8.6 When SM 1 and LM 1 are the same distance, only one mark will be set and will be referred to as Long Mark (LM) and it may have an offset mark.

9. MARKS

- 9.1 The marks for each circle are shown below:

Mark	Mark designation for Circle 1	Mark Designation for Circle 2
Start	Yellow	Yellow
Finish	White	White
Windward	Orange	Yellow
Offset	Orange	Yellow
Gate	Orange	Yellow
Change	Yellow	Orange

10. OBSTRUCTIONS

- 10.1 The perimeter designated by government buoys marking a security zone around the Chicago water cribs and the area which they define is considered as an obstruction in accordance with the RRS and boats shall not sail within the perimeter established by the buoys.

11. THE START

- 11.1 The starting sequences for the first race on Saturday and Sunday will be posted on the NB no later than 29-MAY-26.
 - 11.1.1 The RC may modify the starting sequence after the first race each day for any subsequent races.
- 11.2 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.
- 11.3 A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1.
- 11.4 If there is a significant wind shift during a starting sequence, the Race Committee may signal a change of course for a class by displaying the Code Flag "C" at the preparatory signal with repetitive sounds and displaying the new course heading and distance. The signal shall stay up until the start.
 - 11.4.1 The signaled fleet will sail to the change mark.
 - 11.4.2 When a subsequent change is made the change mark will be replaced by an original mark. This changes RRS 27.1 and RRS 33.
- 11.5 The offset mark may not be set for a course changed before a start.
- 11.6 The length of the starting line may need to be adjusted to accommodate the different lengths of the line for safe and fair sailing. An inside starting mark may be set to allow for a short starting line and a long starting line.

Buoy Sailing Instructions

- 11.6.1 Classes starting and using the short starting line, the line from the orange flag and the mark nearest to the port side of the signal vessel, will have posted "Inside" on their course board.
- 11.6.2 Classes starting using the long starting line, the line from the orange flag to the mark furthest mark off the port side of the signal vessel, will have "Outside" on their course board.
- 11.6.3 The mark used to designate the inside starting line is not a mark of the course for Classes starting and using the outside starting mark.
- 11.7 [DP] Boats whose warning signal has not been made shall keep clear of the starting area.

12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 To change the next leg of the course, the RC will lay a new mark (or move the finish line) and remove the original mark as soon as practicable. When a subsequent change is made and the new mark is replaced, it will be replaced by an original mark.
- 12.2 Offset marks will not be set on a changed windward leg of the course.
- 12.3 The RC may broadcast a change on the designated VHF channel as a courtesy. Errors and omissions in courtesy broadcasts are not grounds for a request for redress. This changes RRS 61.1(a) and 61.4(b)(1).
- 12.4 The RC may make minor changes to the orientation of the course, approximately 10 degrees or less, without signaling a change of course. This changes RRS 33 (a).

13. THE FINISH

- 13.1 The Finish Line will be between a staff displaying a blue flag on the RC Signal Vessel and the course side of the finishing mark.
- 13.2 Flag A displayed, with no sound, while boats are finishing means 'No more racing today.'

14. TIME LIMITS

- 14.1 The Time Limits for LM 1 or SM 1 (whichever is appropriate to the course being sailed), Race Time Limit (see RRS 35), and the Finishing Window are:

LM 1 or SM 1 Time Limit	Race Time Limit	Finishing Window
45 minutes	150 minutes	45 minutes

- 14.2 If no boat has passed the first windward mark (LM 1 or SM 1, depending on the course being sailed) within the Time Limit to the Windward Mark, the race will be abandoned.
- 14.3 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized, or given redress, will be scored Time Limit Expired (TLE) without a hearing. Boats racing at the end of the Finishing Window, but which have not finished will be scored TLE, points for the finishing place will be two (2) more than the points scored by the last boat that finished within the Finishing Window in her class, not exceed the number of boats registered in the class. This changes RRS 35, A5.1, A5.2 and A10.
- 14.4 Time limits apply to boats within a class.

15. HEARING REQUESTS

- 15.1 For each circle, the protest time limit is sixty (60) minutes after the respective RC Signal Vessel has docked.
- 15.2 For the requirements stated in RRS 60.3(b) or RRS 61.2, Hearing Requests and considerations for reopening a hearing (RRS 63.7 (b)) by a boat may be met by emailing the information required by RRS 60.3 or RRS 61.2, and a valid monitored phone number of the boat's representative, to the protest committee at protest@colyc.org within the time limit stated in the sailing instructions.
- 15.3 The Protest Desk will be located on the lower salon deck of ColYC.
- 15.4 Hearing request forms (Protest forms) will be available at the Protest Desk.
- 15.5 Hearings will be held at Columbia Yacht Club.
- 15.6 Notices of Hearings will be posted on the NB within 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be scheduled as soon as practical.
- 15.7 Competitors who are parties to a hearing shall check in with the Jury Secretary at or before their hearing time. Competitors unable to make their scheduled hearing time shall contact the jury secretary prior to the hearing time and may request a delay or rescheduling of the hearing; however, the protest committee may at their discretion proceed with the hearing in their absence per RRS 63.1(b).
- 15.8 The conduct of a hearing or arbitration may, at the discretion of the Chief Judge and consent of the parties, be virtual. The parties to a hearing and their witnesses must have access to a device that has internet accessibility with audio and video capability. Virtual hearings will be conducted using video conferencing software.

Buoy Sailing Instructions

- 15.8.1 The procedure for conducting a protest virtually is provided in the Virtual Hearing & Arbitration (VHA) document published on the Notice Board.
- 15.9 A boat accepting a Post-Race Penalty may deliver a written statement, in person or via email, that she accepts the penalty by emailing the information required by RRS Appendix T1 (c) to the Chief Judge at protest@colyc.org, prior to her scheduled protest time.

16. SCORING

- 16.1 Boats entered in ORC classes will be scored using time-on-time (ToT) utilizing the 5-Band scoring option for Windward/Leeward courses. The RC will announce on the VHF channel assigned to the event the appropriate wind category prior to the preparatory signal for each ORC division.
 - 16.1.1 Any decisions on wind range selection or course classification will be at the sole discretion of the RC and shall not be grounds for a request for redress by a boat. This changes RRS 61.4(b)(1).
- 16.2 Elapsed times for boats entered under MWPHRF sections will be corrected to a ToT corrected time, using a time correction factor (TCF) and the ToD buoy racing handicap (HCP). The TCF will be calculated using the adjustment coefficients A and B, 650 and 550, respectively.
- 16.3 Corrected times will be rounded to the nearest whole second (0.5 rounded upward).

17. SAFETY REGULATIONS

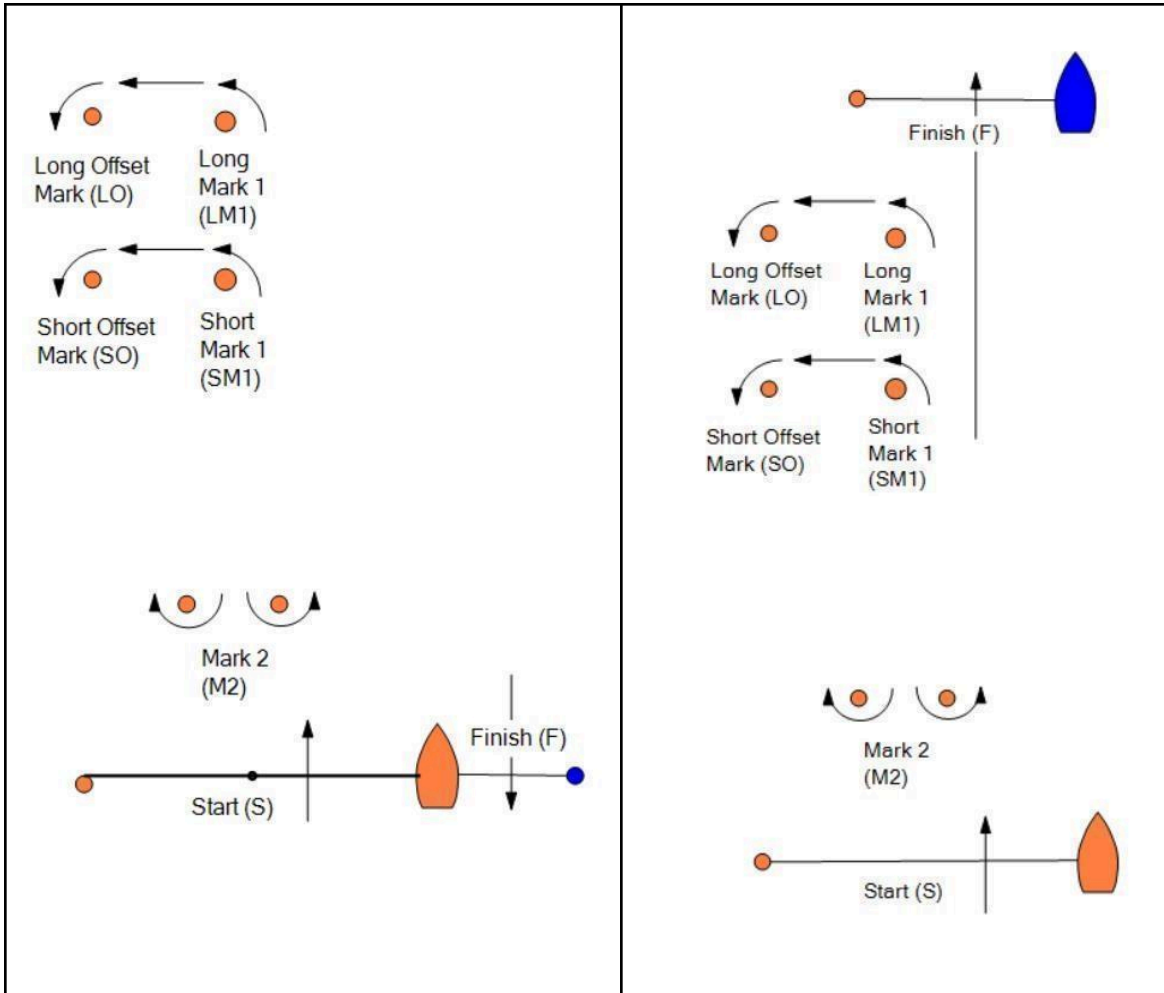
- 17.1 Boats shall abide by USCG Safety Regulations posted on the Notice Board.
- 17.2 Each skipper and sailor are strongly encouraged to wear a Personal Flotation Device (PFD) while racing.
- 17.3 [DP] Prior to the first race, each boat shall check-in by:
 - 17.3.1 Sailing astern of the RC Signal Vessel on starboard tack and hailing her sail number.
 - 17.3.2 The RC will acknowledge the hail.
- 17.4 [NP][DP] A boat that retires from a race or does not intend to start a subsequent race shall notify RC via the designated VHF channel for their circle before leaving the race course. If that is impossible, the boat shall communicate with RC via email at racecommittee@colyc.org immediately after arriving ashore.

19. RISK, DISCLAIMER OF LIABILITY, PERSONAL CONDUCT

- 19.1 THIS DISCLAIMER HAS IMPORTANT LEGAL CONSEQUENCES. 1. My crew and I recognize that sailing is an activity that has an inherent risk of damage and injury associated with it. We have read RRS 3, Decision to Race and hereby acknowledge and agree that we are participating in this event entirely at our own risk. 2. I acknowledge and agree that neither the organizing authority nor the race committee, nor their members, will be responsible for: (a) any damage to the entered boat or my other property, or (b) any injury to myself or my crew, including death, sustained as a result of the participation of myself, my crew and the boat in this event. 3. I hereby waive any rights I may have to sue the race organizers (organizing authority, race committee, race officers, protest committee, host club, sponsors, or any other organization or official) with respect to personal injury or property damage suffered by myself or my crew as a result of our participation in this event and hereby release the race organizers from any liability for such injury or damage to the fullest extent permitted by law. 4. I have taken all necessary steps to ensure that myself, my crew and the entered boat are adequately prepared for all possible contingencies, including appropriate safety equipment as may be required by law or that a prudent seaman would consider advisable. 5. I understand this document has important legal consequences and have consulted such legal and other advisors as I deem appropriate. By entering the regatta, entrants accept the terms herein.
- 19.2 [DP] The Skipper/Owner of each boat participating in the regatta shall be responsible for the behavior of each member of the crew of his/her boat both on the water and while ashore. The destruction of property, the breach of reasonable standards of good sportsmanship by any crew member, or any other person associated with the boat, or the failure of any of those persons to comply with any reasonable request of any Race Officer, Regatta Committee member, or their representatives, may result in the disqualification of the boat.

Buoy Sailing Instructions

Appendix A – COURSE DIAGRAM



Course Designation	3-Legs	4-Legs	5-Legs
S/S	S-SM1-SO-M2-F	S-SM1-SO-M2-SM1-SO-F	S-SM1-SO-M2-SM1-SO-M2-F
S/L		S-SM1-SO-M2-LM1-LO--F	S-SM1-SO-M2-LM1-LO-M2-F
L/S		S-LM1-LO-M2-SM1-SO-F	S-LM1-LO-M2-SM1-SO-M2-F
L/L	S-LM1-LO-M2-F	S-LM1-LO-M2-LM1-LO-F	S-LM1-LO-M2-LM1-LO-M2-F

Course designations with the number of legs will be displayed on a whiteboard on the Signal Vessel.



COLORS Regatta

Distance Event Sailing Instructions (SI)



May 30, 2026

Organizing Authority - Columbia Yacht Club (CoYC)
Chicago, Illinois (USA)

The notation '[NP]' in a rule in the sailing instructions (SI) means that the rule shall not be grounds for protest or request for redress by a boat. This changes RRS 60.1. The notation '[DP]' in a rule means the penalty for breaking this rule may, at the discretion of the jury, be more or less than a single disqualification. This changes RRS 60.5(c).

1. RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 In the event of a conflict between these sailing instructions (SI) and the Notice of Race, the SI shall take precedence.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change in the Sailing Instructions (SI) will be posted on the Notice Board (NB) at the relevant <https://racing.theclubspot.com> event page before 0830 CDT on the day it will take effect. Any change to the schedule of races will be posted by 2000 CDT the day before it will take effect, except in the event of an AP displayed ashore, the SI may be changed 15 minutes prior to the removal of the AP signal.
- 2.2 Changes to the Sailing Instructions may be made on the water by the race committee (RC) signal vessel displaying Flag "L" and announcing the change on the RC VHF Channel in accordance with rule 90.2(c).

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Signals typically displayed ashore (AP, AP over a number pennant, AP over A, N, N over A, L, and Y) will be posted on the Notice Board. Removal of a signal will likewise be announced. No sound signals will be made. This changes RRS 27.3 and 40.2.
- 3.2 On the water, the RC will monitor and communicate with competitors on VHF radio channel 78.
- 3.3 For the Distance Event, the event flag is Flag D.

4. SIGNALS MADE ASHORE

- 4.1 When postponements are communicated via the Notice Board, in accordance with Item 3.1, the warning signal will be displayed no sooner than 75 minutes after notification of the removal of the AP.

5. SCHEDULE

5.1 Dates of racing and events:

Date:	Time	Distance Event
Saturday, 30-MAY-26	1100	Warning Signal
Sunday, 31-MAY-26	1100	Reserve day if day 1 cannot be sailed. Warning Signal

6. CLASS FLAGS

- 6.1 Boats need not fly designated numeral class pennants while racing.
- 6.2 The section breaks for PHRF and ORC Classes, and the class flags for other fleets will be posted on the Notice Board no later than 29-MAY-26.
- 6.3 Competitors are advised that classes may be combined in the starting order but will be scored separately.

7. RACING AREA

- 7.1 The starting area will be located at approximately 041° 52.80 N, 087° 34.46 W, approximately 128° T, 0.9 NM from Chicago Harbor Light (CASRA Area E).

8. COURSES

- 8.1 Course options will be posted on the Notice Board by Tuesday 26-MAY-26.

9. MARKS

- 9.1 The starting mark will be an inflatable shape or robotic mark.
- 9.2 The finish mark will be an inflatable shape or robotic mark.

Distance Event Sailing Instructions

- 9.3 The other marks of the distance race will be fixed navigation aids, pumping station cribs, club racing marks or inflatable shapes.

10. OBSTRUCTIONS

- 10.1 The perimeter designated by government buoys marking a security zone around the Chicago water cribs and the area which they define is considered as an obstruction in accordance with the RRS and boats shall not sail within the perimeter established by the buoys.

11. THE START

- 11.1 The order classes will start will be posted on the Notice Board no later than 29-MAY-26.
11.2 The starting line will be between a staff displaying an orange flag on the RC vessel and the course side of the starting mark.
11.3 The RC may elect to combine classes in a start and will signal combined starts by flying multiple class flags.
11.4 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
11.5 A boat that does not start within 5 minutes of her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1.

12. THE FINISH

- 12.1 The finish area will be located at approximately 041° 52.80 N, 087° 34.46 W, approximately 128° T, 0.9 NM from Chicago Harbor Light (CASRA Area E).
12.2 The Finish Line will be between a staff displaying a blue flag on an RC Signal Boat and the course side of the finishing mark.
12.3 If the RC is not on station at the finish line, finishing yachts shall follow the procedure outlined in the US Sailing prescription to RRS 34 as modified by SI 12.3.1.
12.3.1 US Sailing prescription to RRS 34 is changed to read: US Sailing prescribes that, if a finishing mark is missing, but another one remains in place, the finishing line is a line through the remaining mark at a 90° angle to the last leg and of the shortest practical length. If the RC is absent when a boat finishes, she should at the first reasonable opportunity report to the RC, her finishing time (GPS CDT) and her position in relation to nearby boats via email to racecommittee@colyc.org.

13. TIME LIMIT

- 13.1 The time limit will be 1750 hrs.
13.1.1 Boats failing to finish by the time limit will be scored DNF without a hearing. This changes RRS 35.

14. HEARING REQUESTS

- 14.1 The protest time limit is sixty (60) minutes after the RC Distance Finish Signal Vessel has 80
14.2 For the requirements stated in RRS 60.3(b) or RRS 61.2, Hearing Requests and considerations for reopening a hearing (RRS 63.7 (b)) by a boat may be met by emailing the information required by RRS 60.3 or RRS 61.2, and a valid monitored phone number of the boat's representative, to the protest committee at protest@colyc.org within the time limit stated in the sailing instructions.
14.3 The Protest Desk will be located on the lower salon deck of ColYC.
14.4 Hearing request forms (Protest forms) will be available at the Protest Desk.
14.5 Hearings will be held at Columbia Yacht Club.
14.6 Notices of Hearings will be posted on the Notice Board within 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be scheduled as soon as practical.
14.7 Competitors who are parties to a hearing shall check in with the Jury Secretary at or before their hearing time. Competitors unable to make their scheduled hearing time shall contact the jury secretary prior to the hearing time and may request a delay or rescheduling of the hearing; however, the protest committee may at their discretion proceed with the hearing in their absence per RRS 63.1(b).
14.8 The conduct of a hearing or arbitration may, at the discretion of the Chief Judge and consent of the parties, be virtual. The parties to a hearing and their witnesses must have access to a device that has internet accessibility with audio and video capability. Virtual hearings will be conducted using video conferencing software.
14.8.1 The procedure for conducting a protest virtually is provided in the Virtual Hearing & Arbitration (VHA) document published on the Notice Board.
14.8.2 A boat accepting a Post-Race Penalty may deliver a written statement, in person or via email, that she accepts the penalty by emailing the information required by RRS Appendix T1 (c) to the Chief Judge at protest@colyc.org, prior to her scheduled protest time.

Distance Event Sailing Instructions

15. SCORING

- 15.1 Boats entered in ORC classes will be scored using time-on-time (TOT) utilizing the 5-Band scoring for All Purpose courses. The RC will announce on the VHF channel assigned to the event the wind category prior to the preparatory signal for each ORC division.
 - 15.1.1 Any decisions on wind range selection and/or course classification will be at the sole discretion of the RC and shall not be grounds for a request for redress by a boat. This changes RRS 61.4(b)(1).
- 15.2 Elapsed times for boats entered under MWPHRF sections will be corrected to a Time on time (ToT) corrected time, using a time correction factor (TCF) and the ToD random leg handicap (DHCP). The TCF will be calculated using the adjustment coefficients A and B, 650 and 550, respectively.
- 15.3 [DP] Cruising Spinnaker and Jib and Main classes will be scored according to a handicap assigned by the OA. The handicap for these classes will be assigned considering the boat's own handicap, handicap application or the handicap for similar boats in the same geographic region. These classes will be scored using a corrected ToT elapsed time as described in 15.2. Assigned handicaps shall not be subject to redress.
- 15.4 Corrected times will be rounded to the nearest whole second (0.5 rounded upward).

16. SAFETY REGULATIONS

- 16.1 Boats shall abide by USCG Safety Regulations posted on the Notice Board.
- 16.2 Each skipper and sailor are strongly encouraged to wear a Personal Floatation Device (PFD) while racing. For shorthanded sections wearing a PFD is mandatory while racing. Display of flag Y is not required. This changes RRS 40.
- 16.3 [DP] Prior to the race, each boat shall check-in by:
 - 16.3.1 Sailing astern of the RC signal vessel on starboard tack and hailing her sail number.
 - 16.3.2 The RC will acknowledge the hail.
- 16.4 [NP] [DP] A boat that retires from a race shall notify the RC at the first reasonable opportunity, via VHF or email at racecommittee@colyc.org.

17. RISK, DISCLAIMER OF LIABILITY, PERSONAL CONDUCT

- 17.1 THIS DISCLAIMER HAS IMPORTANT LEGAL CONSEQUENCES. 1. My crew and I recognize that sailing is an activity that has an inherent risk of damage and injury associated with it. We have read RRS 3, Decision to Race and hereby acknowledge and agree that we are participating in this event entirely at our own risk. 2. I acknowledge and agree that neither the organizing authority nor the race committee, nor their members, will be responsible for: (a) any damage to the entered boat or my other property, or (b) any injury to myself or my crew, including death, sustained as a result of the participation of myself, my crew and the boat in this event. 3. I hereby waive any rights I may have to sue the race organizers (organizing authority, race committee, race officers, protest committee, host club, sponsors, or any other organization or official) with respect to personal injury or property damage suffered by myself or my crew as a result of our participation in this event and hereby release the race organizers from any liability for such injury or damage to the fullest extent permitted by law. 4. I have taken all necessary steps to ensure that myself, my crew and the entered boat are adequately prepared for all possible contingencies, including appropriate safety equipment as may be required by law or that a prudent seaman would consider advisable. 5. I understand this document has important legal consequences and have consulted such legal and other advisors as I deem appropriate. By entering the regatta, entrants accept the terms herein.
- 17.2 [DP] The Skipper/Owner of each boat participating in the regatta shall be responsible for the behavior of each member of the crew of his/her boat both on the water and while ashore. The destruction of property, the breach of reasonable standards of good sportsmanship by any crew member, or any other person associated with the boat, or the failure of any of those persons to comply with any reasonable request of any Race Officer, Regatta Committee member, or their representatives, may result in the disqualification of the boat.