



CYC Match Racing Clinegatta

Belmont Harbor- Chicago, IL, USA

July 25 - Clinic Day

July 26- Race Day

with Coaching by US Match Racing Champion Peter Holz

The OA is Chicago Yacht Club

NOTICE OF RACE

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

PC:	Protest Committee or International Jury	SI:	Sailing Instruction
NoR:	Notice of Race	WS:	World Sailing
OA:	Organizing Authority	[DP]:	Discretionary Penalty
RC:	Race Committee	[NP]:	A boat may not protest as per NoR 1.3
RRS:	Racing Rules of Sailing		

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*, including RRS Appendix C.
- 1.2 The rules for the handling of boats and the equipment list, detailed as part of the Sailing Instructions, will also apply, and will apply to any practice sailing or races. Class rules will not apply.
- 1.3 The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.
- 1.4 Major Alterations to the RRS:
 - (a) When a boat in a match fails to *sail the course*, she will be disqualified without a hearing and scored zero points unless both boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course. This changes RRS 28, 35, 60.5(b), 90.3(a), A5, and C10.7
 - (b) A boat may not request redress under RRS 61.4(b)(1). The protest committee may call a hearing to consider redress under that rule if it believes that a redressable improper action or improper omission has occurred. This changes RRS 61.1(a) and 61.4(b)(1).
 - (c) When the umpires proceed under RRS C8.7, they will follow the guidance in SI Addendum E.
- 1.5 The following US national prescriptions do not apply: 63.1(b) and the Preamble to Part 5, Section B.
- 1.6 The event has applied for World Sailing Grade 5. This grading is subject to review by World Sailing. The event may be re-graded when there is clear reason to do so.

2 SAILING INSTRUCTIONS

The sailing instructions will be available no later than 1200 on Friday, July 24, 2026, on the official notice board at <https://theclubspot.com/regatta/uaDEZywQt0>.

3 COMMUNICATION

- 3.1 Notices to competitors will be posted online at <https://theclubspot.com/regatta/uaDEZywQt0>.
- 3.2 Signals made ashore will be displayed from the Chicago Yacht Club flagpole located on the patio of Belmont Station.

4 ELIGIBILITY AND ENTRY

- 4.1 Up to six (6) skippers will be invited. Skippers can request an invitation by filling out the form at this link: <https://forms.gle/Rs4MhY52eb8iGSBh6>.
- 4.2 Only skippers invited by the OA, and who confirm acceptance of the invitation, as detailed in the letter of invitation, will be eligible to enter this event.
- 4.3 All competitors shall meet the eligibility requirements of World Sailing Eligibility Code 2.
- 4.4 All skippers shall obtain a World Sailing Sailor ID by registering online at [WS Sailor ID](#). Skippers shall inform the OA of their World Sailing Sailor ID at registration.
- 4.5 To be considered an entry in the event, a boat shall complete all registration requirements to include paying all fees, arranging the damage deposit, and completing crew weighing on the date and during the time period listed in 8 below unless extended by the OA.
- 4.6 The entry fee for this event is \$500 which must be paid with the acceptance of invitation for it to be valid.
- 4.7 All payments inclusive of damage deposit must be made by credit card or CYC member charge in US Dollars.
- 4.8 When a skipper accepts an invitation and later withdraws within **two months (2) months** of the event or leaves the event before the end without written approval from the OA, a zero score may be applied to their Ranking points for that event by WS. (World Sailing Policy H1 5.3).

5 DAMAGE / DAMAGE DEPOSIT

- 5.1 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC. 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 continue in the event.
- 5.2 The damage deposit (\$2,500) 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. Each skipper is responsible for the damage or loss to their boat and assigned equipment except:
 - (a) During practices, clinics, or other times when the sailing is not umpired, each skipper agrees to split damage costs 50 / 50 when two boats collide up to \$2,500 per skipper except if one skipper accepts responsibility, in which case the skipper accepting responsibility will be responsible for 100% of the damage up to the skipper's limit.
 - (b) When there is umpiring, the skipper agrees that if the umpires penalize only one boat, the skipper of that boat shall accept the assignment against their damage deposit unless a twin penalty is applied by match umpires or a rule 14 penalty is applied to both boats under SI Addendum E or as a result of a hearing, where the assignment of the damage deposit will be shared up to \$2,500 per skipper.

5.3 The OA will refund any remaining damage deposit within ten (10) days after the event.

6 CREW (INCLUDING SKIPPER)

6.1 The number of crew (including the skipper) shall be three (3) or four (4). All registered crew shall sail all races.

6.2 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.

6.3 When a registered skipper is unable to continue in the event the OA may authorize an original crew member to substitute.

6.4 When a registered crew is unable to continue in the event, the OA or the RC may authorize a substitute, a temporary substitute or other adjustment.

6.5 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 579 lbs., determined as required by the RC.

7 EVENT FORMAT

7.1 The OA intends to provide six (6) Sonar type boats for racing in the event. Each boat will have the following sails: Mainsail, Jib, and Spinnaker.

7.2 Boats will be allocated as decided by the OA or the RC. The intention of the OA and RC will be to allocate boats by draw and then rotate daily. The RC may also require boats to be exchanged in a knock-out stage.

7.3 The sails to be used will be allocated by the RC. The OA or RC may require rotation of sails for any reason. Rotation of sails by the OA or RC shall NOT be grounds for redress by a competitor. This changes RRS 61.

7.4 While all reasonable steps are taken to equalize the boats variations will not be grounds for redress. This changes RRS 61.

7.5 The number of matches to be sailed each day will be determined by the RC with the intention of the RC to start each subsequent flight as soon as practicable after the previous flight.

7.6 The course will be windward/leewards with starboard roundings, finishing downwind.

7.7 The intended racing area is Lake Michigan east of the entrance to Belmont Harbor.

7.8 (a) Skippers will be seeded into a round robin based on World Sailing rankings 30 days prior to the event.

(b) After the First Stage the following will apply:

(1) In reference to RRS C4.1, the highest ranked skipper from the first stage shall be starboard entry for the first match and shall alternate each subsequent match.

(2) Further matches in the series will not be sailed once the first skipper scores the points required for that stage.

7.9 The event will consist of the following stages:

a) First Stage - Round Robin(s)

(1) All skippers will sail a single round robin.

(b) Second Stage - Knock-Out

(1) Skippers will be paired 1v2, 3v4, 5v6 from stage 1.

(2) The first skipper to score at least two (2) points will receive the higher place of the pair in the regatta, the other the lower.

7.10 The OA may change the format, terminate any stage or the event when, in its opinion, it is for the betterment of the learning of clinegatta participants under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages.

8 PROVISIONAL PROGRAM

Schedule

Saturday, July 25

0830- 0900	Registration
0900	Clinic Starts ashore with sailing TBD throughout the day
Approx. 1700	Clinic over for the day

Sunday, July 26

0830	Coaching and Race Briefing for Competitors
1000	First Attention Signal
1600	Latest Time for an Attention Signal
*After Racing	Debrief and Prize Giving

*Approximately 30 minutes after the last boat returns to the dock

9 [NP] [DP] ADVERTISING

Boats shall display advertising chosen and supplied by the OA. *See World Sailing advertising Code.*

10 [NP] [DP] CODE OF CONDUCT

- 10.1 Competitors and Support Persons shall comply with any reasonable request from any official, including attendance at official functions and co-operation with event sponsors, and shall behave so as to not bring the event into disrepute.
- 10.2 Competitors and support persons shall handle any equipment or place any advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

11 [NP] MEDIA, IMAGES and SOUND

Event participants automatically grant to the OA, without payment, the right in perpetuity to make, use and show any images [motion pictures, still pictures and/or other live, taped or filmed images] relating to the event.

12 DATA PROTECTION:

Any personal information given will be kept secure. The OA will not sell or rent your personally identifiable information.

13 RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

14 PRIZES

Prizes will be given to the top teams in the event.

15 FURTHER INFORMATION

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