

Chicago Corinthian Yacht Club Club Racing Program

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Note: Separate Notice of Race and Sailing Instructions will be issued for some regattas. The regattas covered by this Notice of Race and Sailing Instructions are listed in NOR section 5 SCHEDULE

THE CORINTHIAN SPIRIT

I am an amateur, but this is not an excuse for amateurish performance; on the contrary, I endeavor to excel, to compete against the very best, to take the sport seriously, to achieve a higher standard than the presently existing ones, to encourage newcomers to the sport, to give generously of my time, and to share my winning ways freely. I am a Corinthian.

THE CHICAGO CORINTHIAN YACHT CLUB CLUB RACING PROGRAM

Welcome to the Chicago Corinthian Yacht Club racing season. We have a proud history as a successful cruising, racing and social club operated by volunteers - people who love to sail and enjoy sharing their passion of sailing.

Our mission is to encourage participation in the sport of sailboat racing at the club level. We strive to create a racing program that is accessible and of interest to as many club members as possible. Be you a novice or an old salt; a dinghy racer or an offshore cruiser - we are committed to developing and growing the amateur sailor's skills and abilities.

Education is fundamental to the Corinthian Spirit and the program developed for the Junior Fleet reflects our commitment. Racing requires a mix of teamwork, discipline, leadership, strategy, tactics and execution. We designed the junior program to teach kids that by working together they are able to overcome any obstacle. The program starts with the sailing basics using Optimists. As the students progress, they develop their boat handling skills and racing tactics in Club 420s. During all the instruction, the instructors place an emphasis on developing a healthy attitude for competition and sportsmanship. Our juniors finish the program instilled with a sense of accomplishment and pride. They become crew sought out by skippers for their seamanship skills, racing prowess, positive attitude and total commitment to teamwork.

There are many alternatives to consider when selecting a sailing venue. Our offshore and one-design fleets offer choices to match virtually any style, format and budget. Welcome to our fleets.

THE OFFSHORE FLEET

The offshore fleet uses the PHRF handicapping system, which is a national handicapping system that allows all sizes and types of boats to compete equally with each other. The offshore fleet competes in four PHRF sections; two for spinnaker and two for JAM, and in a fifth one-design section for the Tartan Ten Class.

The season consists mainly of "round the buoys" style series racing with a couple of port-to-port races making up the balance. The most popular series by far is Wednesday Evening. The remaining series, the Weekend Series and Commodore Cup are contested on Saturday and Sunday, respectively.

Throughout the summer, we spice up the regular racing season with alternatives hoping to keep the racing varied and interesting. One such alternative, the Pursuit Series, is sailed with the handicaps applied to the starting times rather than applied to the finishing times. The highest rated boat is the first to start followed by the next highest and so on and continues until all boats have started. Scoring is simple; the first one across the line wins! The finishing line can be quite crowded when all boats sail close to their ratings.

Another alternative, which has a decidedly relaxed air about it, is the Friday evening moonlight races. The purpose of these races is enjoyment and camaraderie and the emphasis is on participation rather than competition. Come cruise around the City of Chicago's water intake cribs and you will be rewarded with the stunning views of an illuminated Chicago skyline under a full moon.

Corinthian is a member of Lake Michigan Sail Racing Federation Area III, which is an association of clubs at the south end of Lake Michigan. LMSRF Area III is a racing association and organizing authority that sponsors offshore racing within the region. CCYC hosts several LMSRF events throughout the season. Because of the quality and the number of boats in the region, Area III racing is serious competition for LMPHRF, JAM and the T-10, J/105, Beneteau 36.7, and Beneteau 40.7 one-design classes. If you would like to participate in the LMSRF "Boat of the Year" Offshore Championship, the Chicago to Michigan City race or any of the regattas and series in Area III, LMSRF membership is required.

THE ONE-DESIGN FLEET

The Corinthian one-design fleet consists of five one-design classes:

Rhodes 19
Vanguard 15
Corinthian Frostbite
Lasers
Lightning
110

RHODES 19 CLASS

The Rhodes 19 is an open cockpit daysailer that excels in its roll as a compact economical club racer. The design combines a traditional form with moderate performance. The spacious cockpit is sufficiently ample for racing and comfortable for relaxing while at anchor. Spacious she is indeed; she can be sailed to full potential with the entire crew

seated comfortably inside the cockpit. The sails can be trimmed easily, without the need for winches. She features high stability. Her construction is strong and durable. The Rhodes 19 is for those who appreciate a level of performance derived from traditional plain efficiency.

We are the largest one-design class and growing. All our racing, with the exception of a National Championship, is local. We offer several season-long series and regatta weekends. Our multiple races per day format on short courses keeps the pace and interest high.

Our fleet's skill level runs from novice to national champion. The boat is raced with a crew of three but its performance is unhampered by the addition of a fourth. In a pinch, the boat can be sailed short-handed. Husband/wife teams and family crew members are common. New skippers receive abundant instruction from the regular members.

VANGUARD 15 CLASS

The V15 is an exciting double handed, centerboard dinghy. The class is extremely active sailing three seasons of the year with spring and fall frostbite series and a summer series in between. In addition to high caliber fleet racing, the class sponsors a team racing series and hosts a team racing invitational regatta. Vanguard 15 Fleet 67 is a member of the Southern Lake Michigan Region and most of our skippers participate in the hotly contested Southern Lake Michigan Series as well as other regional regattas.

CORINTHIAN FROSTBITE CLASS

The Frostbite Class is the original frostbiting class - we coined the word! This class sails in the main-only rigged Corinthian Frostbite Dinghy. The Frostbite season begins after October 15 and ends May 15. The class sponsors four series and a long distance race called the Transoceanic.

LASER CLASS

The Laser class sails a ten-week series on Tuesday evenings from June through August. Courses are set outside the Montrose harbor entrance. Up to five races per day may be sailed weather permitting.

LIGHTNING CLASS

The Lightning is an excellent choice for honing your racing skills! The Lightning challenges the best skippers and its crew of two with the highest level of competition. Some of the nation's finest sailors race Lightnings and several have made Fleet 5 their home. Fleet 5 sails a club championship series from May through September. Many of our skippers travel nationally as regulars on the regatta circuit.

110 CLASS

Designed in 1939 by famed naval architect Ray Hunt, the International 110 has evolved into a hot one-design racing class with numerous fleets in New England, Mid-Atlantic, Midwest, West Coast, Hawaii, and the Philippines. The 110 is a 24 foot long, 4 foot wide, hard chined, double ended, flat bottomed, keel boat, with crew trapeze, jib roller furler and bow-launched spinnaker. Newer boats are fiberglass construction, but the older plywood boats remain competitive. The 110 is virtually unsinkable and new models are self-rescuing. The boat is extremely seaworthy and responsive in all conditions. It is an ideal one-design racer for sailors of all ages and skill levels.

Corinthian extends an invitation to all one-design classes suitable for racing on the open waters of Lake Michigan to join our one-design fleet. A group representing a minimum of five one-design boats is needed to apply for class recognition.

RACE MANAGEMENT

CCYC runs the entire sailboat racing season. Our volunteers provide the race management both on the water and behind the scenes. The most visible group-the Race Committee - strives to provide challenging contests while balancing the need for a fair and safe racing environment. They run some 60 plus races during a typical racing season including several LMSRF Area III races in which over 200 entrants compete. In addition, the club hosts an assortment of district, regional and national regattas.

Off-the-water race management involves all the administrative tasks necessary for a successful racing program. Considerable time and effort is expended on activities such as preparing schedules, readying equipment, maintaining watercraft, buying awards, training classes and scoring races.

Race committee participation is required of all skippers. While there are numerous opportunities off the water, most skippers fulfill their race committee duty with an on-the-water race committee assignment. We welcome and encourage volunteers, regardless of experience, to join us. You determine your level of involvement - dive in and fill a standing committee position or simply assist with a weekend's activities. Anyone can volunteer; member, non-member, sailor and non-sailor. Attend a meeting or sign up for an event and let a race committee member show you the ropes. While the best way to learn is hands-on, for those so inclined, formal race committee clinics are available.

While it is our good fortune to be located at the southern end of Lake Michigan, our sailing season is all but too short-, so come out, join us and make the most of it! Find out more about us. Our website (www.corinthian.org) provides lots of information on schedules, sailing instructions, race results and social activities.

2011 CORINTHIAN CLUB RACING SEASON

Organizing Authority

THE CHICAGO CORINTHIAN YACHT CLUB

Chicago, Illinois

NOTICE OF RACE

1 RULES

1.1 All racing will be governed by the rules as defined in *The Racing Rules of Sailing*.

1.2 All class rules prohibiting VHF radios and cellular telephones are waived.

1.3 Chicago Tartan Ten Association Rule 2.3(a) is changed as follows: There is no crew weight limit while racing.

1.4 Chicago Tartan Ten Association Rule 2.3(b) is changed as follows: There is no crew limit while racing.

1.5 RHODES 19 NATIONALS QUALIFYING SERIES For the purpose of determining eligibility for a sanctioned event per Rhodes 19 Class Association Rule B 12.00.02: Fleet 12's Championship Series is designated the "current racing season within the territory."

2 ADVERTISING

Advertising will be restricted to Category A.

3 ELIGIBILITY

3.1 The racing season is open to:

- (a) Boats able to obtain a LMPHRF handicap
- (b) The Rhodes 19 Class
- (c) The Lightning Class

3.2 A boat shall be owned, co-owned, or chartered by a CCYC member.

3.3 A skipper shall be a full CCYC member in good standing, a member applicant or a crew member.

3.4 Race Committee Duty

- (a) By participating in the racing season, skippers understand and acknowledge that race committee duty is a requirement for eligibility.
- (b) Skippers are requested to sign up for their race committee assignment

prior to the commencement of the racing season. **A skipper without a race committee assignment who competes in a race shall not be scored.**

(c) Failure to fulfill a race committee assignment may result in being scored DNE (disqualification not excludable) for one or more races completed. Penalties shall continue to be assessed until the race committee assignment is fulfilled.

3.5 Class Membership

(a) Rhodes 19 – a skipper shall be a member in good standing of Rhodes 19 Fleet 12. A regular crew member not meeting the eligibility requirement of rule NOR 3.3 may take the helm.

(b) Offshore Fleet – a skipper shall be a member in good standing of the Offshore fleet.

(a) Lightning – a skipper shall be a member in good standing of the ILCA and Lightning Fleet 5.

4 ENTRY

4.1 Eligible offshore boats may enter by completing an entry form and sending it to the Offshore fleet captain prior to racing.

4.2 For purposes of establishing a scoring rating, a boat shall:

(a) Submit a LMPHRF certificate if available, or

(b) Accept a sistership's LMPHRF rating if she conforms to that boat type/class, or

(c) Accept a provisional rating as assigned by the offshore fleet captain.

An entry form can be obtained on our website www.corinthian.org/offshore.

5 SCHEDULE

The series covered under this Notice of Race are listed in the Corinthian Racing Schedule. For the scheduling convenience of the racing fleets, additional regattas are listed. These regattas are hosted by the club and have separate eligibility and entry requirements.

The special regattas include:

Spring Opener (published under Area III)

Olympic Cup (published under Area III)

Gim Hobelman Moonlight Series

One-design Hobelman

Gim Hobelman (published under Area III)

Kaczmarek (published under Area III)
Rhodes 19 Women's Regatta
Vanguard 15 Spring Team Race
Vanguard 15 Hairy Scary Team Racing
Lightning Red Flannels

6 SAILING INSTRUCTIONS

Sailing instructions are included within this racing program.

7 SCORING

Unused.

8 PRIZES

8.1 The Rhodes 19 Class awards trophies for the Championship Series and the Wednesday Evening Series.

8.2 The Offshore Fleet awards trophies in the Weekend Series, the Wednesday Evening Series A, B & C, and the Pursuit Series.

8.3 The Lightning Class awards trophies for the Championship Series. The Hildegard Perpetual Trophy, built by Irving Campbell in 1947 is awarded to the Lightning Class Champion.

9 DISCLAIMER OF LIABILITY

Competitors participate in the racing season entirely at their own risk. See RRS 4, DECISION TO RACE. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with the racing season.

2011 CORINTHIAN CLUB RACING SEASON

Organizing Authority

THE CHICAGO CORINTHIAN YACHT CLUB

Chicago, Illinois

SAILING INSTRUCTIONS

1 RULES

All racing will be governed by the rules as defined in *The Racing Rules of Sailing*.

2 NOTICES TO COMPETITORS

Notices to competitors shall be posted on the official notice board located on the North wall of the club's main assembly area.

3 CHANGES IN SAILING INSTRUCTIONS

Any changes to the sailing instructions will be posted before 0900 on the day it will take effect, except that any changes to the schedule of races will be posted by 2000 on the day before it will take effect.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore shall be displayed on the flagstaff facing the waterfront of the clubhouse.

4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

5 SCHEDULE OF RACES

See the Corinthian Racing Schedule within this racing program.

5.1 Three races per day are scheduled for one-design weekend racing. When requested by a one-design fleet representative, the race committee may run an additional race. No warning signal will be made after 1530.

5.1 One race per day is scheduled for Offshore fleet weekend racing. When requested by a Offshore fleet captain or a designee, the race committee may run an additional race. No warning signal will be made after 1530;

6 CLASS FLAGS AND PHRF CLASS ASSIGNMENTS

Class	Flag	Rating
Dinghy	Laser class insignia	
Rhodes 19	Rhodes 19 class insignia	One design
Tartan Ten	Numeral Pennant 0	One design
Offshore	White with CCYC OS	
Lightning	Lightning class insignia	One design
JAM 1	Numeral pennant 1	- Infinity to 151
Class	Flag	Rating
JAM 2	Numeral pennant 2	151 to + infinity
Spinnaker 6	Numeral pennant 6	- Infinity to 129 (see note)
Spinnaker 7	Numeral pennant 7	130 to + infinity

Note: T-10s shall not compete in the Spinnaker 6 class.

6.1 A boat racing in a Wednesday Evening PHRF class shall display its class flag from the backstay beginning with its preparatory signal until it finishes. A boat failing to properly display its class flag shall not be scored.

7 RACING AREA

Racing shall take place upon the open waters of Lake Michigan East of Montrose Harbor. See Appendix C: RACING AREA and MARKS for a map.

8 THE COURSES

8.1 The diagrams in Appendix A: COURSE DIAGRAMS show the courses, including the order in which marks are to be passed, and the side on which each mark is to be left.

8.2 No later than the warning signal, the race committee will designate one of the following:

- (a) A Racing Circle Course – the first mark using placards or course board.
- (b) A Windward Leeward Course – the course and approximate compass bearing and length of the first leg using a course board.
- (c) An Offshore Course – the course using flags or course board.

8.3 Wednesday Evening Series Courses

Class	Course
Dinghy	C
Rhodes 19	C
JAM 1	A
JAM 2	A
Spinnaker 6	C
Spinnaker 7	C
T-10	C

8.4 Offshore Weekend Courses

The Weekend Series shall be sailed using any course as described in Appendix B: Offshore Courses. The Race Committee has the option of announcing that two races will be sailed using courses R30 or R35. An exception to this is if the weekend race is denoted as one of the (4) "Com Cup" format weekend race in the Offshore Fleet schedule. Races denoted as "Com Cup" format races shall sail Course C, or Course B twice around. At the Race Committee's discretion, the length of the race may be reduced to once around due to weather or other factors.

9 MARKS

9.1 A racing circle is situated between the Wilson Avenue Crib and the Montrose Point Light. Eight spar buoys demarcate a circle approximately three-quarter (3/4) nautical miles from a ninth spar buoy located at the circle's center. The spar buoys, by their location relative to the circle's center, are designated as marks: Center, North, Northeast, East, Southeast, South, Southwest, West and Northwest. In addition, CCYC maintains four additional spar buoys. These marks are designated as E2, SE2, V and T. Descriptions of all the marks and their approximate latitude and longitude are listed in Appendix B: RACING AREA and MARKS.

9.2 The race committee may use inflatable marks in place of or in addition to spar buoys.

10 AREAS THAT ARE OBSTRUCTIONS

10.1 The area bounded by buoys located in the immediate vicinity surrounding a water intake crib designates an obstruction. This area shall not be transited. A boat shall not correct any errors to comply with this rule. This changes RRS 28.1. The penalty for a breach of this rule is to retire. A boat that fails to take this penalty shall be scored Disqualified Not Excludable (DNE) without a hearing. This changes RRS 63.1 and Appendix A5.

10.2 The starting line and finishing lines are designated as obstructions. After starting, a boat racing shall not pass through a starting line or finishing lines except to finish or when the starting mark is a rounding mark of the course. A boat shall not correct any errors to comply with this rule. This changes RRS 28.1. The penalty for a breach of this rule is a Two-Turns Penalty. A boat that fails to take this penalty shall be scored DNF without a hearing. This changes RRS 63.1 and Appendix A5.

11 CHECK-IN

11.1 Before the first preparatory signal of the day, the race committee requests that all boats come within hailing distance of the race committee and present their sail number and class flag.

11.2 Boats whose warning signal has not been made shall avoid the starting area. For purposes of this instruction, the starting area extends half the length of the actual starting line beyond either end of the starting line and half the starting line distance behind and in the direction of the first mark of the course to be sailed.

12 THE START

12.1 The starting line shall be between an orange flag on the race committee boat at the starboard end of the line and the port-end starting mark. The port-end mark may be either a spar buoy or an inflatable mark.

12.2 Races will be started by using rule 26 with the following addition: An attention signal (flag F with one sound) will be made five minutes before the warning signal of the first class to start. The attention signal shall be removed with one sound one minute before the warning signal. On multi-race days, subsequent races will be started by using rule 26 with the warning signal given 5 minutes before the starting signal.

12.3 Wednesday Evening Starting Sequence
The first warning signal is scheduled for 18:35.

Class
Dinghy
Rhodes 19
JAM 2
Spinnaker 7
JAM 1
Spinnaker 6
Tartan Ten

12.4 Offshore Weekend Starting Sequence

All boats start as one class. The warning signal is scheduled for 12:55. Races may be started by using RRS Appendix S – Sound Signal Starting System.

12.5 One-Design Weekend Starting Sequence

The first warning signal is scheduled for 11:55. Races may be started by using RRS Appendix S – Sound Signal Starting System.

Class
Lightning
Rhodes 19
Other one designs

13 GENERAL RECALL

On Wednesday Evening, the race committee may signal a general recall (display the First Substitute with two sounds). A general recall does not suspend the starting sequence. The start for the recalled class shall be appended to the end of the Wednesday Evening starting sequence. The flag shall be displayed until all boats of the recalled class are completely on the pre-start side of the starting line or its extensions, but no later than one minute before the next starting signal. The First Substitute shall be removed without a sound. (amends RRS 29.2).

14 CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course when using drop marks, the race committee will move the original mark (or move the finishing line) to a new position.

15 THE FINISH

15.1 Weekend

It is the intention of the race committee to finish races for the one-design fleet and offshore fleet on separate finishing lines.

The ONE-DESIGN finishing line shall be between an orange flag on the race committee boat and a spar buoy or the one-design finishing mark located to the race committee's port side.

The OFFSHORE finishing line shall be between an orange flag on the race committee boat and the offshore finishing mark located to the race committee's starboard side.

15.2 Wednesday Evening

The finishing line shall be between an orange flag on the race committee and the Center Mark.

16 TIME LIMITS AND TARGET TIMES

Boats failing to finish within the time limits shall be scored Did Not Finish (amends RRS 35).

Series	TimeLimit
Wednesday Evening Series	2 hours beginning with the start of last section.
Offshore Weekend Series	4 hours
One-design Weekend Series	75 minutes

17 PROTESTS AND REQUESTS FOR REDRESS

17.1 Boats protesting are requested to notify the race committee by hail, or by VHF radio, of their intention to protest shortly following the finish of the race in which the infringement occurred.

17.2 Protest forms are available on the CCYC Racing web page. A protest shall be delivered to the Protest Chair within the protest time limit. The protest time limit is twenty four hours after the official docking time of the race committee (amends RRS 61.3 and 62.2).

17.3 The protest committee will hear protests at the club on the Thursday of the week following the race. Hearings will begin at 1900.

18 SCORING

18.1 A skipper on race committee duty for a particular day shall be scored as having raced that day and shall receive points equal to the average points scored for his or her other qualifying races for the series.

18.2 One Design Fleets

(a) For a race to be scored in a series there must be a minimum of three boats ranking as starters.

(b) The number of qualifiers equals the number of boats entered in the series.

(c) Four races are required to be completed to constitute a series.

(d) The Low-Point Scoring System, Appendix A of the RRS, shall apply with the following stipulations: The number of races to be scored shall be 60% of the number of races completed. A boat's series score will be the total of her best race scores for a number of races equal to the number of races to be scored.

18.3 Offshore Fleet

To qualify for a series a boat must finish the number of races shown in the following table. The overall score shall be based on the “MAXIMUM SCORED” indicated for each series. All races finished beyond the maximum number of races scored may be used as throw-outs.

Series	Races To Count	Minimum Required	Maximum Scored	Maximum Throw outs
Wednesday Evening A	5	3	4	1
Wednesday Evening B	5	3	4	1
Wednesday Evening C	5	3	4	1
Weekend Series	18	6	11	7
Moonlight Series	4	2	3	1
Pursuit Series	4	2	3	1

Each boat Starting and Finishing and not thereafter retiring, or being penalized or given redress shall be scored as follows:

Finishing Place		Score
1	40 X 40	1600
2	39 X 39	1521
3	38 X 38	1444
4	37 X 37	1369
And so on.		

A boat’s score for an individual race is determined by taking the number of finishing boats in a class and assigning a squared number, starting at 40 X 40, in order of finish until the last place boat is scored:

In the event that on a race day, two races are sailed, the position scores of each finishing boat will be averaged and treated as a single race for that days scoring. If a boat fails to complete the second race, it shall be scored with a finish of 1 plus the total number of competitors racing for the day. If there are no starters or finishers in the second race, only the first race will be scored.

In the event of a cancellation or abandonment that is not subsequently made up, it may be necessary to reduce the maximum races scored to the number of races actually finished.

19 SAFETY REGULATIONS

19.1 A boat that retires from a race shall notify the race committee as soon as possible.

19.2 One-Design Classes in Restricted Visibility

The race committee shall abandon a one-design race if fog obscures a mark of the course (amends RRS 32.1).

20 RACE COMMITTEE AND PATROL CRAFT

The principal race officer or the race committee chair may hold the race committee boat or patrol craft in the harbor if staffing is inadequate for proper and safe operation. If a race committee boat is available but under staffed, the race committee may start races using RRS Appendix S – Sound-Signal Starting System. If a race committee boat is unavailable, a class may start races using the Rabbit Starting System. See Appendix D: Rabbit Starting System for details.

21 RADIO COMMUNICATION

The race committee will monitor and may make courtesy broadcasts on channel 72 VHF. A boat may use this channel to notify the race committee of their withdrawal or need for assistance.

22 PRIZES

The number of qualifiers in each series determines the prizes awarded as follows:

Qualifiers	Prizes Awarded
3	1 st
4 – 5	1 st and 2 nd
6 – 10	1 st , 2 nd and 3 rd
11 +	1 st , 2 nd , 3 rd and 4 th

23 DISCLAIMER OF LIABILITY

Competitors participate in the racing season entirely at their own risk. See RRS 4, Decision to race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

The Hobelman Moonlight Series

SPECIAL SAILING INSTRUCTIONS

These Special Sailing Instructions are intentions of the race committee and obligations of the competitors. They amend and supplement the sailing instructions.

1 THE COURSE

Course	Distance (nm)	Order in which marks are to be passed to port.
Red 32	7.0	Center, Dever, Wilson, Center
Course	Distance (nm)	Order in which marks are to be passed to starboard.
Green 32	7.0	Center, Wilson, Dever, Center

No later than 1820 hours, the Offshore fleet captain or a designee shall broadcast by VHF radio one of the above courses.

2 THE START

Class	Flag	Warning	Prep	Start
JAM	"V"	18:50	18:56	19:00
Spin	"7"	19:00	19:06	19:10
T-10	"0"	19:10	19:16	19:20

If there are not enough boats in a section the Offshore fleet captain or designee may combine starting sections. Announcement shall be broadcast by VHF radio no later than 1820 hours

3 TIME LIMIT

The time limit is 22:30. Boats failing to finish within the time limit shall be scored DNF (did not finish). This changes RRS 35 (Time Limit).

4 SCORING

The Corinthian Scoring System is used as outlined in section 18.3 of these sailing instructions.

To qualify for this series a boat must finish two races. The overall score shall be based on a maximum of three races scored. All races finished beyond the maximum number of races scored may be used as throw-outs.

THE PURSUIT SERIES

SPECIAL SAILING INSTRUCTIONS

These Special Sailing Instructions are intentions of the race committee and obligations of the competitors. They amend and supplement the sailing instructions.

1 THE COURSE

The course for all boats shall be Course C. No later than 1820 hours, the Offshore fleet captain or a designee shall broadcast by VHF radio the first mark of the course.

2 THE START

The starting line shall extend from the Center Mark on its required side at a 90 degree angle to the first leg. A boat shall start as close to the Center Mark as practicable.

Races will be started in PHRF rating order, highest to lowest, with the starting times staggered by PHRF handicap. This changes RRS 26. The starting sequence shall begin at 1825 hours.

3 THE FINISH

The finishing line shall be a line extending from the Center Mark on its required side at a 90 degree angle to the first leg. A boat shall finish as close to the Center Mark as practicable. The finish shall be recorded by the first offshore boat to finish. Skippers shall note their time of finish, boat ahead, and boat astern.

4 TIME LIMIT

The time limit is 2030 hours.

5 SCORING

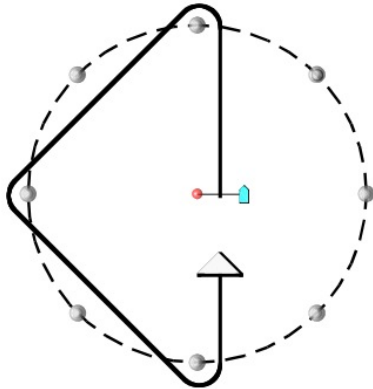
The Corinthian Scoring System is used as outlined in section 18.3 of these sailing instructions.

To qualify for this series a boat must finish two races. The overall score shall be based on a maximum of three races scored. All races finished beyond the maximum number of races scored may be used as throw-outs.

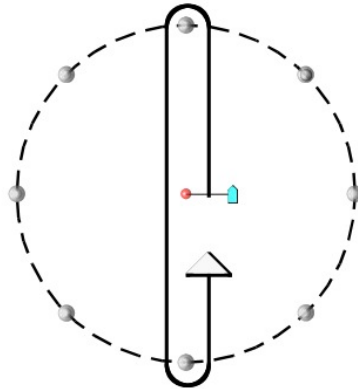
Appendix B – Offshore Courses

RACING CIRCLE COURSES

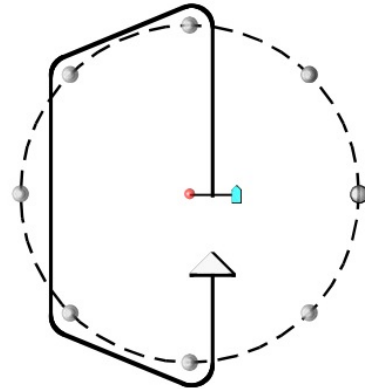
Course A



Course B



Course C

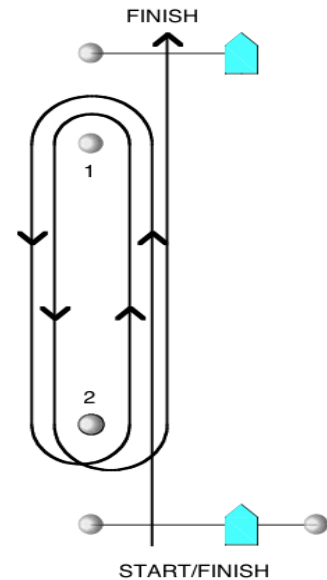


WINDWARD-LEEWARD COURSES

Course	Order in which marks are to be passed
WL5	Start – 1 – 2 – 1 – 2 – Finish to windward
WL4	Start – 1 – 2 – 1 – Finish to leeward
WL3	Start – 1 – 2 – Finish to windward
WL2	Start – 1 – Finish to leeward

Options available to the Race Committee for windward- leeward courses include:

- (1) Choosing the number of legs,
- (2) Using spar buoys as marks, and
- (3) Using the leeward and windward marks as starting and finishing marks



Appendix B – Offshore Courses

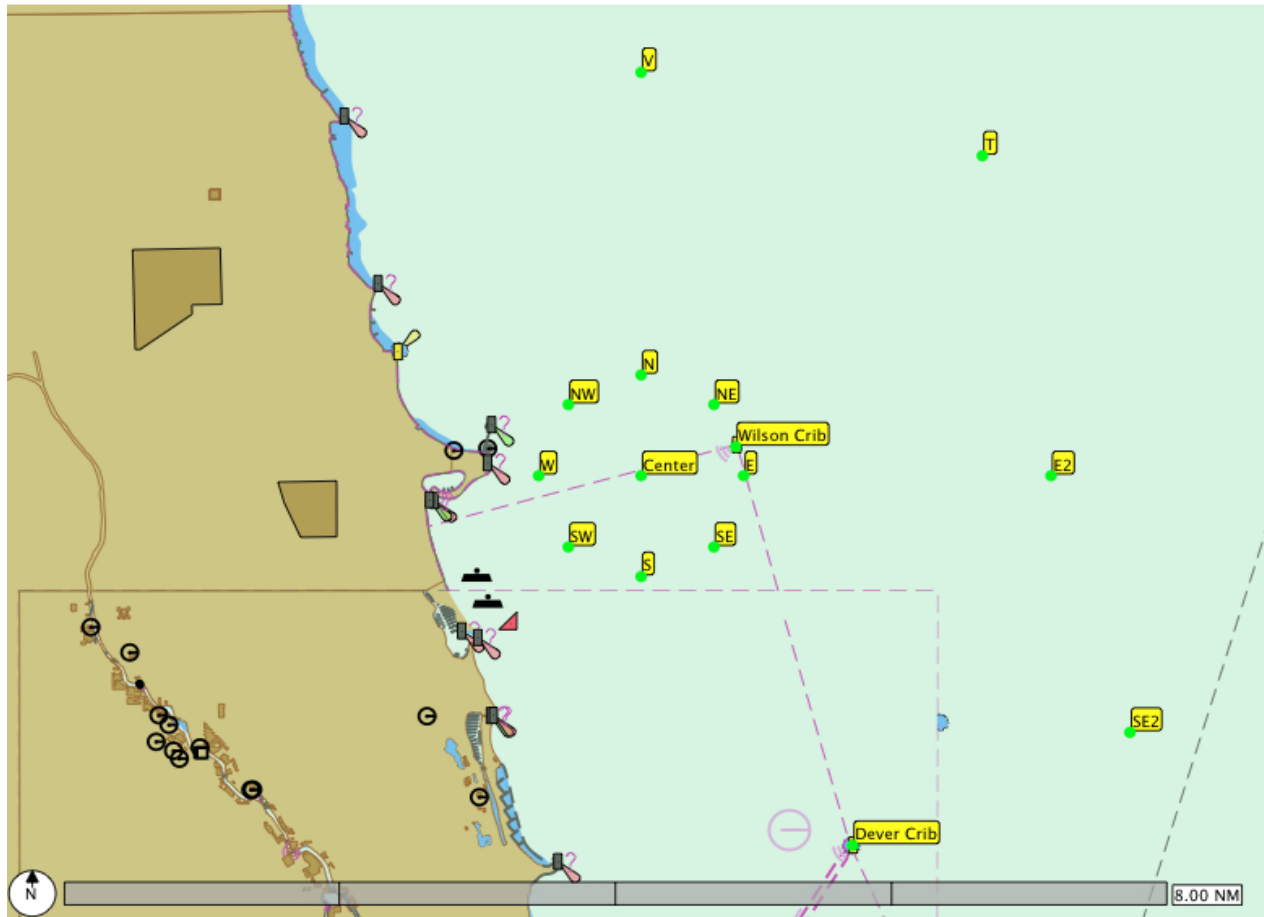
Red Courses – Marks to port.

Course	Distance(nm)	Order in which marks are to be passed.
R 1	6.0	Center, V, Center
R 2	7.5	Center, V, S, Center
R 3	6.9	Center, T, Center
R 4	8.4	Center, T, SW, Center
R 5	7.0	Center, Wilson Crib, T, Center
R 6	8.3	Center, Wilson Crib, T, W, Center
R 7	6.0	Center, E2, Center
R 8	7.4	Center, E2, W, Center
R 9	8.1	Center, SE2, Center
R 10	9.5	Center, SE2, NW, Center
R 12	6.4	Center, Dever Crib, Center
R 13	7.9	Center, Dever Crib, NW, Center
R 14	7.5	Center, S, V, Center
R 15	9.0	Center, S, V, S, Center
R 16	8.2	Center, S, T, Center
R 17	9.7	Center, S, T, SW, Center
R 18	8.4	Center, SW, T, Center
R 19	9.9	Center, SW, T, SW, Center
R 20	8.4	Center, SW, Wilson Crib, T, Center
R 21	9.9	Center, SW, WilsonCrib, T, SW, Center
R 23	7.4	Center, W, E2, Center
R 24	8.9	Center, W, E2, W, Center
R 25	7.8	Center, NW, Dever Crib, Center
R 27	9.3	Center, NW, Dever Crib, NW, Center
R 28	7.9	Center, NW, S, Dever Crib, Center
R 29	9.4	Center, NW, S, Dever Crib, NW, Center
R 30	3.7	Course C
R 31	7.4	Course C (Twice Around)
R 32	7.0	Center, Dever Crib, Wilson Crib, Center
R 34	9.5	Center, NW, SE2, Center
R 35	6.0	Course B
R 36	3.0	Course B (Twice Around)

Green Courses – Marks to Starboard.

Course	Distance (nm)	Order in which marks are to be passed.
G32	7.0	Center, Wilson Crib, Dever Crib, Center

Appendix C – Racing Area and Marks



Mark	Description	Latitude	Longitude
Center	Center of Corinthian OD Course, Orange	N 41°57.74	W 87°36.40
North	360 T, 0.75 NM from Center Mark, White	N 41°58.49	W 87°36.40
Northeast	045 T, 0.75 NM from Center Mark, White	N 41°58.27	W 87°35.69
East	090 T, 0.75 NM from Center Mark, White	N 41°57.74	W 87°35.40
Southeast	135 T, 0.75 NM from Center Mark, White	N 41°57.21	W 87°35.69
South	180 T, 0.75 NM from Center Mark, White	N 41°56.99	W 87°36.40
Southwest	225 T, 0.75 NM from Center Mark, White	N 41°57.21	W 87°37.11
West	270 T, 0.75 NM from Center Mark, White	N 41°57.74	W 87°37.40
Northwest	315 T, 0.75 NM from Center Mark, White	N 41°58.27	W 87°37.11
E2	090 T, 3.0 NM from Center Mark, White	N 41°57.74	W 87°32.40
V	001 T, 3.0 NM from Center Mark, White	N 42°00.74	W 87°36.40
T	45 T, 3.4 NM from Center Mark, White	N 42°00.12	W 87°33.07
SE2	135 T, 4.0 NM from Center Mark, White	N 41°55.83	W 87°31.63
Wilson Crib		N 41°58.00	W 87°35.50
Dever Crib		N 41°55.00	W 87°34.30

Appendix D – Rabbit Starting System

D1 Course and postponement signals may be made orally.

D2 A series of short signals may be made before the sequence begins in order to attract attention.

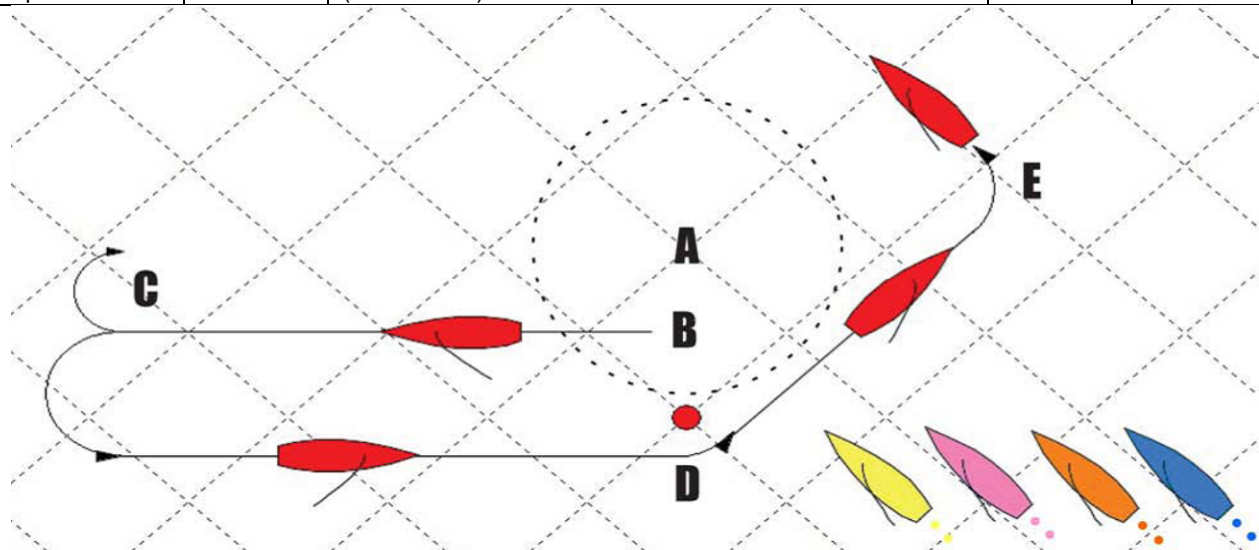
D3 Signals shall be timed from their commencement. All times are approximate.

D4 The absence of sound signals shall be disregarded.

D5 The rabbit's actions shall govern, even when supplemental signals are used.

D6 The starting sequence shall consist of the following rabbit's actions:

Signal	Minutes before starting signal	Rabbit's Actions	Position	Sound
Warning	3	In the general vicinity and to windward of the starting mark for one minute	A	1 Long
Preparatory	2	From the starting mark, beam reach on starboard tack for 1 minute	B	1 Long
	1	Tack or gybe, port tack reach back to the starting area	C	1 Long
Starting	0	Round the starting mark to port and sail a close-hauled course	D	1 Long
End of starting sequence		At the end of the Starting Time Period, tack to starboard (see note ***)	E	1 Long



D7 The starting line is the line between the port-end starting mark and the rabbit. Boats starting shall remain on starboard tack until the rabbit has tacked to starboard. A boat failing to start properly may correct her error by sailing to the location the rabbit tacked to starboard (position E) and take a one- turn penalty.

D8 The rabbit has right of way during the starting sequence. Boats shall give the rabbit room and keep clear. The penalty for a breach of this rule is to retire. A boat that fails to take this penalty shall be scored Disqualification Not Excludable (DNE) without a hearing. This changes RRS 63.1 and Appendix A5.

D9 When the rabbit is taking room to which she is entitled under rule D8, she shall be exonerated if she breaks a rule of Part 2 Section A or Section B.

*** A suggested Starting Time Period = the number of starters multiplied by six seconds (i.e., five boats at six seconds per boat = 30 seconds). A longer interval of up to ten seconds per boat may be used depending on conditions and the number of starters.