



# CHICAGO YACHT CLUB RACE TO MACKINAC®

★ ★ WINTRUST ★ ★

*Celebrating 150 years of Chicago Yacht Club*



## NOTICE OF RACE

**JULY 18 – 19, 2025**

THE ORGANIZING AUTHORITY IS THE CHICAGO YACHT CLUB REGATTA ASSOCIATION (OA)  
HOSTED BY THE CHICAGO YACHT CLUB (CYC)



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## GREETING BY THE CHAIR



### Dear Sailors:

Welcome to the 2025 Chicago Yacht Club Race to Mackinac presented by Wintrust!

This year is the 116th running of the Race, and the 150th anniversary of the Chicago Yacht Club. The Mac Race, as the Club's signature event, has played an important role in the rich history of the Club. We will add to that history this year with a one-of-a-kind race that we can't wait to tell you about.

Whether you are joining us for the first time or the 50th, we're excited to have you join us. It is a race like no other and a race of contrasts. From the start in the metropolis of Chicago, we end in the quaint downtown of Mackinac Island. The weather changes from dead calm to violent storms and everything in between. There are sunrises and sunsets, shoreline and open water, cars and horses, and warmth and cold. The sights (and the smells—including fudge!) are like no other adventure. The race is a challenge and a pleasant surprise to many who enter it, impressing those who think it's "just a lake," and humbling even the most seasoned racers and teams.

On behalf of the Chicago Yacht Club and the Race to Mackinac Committee, welcome. We're biased but we think it's one of the best sailboat races there is. We look forward to hosting you, the sailors who make it so special.

Fair Sailing!

Winn Soldani  
Race Chairman

116th Chicago Yacht Club Race to Mackinac  
presented by Wintrust



## RACE STATEMENT

The Chicago Yacht Club Race to Mackinac (the Race) is not an event for novices. With 289 nautical miles of unpredictable freshwater racing, this event demands a high level of skill, endurance, and seamanship.

Competitors must not only prepare their boats for a wide range of conditions, with frequent high winds, the possibility of powerful thunderstorms, or calms – whether racing day or night – but also ensure

their crews meet rigorous training and experience requirements. This includes certified safety training and verified offshore sailing experience.

The OA reserves the right to assess and verify each boat's compliance with these standards to ensure that only those with the necessary qualifications, equipment, and preparation can participate.

Only well-organized teams with proven abilities should attempt this legendary challenge.







# USEFUL RESOURCES

## FREQUENTLY ASKED QUESTIONS

<b>General Topics</b>	<a href="http://cycracetomackinac.com/about/general">cycracetomackinac.com/about/general</a>
<b>All About Your Entry</b>	<a href="http://cycracetomackinac.com/about/entry">cycracetomackinac.com/about/entry</a>
<b>Topics Around Safety on Board</b>	<a href="http://cycracetomackinac.com/about/safety">cycracetomackinac.com/about/safety</a>
<b>Docking and Berthing Questions</b>	<a href="http://cycracetomackinac.com/about/docking">cycracetomackinac.com/about/docking</a>
<b>Ratings &amp; Classes</b>	<a href="http://cycracetomackinac.com/about/ratings">cycracetomackinac.com/about/ratings</a>
<b>Virtual Trophy Room</b>	<a href="http://chicagoyachtclub.org/virtualtrophyroom">chicagoyachtclub.org/virtualtrophyroom</a>
<b>Racing &amp; Prizes</b>	<a href="http://cycracetomackinac.com/about/racing-prizes">cycracetomackinac.com/about/racing-prizes</a>

## IMPORTANT CONTACTS

For any queries regarding your entry, please contact

[regattamanager@cycracetomackinac.com](mailto:regattamanager@cycracetomackinac.com)





The notation '[DP]' is used as defined in The Racing Rules of Sailing (RRS).

The notation '[NP]' in a rule means that a breach of it shall not be grounds for protest by a boat.

See NoR 16.2.

The notation '[SP]' in a rule means that for a breach of it a standard penalty may be applied.

See NoR 16.3.



## 1. RULES

- 1.1 The Race is governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 The US Sailing Prescriptions to the RRS apply; except for the prescription to RRS 63.2 which is deleted.
- 1.3 [DP] Chicago Mackinac Safety Requirements (CMSR) applies to the Race.
- 1.4 Amendments to this NoR will be published on the Official Notice Board (ONB), accessible through the Entry System at [cycracetomackinac.com](http://cycracetomackinac.com). Provided that a rule in the NoR so states, additional rules, such as adjustments to Class Rules, may be published on the ONB.
- 1.5 [SP] [DP] World Sailing Test Rule DR21-01 applies. The RRS definition of "Start" is changed as follows:
  - Start** A boat starts when her hull having been entirely on the prestart side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either
    - (a) at or after her starting signal, or
    - (b) during the last 60 seconds before her starting signal.When a boat starts in accordance with item (b) of the definition of Start, she may return to the pre-start side of the line to comply with item (a) of the definition of Start, but, if she does not, the starting penalty shall be 90 minutes added to her elapsed time.
- 1.6 The OA reserves the right to reject any entry at its sole discretion, in accordance with RRS 76. This includes, but is not limited to, entries that fail to meet the required standards of crew experience, training, boat preparation, entry organization, or safety compliance, as outlined in the NoR. The OA may also reject entries based on its judgment of the crew's ability to safely complete the Race, even if the formal requirements appear to be met. While the OA is not required to provide detailed reasoning, a brief explanation may be given upon request.





## 2. SCHEDULE OF EVENTS

Date*	Time	Event
Monday, December 2, 2024	12:00	Entries Open: <a href="http://cycracetomackinac.com">cycracetomackinac.com</a>
Saturday, March 1	23:59	Early Entry Fee Discount Period ends
Sunday, June 1	23:59	Entry Deadline – closing of the formal entry period. Applications for Rating Certificates must have been submitted.
Tuesday, July 8	23:59	Rating Deadline – no changes to Rating Certificates permitted, other than as described in <b>NoR 7.4</b>
Thursday, July 17	12:00–19:00	Race Check-In – All divisions (CYC Monroe station)
Friday, July 18	09:00	Skippers Briefing – Cruising Division
Friday, July 18	10:00–11:00	Race Check-In – Cruising Division
Friday, July 18	10:00–16:00	Race Check-In – All divisions except Cruising
Friday, July 18	14:50	1st Warning Signal – Cruising Division
Friday, July 18	17:00	Skippers Briefing – Racing Monohull & Multihull
Saturday, July 19	10:50	1st Warning Signal – Racing Monohull & Multihull Divisions
Tuesday, July 22	14:00–17:00 (EDT)	Chicago Yacht Club Race to Mackinac Awards Ceremony
Wednesday, July 23	11:00 (EDT)	All boats shall have vacated their race berths and docks
Wednesday, July 30	23:59	Incident & Reporting Deadline
Saturday, November 1	TBD	Chicago Yacht Club Race to Mackinac Race Banquet

\*Unless otherwise specified, times are in Central Time Zone and dates are in the year 2025



## 3. CATEGORIES OF THE RACE/DIVISIONS/CLASSES

Competitors may choose to enter one of three categories of race listed below, provided that boat and crew meet the eligibility criteria set out in **4 - Eligibility**, and the boat complies with the rating bands and limitations as set out in **5 - Rating Systems / Rating Certificates**.

No later than the Entry Deadline, a minimum of four (4) paid entries is required to establish a category of race. Competitors in categories with insufficient numbers may choose to change categories or be refunded their entry.

**3.1 RACING MONOHULL** is the largest, most intense category in the Race. Boats in this category will compete under the ORC rating system for either the "Mackinac Cup" (Cup) or the "Chicago Mackinac Trophy" (Trophy) divisions. The assignment to either division alternates each year the Race is held; competitors cannot influence the selection.

These two divisions will further be subdivided into:

**3.1.1 Recognized One-Design (OD) Classes** (Tartan 10, Beneteau 36.7, J/105, J/109, Beneteau 40.7, J/111, GL52)

Provided that a minimum of eight (8) completed entries per Class have been received, OD boats complying with their class rules may choose to compete in a separate OD class. The Class will be scored "level" within the class, unless the Class decides to use their individual ORC rating to determine the score. Notwithstanding either choice, boats of OD classes will be scored using their ORC rating within the overall results of the Cup or Trophy division.

Additional One-Design Classes may request to be recognized, please see [cycracetomackinac.com/about/ratings](http://cycracetomackinac.com/about/ratings).

**3.1.2 Double-Handed Class (2H)**

Boats crewed by only two (2) crew will compete in the Double-Handed Class. Additional safety and experience requirements will need to be met, detailed in **NoR 4 - Eligibility**. In addition



to their scores in the Cup and Trophy divisions, boats of the 2H classes will be ranked against each other in a separate scoring group.

**3.1.3 All other boats** will be split into no fewer than eight (8) classes in total, based on their rating.

**3.2 THE CRUISING MONOHULL** category provides a more recreational racing option. Boats are competing under the ORC Rating System and have further limitations on their sail wardrobe and gear set out in **NoR 5.5**. Boats in this category form the Cruising division.

**3.2.1** The Cruising Monohull division may be split into multiple classes based on their rating.

**3.3 MULTIHULL** allows GLMRA (Great Lakes Multihull Racing Association) rated multihulls to compete for the win. Boats in this category form the Multihull division, which may be split into classes based on their ratings.





## 4. ELIGIBILITY

**4.1** [NP] The Race is open to seaworthy offshore-type construction boats which comply with the rules and regulations described in the NoR and applicable CMSR for either Monohull or Multihull.

### 4.2 CREW ELIGIBILITY REQUIREMENTS

4.2.1 All crew members shall meet the requirements of World Sailing Regulation 19 - Eligibility Code.

4.2.2 The Race is not for novices; all boats shall have an adequate number of experienced crew, who are physically fit, and able to face rough weather. The term "crew" in the rules below includes the Person in Charge (PIC).

4.2.3 The minimum number of crew for the Racing Monohull and Cruising Monohull categories shall be four (4); for the Multihull category it shall be three (3). The number of crew for the Double Handed classes shall be two (2).

4.2.4 The Person-in-Charge, Reserve Person-in-Charge (RPIC, see 7.1), and all minor crew (under age 18) must hold one (or more) of the following Safety at Sea Training Certificates that is valid through the start of the Race:

U.S. Sailing Offshore Safety at Sea, or  
U.S. Sailing International Offshore Safety at Sea with Hands-on Training, or

Provided that the certificate holder is under the age of 18 on the day of the race start, a Storm Trysail Club Junior Safety at Sea; or

An equivalent valid Certificate issued by another World Sailing Member National Authority.

4.2.5 In total, at least 50% of a boat's crew, or both crew in the Double-Handed classes, must hold a training certificate as per 4.2.4.

4.2.6 On or before Race Check-In, the PIC will be required to attest completion of safety training, for which at least 75% of the crew, including the PIC and RPIC, shall have completed Crew Safety Drills as described in the CMSR.

4.2.7 First Aid - It is strongly recommended that at least two (2) members of the crew have completed appropriate First Aid training. For information and recommendations, please see [cycracetomackinac.com/about/safety](http://cycracetomackinac.com/about/safety).

4.2.8 For the Multihull Division only, at least 50% of the crew, shall document in their Crew Profile having sailed on a boat of similar design in at least two (2) overnight races or documented non-stop overnight passages, each a minimum of fifty (50) nautical miles.

4.2.9 For the Double-Handed Classes only, each crew shall document the same requirements as in 4.2.8, but the passages must have been sailed double- or single-handed.

### 4.3 BOAT ELIGIBILITY REQUIREMENTS

4.3.1 Monohulls shall have a hull length (LOA) of not less than 26 feet, Multihulls of not less than 24 feet. A boat's hull length shall be taken as defined by its rating certificate, e.g. LH (Length Hull) in ORC.

4.3.2 No later than the Rating Deadline, all boats shall have a valid rating as defined in 5 - Rating Systems / Rating Certificates.

4.3.3 Stability - Monohulls must satisfy stability requirements laid out in 5 - Rating Systems / Rating Certificates.

**4.4 Responsibility for compliance** rests with the PIC. However, the OA will endeavor to help competitors meet the requirements or promptly resolve issues requiring clarification or interpretation.

The Protest Committee will be available on or after 1400 hrs the Thursday prior to the Race and has the authority to resolve questions of eligibility or compliance.



## 5. RATING SYSTEMS / RATING CERTIFICATES

To compete in the Race, boats shall meet the following requirements and parameters:

### 5.1 All Boats

5.1.1 Changes to Rating Certificates after the Rating Deadline are limited to circumstances set out in **NoR 7.4**.

5.1.2 [SP] [NP] Boats are reminded of their obligations under RRS Appendix G that besides other requirements, “the letters and numbers identifying the boat shall be clearly legible when the sail is set” – “clearly legible” is at the discretion of the RC. Generally, dark numbers on dark sails are not acceptable. If in doubt about the legibility of the sail number, please contact the Technical Committee (TC) for advice and to avoid a potential Standard Penalty.

### Additional requirements and parameters for the categories of the Race

**5.2 All Multihulls** require a valid GLMRA (Great Lakes Multihull Racing Association) certificate.

**5.3 All Monohulls** require a valid ORC Club (ORC<sub>C</sub>) or ORC International (ORC<sub>I</sub>) certificate.

5.3.1 The minimum stability index required is 103. Boats with moveable or variable ballast shall additionally comply with Appendix K of US Sailing’s Safety Equipment Requirements.

For certificates without a published stability index, the TC will evaluate alternative means of compliance and contact the boats should additional information be required.

5.3.2 The requirement of ORC 201.2 (unwarranted quantities of stores) is waived for the Race.

5.3.3 The minimum crew weight as specified in ORC 102.3 applies.

### 5.4 Racing Monohull Category

5.4.1 Boats with an ORC APH of less than 460 require an ORC<sub>I</sub> certificate.

5.4.2 Boats with a Class Division Length (CDL) of less than 9.631 are permitted to carry aboard five (5) spinnakers while racing. This modifies ORC 206.1 (as permitted by 206.2).

#### 5.4.3 Double-Handed Classes

In the Double-Handed classes, automatic or wind-vane steering devices, with their output limited to the rotation of the boat’s stern rudder(s), are required to be functional and ready to use. Their use is permitted. This changes RRS 52.

#### 5.4.4 One-Design Classes

After a One-Design Class is established, the OA may, after consultation with the Class Association, publish event-specific rules to that Class on the ONB.

### 5.5 Cruising Monohull Category

5.5.1 The use of automatic or wind-vane steering devices, with their output limited to the rotation of the boat’s stern rudder(s), is permitted. This changes RRS 52.

5.5.2 A whisker pole, limited in length to less than or equal to the boat’s “J” measurement, may be used to wing out the headsail. However, a whisker or spinnaker pole shall not be used to wing out an asymmetrical spinnaker.

5.5.3 Limitations on sails and equipment for the Cruising Monohull Category are listed below:







### Headsail limitations

- \* carry a maximum of two (2) roller-furling headsails, of which only one (1) may be deployed at any one time
- \* Headsails may not be set flying. This changes ORC 208.1
- \* The headsail shall be tacked to and hoisted by roller-furling gear, and the luff attached to a forestay
- \* Storm jibs or storm trysails required by the CMSR are in addition to and exempt from the roller-furling requirements

### Staysail limitations

- \* Staysails are permitted in addition to the roller furling headsails above. They are not required to be roller-furling, and may be set simultaneously with a roller-furling headsail or asymmetrical spinnaker
- \* Staysails shall be attached to a separate permanently attached or removable intermediate stay, or internal stay, tacked on the centerline between the mast and the headstay
- \* Split rigged boats may in addition carry staysails set flying on the forward side of the additional mast(s)

### Spinnaker limitations

- \* Boats are limited to carrying aboard two (2) spinnakers, which must be asymmetrical. This modifies ORC 206.1 (as permitted by 206.2)
- \* The spinnaker may be used with or without a pennant, adjustable tack line, snuffer, or furler
- \* The Tack Point of Spinnaker ("TPS") shall be attached at the boat's centerline at the stem or on a bowsprit
- \* TPS shall not exceed 125% of a boat's "J" measurement

5.5.4 No other headsails or spinnakers are permitted.



## 6. ENTERING THE RACE

- 6.1 Entries are limited to 325 boats. Additional entries may be accepted at the discretion of the OA.
- 6.2 A boat shall enter the Race by using the “CYC Race Management Portal” (Entry System) linked from the Event Website:  
[cycracetomackinac.com](http://cycracetomackinac.com) before the Entry Deadline.  
The direct link to the Entry System is [cycracemanagement.com](http://cycracemanagement.com).
- 6.3 All entry fees and associated payments shall be made through the Entry System. However, **members of CYC shall pay by member account charge.**

### 6.4 Entry Fees

The fees to enter the Race are calculated per foot LOA (the rating systems measurement in meters, converted to feet, shall be used, e.g. “LH” in ORC); and is payable in US Dollars (\$):

- 6.4.1 Before 2359 hrs (CST) on March 1st: \$25/ft (\$82.02/m LOA/LH)
- 6.4.2 From March 2nd: \$28/ft (\$91.86/m LOA/LH)
- 6.4.3 Upon entry, competitors will be required to pay a non-refundable deposit of 25% of the calculated total entry fee.

- 6.4.4 No later than the Entry Deadline, the remainder of the fee shall be paid. The remainder is calculated from the fee that was applicable at the time of entry.

### 6.5 Late Entries

At the discretion of the OA, further entries may be accepted after the Entry Deadline, for which a Late Fee of 25% shall be added to the fees in 6.4.2. When accepting a Late Entry, the OA reserves the right to alter or add entry requirements or conditions of the NoR.

### 6.6 Cancellations & Refunds

- 6.6.1 Before the Entry Deadline, a competitor may, through the Entry System, request to withdraw from the Race. All fees paid, except the non-refundable deposit, shall be refunded in the way payments were made.
- 6.6.2 Boats failing to meet the requirements due on the Entry Deadline (see **NoR 7.3**) may be rejected. A refund of any part of the fees paid is at the discretion of the OA in exceptional circumstances. Poor organization is explicitly not an exceptional circumstance.
- 6.6.3 Rejected boats in accordance with NoR 6.6.2 may apply for re-entry subject to provisions of NoR 6.5 Late Entries.







## 7. POST-ENTRY PROCESS

After entering the Race, the Entry System provides an overview of all the requirements to be satisfied.

Competitors should allow ample time and continuously maintain their entry, ensuring all requirements are met before the deadlines. Crew registration, including Emergency Contacts and documents (e.g. experience, Safety-at-Sea, First Aid), requires time for the crew to act and comply, as well as for the OA to verify.

### 7.1 Reserve-Person-in-Charge (RPIC)

The safety of a boat and its crew is the sole and inescapable responsibility of the Person-in-Charge (PIC). The PIC shall also, on the Entry System's crew list, assign a person as RPIC to take over his/her responsibilities in the event of incapacitation.

### 7.2 Post-Race Docking Priority List

Berthing locations on Mackinac Island are limited and in high demand. During the entry process, boats may express their first and

second choice of preference for docking after finishing. Post-race docking preferences are for a general location - Mackinac Island, St. Ignace Municipal Harbor or Straits State Harbor Mackinaw City.

The OA will assign a berthing priority for each boat based on the order of completion of all requirements set out in NoR 7.3 "Requirements to be met no later than the Entry Deadline."

The OA will use its best endeavors to accommodate every boat according to its assigned priority, however this cannot be guaranteed.

### 7.3 Requirements to be met no later than the Entry Deadline

7.3.1 Provisional Crew List: The crew list must contain at least 50% of the anticipated crew, but no fewer than the minimum crew number (see NoR 4.2.3), including the PIC and RPIC, and including all required items such as signed waivers, and optional information applicable to the category of race or division.

7.3.2 Payment of the entry fee balance.

7.3.3 Submitted application for a rating certificate including all the information required by the Rating Authority. The OA may request that competitors provide confirmation from the Rating Authority.

7.3.4 Changes to the parameters of the application in 7.3.3 after the Entry Deadline are not permitted without obtaining prior written approval by the Technical Committee.

7.3.5 Boats applying for, or using, multiple rating certificates prior to the event, shall notify the OA before the Entry Deadline of the certificate to be used for the Race.

### 7.4 Requirements to be met no later than the Rating Deadline

7.4.1 Boats are required to have a valid rating certificate. Changes after the Rating Deadline will not be accepted unless they meet the provision of 7.3.5 (multiple certificates) above, or if changes were required to correct genuine errors or due to exceptional circumstances. This changes RRS 78.2.



## 7.5 Requirements to be met no later than the close of Check-In

7.5.1 The PIC, or a representative presenting authorization in Email from the PIC, shall attend the Race Check-In as per **NoR 2 Schedule of Events**.

7.5.2 The Final Crew List shall now contain all required details such as Emergency Contact details and electronically completed crew waivers, and information applicable to the category of race or division, for all crew who will be on board during the race.

For any crew member under the age of 18, a Parent/Guardian waiver shall be executed online by a parent or legal guardian.

The Sailing Instructions will detail a process for unforeseeable late changes to the Crew List.

7.5.3 The Safety Compliance checklist shall have been completed via the Entry System to declare CMSR compliance and have been accepted by the OA.

7.5.4 The PIC shall, through the Entry System, certify the completion of the Crew Safety Drills required by the CMSR.

7.5.5 [NP] Competitors are required to provide a color photograph of their boat under sail in the boat profile of the Entry System, used to assist identification during emergencies. The boat profile is recommended but not required to be made public.

## 8. [DP] PRE-RACE INSPECTIONS

8.1 The Person in Charge or his/her authorized representative shall be present for any inspection.

8.2 The OA reserves the right to conduct an inspection of any competitor's boat at any time.

8.2.1 Boats are to be made available for inspections between Thursday, July 17, 1000 hrs, and the start.

8.2.2 Additionally, boats may be selected and notified for a safety inspection before the Race, in which case the PIC shall promptly contact the TC to schedule it.

8.2.3 Boats may independently request such an inspection to verify their compliance with the safety requirements through the "Pre-Race Safety Inspection Checklist".  
[cycracetomackinac.com/about/docking](http://cycracetomackinac.com/about/docking).

8.2.4 Boats failing to successfully complete an inspection will not be eligible to race, unless all identified violations are corrected and approved by the TC.







## 9. [DP] [NP] DOCKING & DOCKING PREFERENCES

9.1 Boats docking in relation to the Race (Pre- or Post-Race) shall follow any reasonable request or direction by CYC officials or harbor masters. Boats may also be directed to move or be relocated. The boat shall be contactable via the cell phone number in the boat's profile at any time while berthed.

Failure to comply with any docking requirements may result in the boat being protested. The rule applies even for boats not racing.

### 9.2 Docking Pre-Race

Subject to availability and reservation, docking will be provided free of charge at CYC's Monroe and Belmont stations between 1200 hrs Tuesday prior to the Race until the start. The offer is exclusive to boats not regularly moored in Chicago Harbors. For information on how to apply, conditions and restrictions please see [cycracetomackinac.com/about/docking](http://cycracetomackinac.com/about/docking).

### 9.3 Docking Post-Race

Docking will be provided free of charge, as assigned and directed by the OA, from the boat finishing the Race until 1100 hrs (EDT) on the Wednesday following the start in one of the following locations:

Mackinac Island private docks (broadside or rafted) [either Arnold Transport Dock or City Dock (previously Coal Dock)]; Mackinac Island State Harbor (slips or rafted); Straits State Harbor in Mackinaw City (slips); St. Ignace Municipal Harbor (slips).

No later than Wednesday 1100 hrs (EDT), all boats shall have vacated their allocated docking, unless they have previously secured arrangements for continued berthing.

### 9.4 Docking Preferences & Priority

Berthing locations on Mackinac Island are limited and in high demand. During the entry process, boats may express their first and second choice of preference for docking after finishing.



The OA will assign a berthing priority for each boat based on the order of completion of all requirements set out in **NoR 7.3** "Requirements to be met no later than the Entry Deadline".

The OA will use its best endeavors to accommodate every boat according to its assigned priority, however this cannot be guaranteed.



## 10. COURSE

- 10.1 The start of the Race will be in front of Chicago's spectacular skyline, just off CYC's Monroe station, then across the waters of Lakes Michigan and Huron, to finish at Mackinac Island. Detailed course instructions will be included in the SI.
- 10.2 The length of the course is approximately 289 nautical miles.

## 11. ADVERTISING

- 11.1 [NP] [DP] Boats may be required to display advertising chosen and supplied by the OA.
- 11.2 Boats taking part in the event may display advertising as permitted by and in accordance with World Sailing Regulation 20 – Advertising Code.

## 12. SAILING INSTRUCTIONS (SI)

- 12.1 No later than the Skippers Briefing, the SI will be made available on the ONB.
- 12.2 Where there is a conflict between the NoR and the SI, the latter shall prevail. This changes RRS 63.5(c).

## 13. COMMUNICATIONS

- 13.1 A remotely controlled vehicle ("drone") shall not be operated by any competitor or support person, from the time a boat leaves its berth on the day of its start until finishing or retiring from the Race.
- 13.2 A boat may, without infringing RRS 41, request and receive repetition of information broadcast by the Race Committee (RC) or be told whether or not a broadcast has been made.
- 13.3 Rule 41(c) is replaced by: A boat shall not receive help from any outside source, except (c) help in the form of information which is available on a public domain, free or by paid



subscription. This shall include navigational, weather, tide or current information from any source which is readily available to all boats whether or not by payment of a fee or subscription, but shall not include information gathered or the subject of interpretation by, or any advice received from, any direct human input not on board the boat and which is specific to the boat and its situation.

By way of an example and interpretation, any publicly offered Internet weather data, forecasts, or cloud routing service available to all competitors, whether on a subscription or free basis, is permitted. Permissible Internet-sourced weather data, forecasts, or cloud routing services accessed by a boat while racing must be computer-generated and free from any direct human input from off the boat.

For further information regarding the OA's interpretation of this rule please see [cycracetomackinac.com/about/general](http://cycracetomackinac.com/about/general).





## 14. [DP] [NP] TRACKING

- 14.1 It is mandatory for all boats to carry the provided YB tracking device (tracker) for the duration of the Race.
- 14.2 The units will be issued upon completion of all registration requirements at the appropriate Race Check-In as per **NoR 2 Schedule of Events**.
- 14.3 Boats shall install the tracker in accordance with supplied instructions and shall thereafter not tamper with or interfere with the transmission of information from it. Competitors shall, at the request of the RC, make every effort to restore the functionality as directed.
- 14.4 Once issued to the boat, the tracker becomes the sole responsibility of the competitor. A charge of \$1,000 USD will apply for loss or failure to return the tracker after the Race.

## 15. SCORING

- 15.1 For the Multihull division, corrected times shall be calculated using Single-Number Time-On-Time scoring.
- 15.2 One-Design Classes may, depending on the class's choice as per **NoR 3.1.1**, be scored in the order the boats finish; or rated as per NoR 15.4. Notwithstanding either choice, boats of OD classes will be scored using their ORC rating within the overall results of the Cup or Trophy division as per NoR 15.4.

15.3 The Double-Handed boats will, in addition to their scores in either the Cup or Trophy divisions, be ranked against each other in an additional Double-Handed scoring group under ORC as per NoR 15.4.

15.4 For all other classes, corrected times shall be calculated using ORC's Single-Number Time-On-Time (ToT) scoring.

The ToT correction factor (TCF) may be chosen from the USA's custom scoring options for the Race (Chicago-Mac Upwind/All-Purpose or Downwind); or ORC's Weather Routing Scoring (WRS) may be used.

No later than the applicable Skippers Briefing, the RC shall decide and publish on the ONB the chosen ORC predefined course matrix, or the use of WRS. If WRS is used, the TCF to be used for the race shall be determined between two (2) and four (4) hours before the first warning signal of each class. The list of TCF used for the race shall be published on the ONB as soon as possible.

15.5 RRS 90.3(e) [no further changes to race scores] will apply.

15.6 Trophies which require application may specify conditions and scoring methods based on the above scores.





## 16. PENALTIES & PROTESTS

16.1 The penalty for breaking a rule shall be at the discretion of the protest committee.

16.2 The notation '[NP]' in a rule means that a breach of it shall not be grounds for a protest by a boat.

This changes RRS 60.1.

16.3 The notation '[SP]' in a rule means that for a breach of it a standard penalty may be applied by the RC without a hearing, in accordance with RRS 60.5(b)(3). This changes RRS 60.5(b)(3) and RRS A5.

The Standard Penalty shall be a five (5) minute elapsed time penalty, unless the rule explicitly specifies a different one. The Scoring Abbreviation used by the RC shall be SCP.

16.3.1 Should the RC consider a Standard Penalty to be inappropriate, it may protest the boat.

16.3.2 [DP] RRS G4 is changed to: "When the PC finds that a boat has broken a rule of this Appendix it may, unless the RC has already done so, apply a Standard Penalty (SP). It shall not further penalize it unless the PC considers the SP to be insufficient."

16.3.3 A list of Standard Penalties applied by the RC will be maintained on the ONB.

16.4 After 2000 hrs on the day of a boat's starting signal, the Two-Turns-Penalty in RRS 44.1 is replaced with a five (5) minute elapsed time penalty. A boat taking any such penalty, or penalties, shall call the RC's attention to it at the finishing line, and shall also inform the RC of the identity of the other boat(s) involved in the incident(s). If this is impracticable, she shall do so at the first reasonable opportunity and within the protest time limit in NoR 16.6.

16.5 Protests, Requests for Redress, or Scoring Inquiries shall be lodged online within the appropriate time limit. The link is available on the ONB. In exceptional circumstances, protests may be written on plain paper or in an electronic message to [protest@cycracetomackinac.com](mailto:protest@cycracetomackinac.com).

16.6 The protest time limit is three (3) hours after the protesting boat finishes.



## 17. TROPHIES & PRIZES

17.1 In each of the Racing Monohull, Multihull, and Cruising categories, a First-to-Finish Prize (Flag) will be awarded to the first boat to finish the race, that is not thereafter retiring or being penalized by the PC with any penalty other than a time penalty. The latter will be considered to determine the finishing order.

17.2 In each of the Cup, Trophy, Multihull, and Cruising divisions, First to Third best scores (best corrected time after application of penalties, if any) will be awarded Prizes (Flags).

17.3 It is the OA's intention to award Prizes (Flags) for the First to Third; First to Fourth; or First to Fifth boat; in each class where the number of entries is 19 or fewer; 20 to 24; or 25 or more, respectively.





17.4 Further Trophies & Prizes, some of which require application (Team Challenge Trophy, for example), are listed on the website:

[chicagoyachtclub.org/virtualtrophyroom](http://chicagoyachtclub.org/virtualtrophyroom)

17.5 During the Chicago Yacht Club Race to Mackinac Awards Ceremony (see **NoR 2 - Schedule of Events**), Prize Flags and Team Challenge Winner Flags will be awarded.

17.6 During the Chicago Yacht Club Race to Mackinac Race Banquet in November, further awards such as Plaques, Crew Medals, Medallions, or Perpetual Trophies will be awarded. The full list is available from [chicagoyachtclub.org/virtualtrophyroom](http://chicagoyachtclub.org/virtualtrophyroom) Perpetual Trophies shall remain on display at CYC. They will be engraved with the names of the winning boat and its owner, charterer, or

legal entity as designated in the Entry System under "Owner".

17.7 Winners will be informed after the Race and given an opportunity to purchase copies of their prizes.

17.8 The interpretation of requirements and terms of any award or trophy will be made by the OA, whose decision is final.

## 18. INSURANCE

18.1 Each boat shall have a minimum of \$500,000 Liability Insurance policy suitable for participation in the Race. It shall be in force from at least 7 days prior to the start, for a minimum of 14 days.





## 19. RISK & LIABILITY / PRIVACY POLICY, MEDIA RIGHTS & CONSENT

### Risk & Liability

19.1 The Chicago Yacht Club, the Chicago Yacht Club Regatta Association, their officers, directors, members, sponsors, employees and agents, the CYCMC, the Race Committee, the Technical Committee, the Chicago Yacht Club Race to Mackinac Protest Committee and any other Committee of the Club shall not be liable for any injury or damage whatsoever to persons or property which may occur during or arise out of or in connection with the Race.

19.2 Notice is hereby given to all participants including spectators, officials, and others that they participate in this event solely at their own risk

### Privacy Policy, Communications Consent, Media Rights

19.3 As a condition of entry in the Race, competitors shall agree to the Race's "Privacy Policy, Terms & Conditions for Competitors and Crew" ([www.cyracetomackinac.com/privacy/privacy-policy-competitors-crew](http://www.cyracetomackinac.com/privacy/privacy-policy-competitors-crew)), agree to accept operational communications (voice, email, text, or other) from the Race, and grant the Race and Chicago Yacht Club, their agents, employees, sponsors, and assigns, the irrevocable right and permission to use basic competitor information, photographs and video footage taken of themselves and their competing boat, without notification, for use or distribution in any media whatsoever for news, editorial or advertising purposes, or to be used in press information.

19.4 Competitors shall agree to release, defend, and hold harmless the Race and Chicago Yacht Club, their agents, employees, sponsors, and assigns, from and against any claims, damages or liability arising from or related to the use of the photographs and video footage.

