



CHICAGO CORINTHIAN
YACHT CLUB®

Race Book

2026

Chicago Corinthian
Yacht Club Racing
Program

Contents

Contents

CCYC Race Management Committee.....	3
RACING PROGRAM (INTRO).....	4
NOTICE OF RACE.....	7
SAILING INSTRUCTIONS.....	11

THE MOONLIGHT SERIES.....	22
THE PURSUIT SERIES.....	24
Appendix A – COURSE DIAGRAMS.....	26
Appendix B – Offshore Courses.....	27
Appendix C – Racing Area and Marks.....	28
Appendix D – Rabbit Starting System.....	29
Appendix E - Vanguard 15 / Laser Summer Series Race Courses.....	30
Appendix F – Wednesday Night Starting Sequence.....	31
Appendix S - MODIFIED Sound-Signal Starting system.....	32

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



CHICAGO
CORINTHIAN
YACHT CLUB®

Officers 2026

Commodore

Bob Geraghty

Vice Commodore

Megan O'Rourke

Rear Commodore

Brett Pauls

Treasurer

Darren Beck

Secretary

Peggy Carrol

Directors

Tom Dickson

Peggy Carrol

Paul Streicher

Matt Perley

Noel VanEndy

Past Commodore

Hugh Monckton

MONTROSE HARBOR
601 W. Montrose Ave. Chicago, IL 60613
41°57'47" N 87°38'17" W

MAILING ADDRESS:
3712 N. Broadway, Unit 319
Chicago, IL 60613

www.Corinthian.org (773) 334-9100

CCYC Race Management Committee

Fleet Race committee reps.:

Jim Caesar - RC Chair
RC collectively - Schedule
Chuck Fogel - Offshore
John Walter - R19
Jovan Brankov - T10
Justin Walker - Vanguard 15
Brett Pauls - Cruising
Rick Strilky / Niels Heemskerk
- Laser/ILCA

Protest Steve Fink / Chuck Fogel /
Stanley Knapczyk

Equipment & Race Assets

David Stix

Scoring

Offshore Branwell Lepp
Rhodes 19 Marc Culler

CASRA Reps Steve Fink / Ben White

Crew Finder

John Madey - Railmeets

U.S. Sailing Certified Measurer

Ben White (MWPHRF, ORC,
IMS, IRC, HPR)

MWPHRF Council Reps.

Ben White (MWPHRF, ORC,
IMS, IRC, HPR)

Andy Camarda (MWPHRF)

Corinthian University Sailing School

Bob Geraghty Brett Pauls
Darren Beck David Stix
John Walter

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 RACING PROGRAM (INTRO)

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 programs developed for Corinthian University reflect our commitment. Racing requires a mix of teamwork, discipline, leadership, strategy, tactics and execution. We designed our educational programming to teach individuals that by working together they are able to overcome any obstacle. During all the instruction, the instructors place an emphasis on developing a healthy attitude for competition and sportsmanship. Our students 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 for Wednesday evening, Moonlight races and Sunday series, 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; three for spinnaker, one for JAM, and a fifth one-design section for the T-10 Class.

The season consists of "round the buoys" style series racing, with the most popular series being the Wednesday Evening series. 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 Chicago Area Sail Racing Association (CASRA), which is an association of five yacht clubs in Chicago. CASRA is an organizing group for interclub sailboat racing within the region. CCYC hosts several interclub events throughout the season. Because of the quality and the number of boats in the region, the racing is often a serious competition for MWPHRF, JAM and the T-10, J/88, J/105, J/109, J/111, Beneteau 36.7, and Beneteau 40.7 one-design classes.

THE ONE-DESIGN FLEETS

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

Rhodes 19

Vanguard 15

Laser/ILCA

Tartan Ten

RHODES 19 CLASS

The Rhodes 19 is an open cockpit fiberglass daysailer that is based on a cold-molded club racer designed by Philip Rhodes in the 1940's. The boat is seaworthy and fun to sail. It features a spacious cockpit which allows ample room for the crew when racing and can comfortably seat the whole family for an afternoon sail. While the $\frac{3}{4}$ rig with jib, main and spinnaker provides plenty of action for the racing crew, the boat is sized so that the sails can be trimmed easily, without the need for winches.

Rhodes racing, with the exception of a National Championship Regatta, is local. Several race series are offered throughout the sailing season, as well as regatta weekends. Multiple races per day on the CCYC circle course keeps the pace and interest high.

The skill level in the fleet ranges from novice to advanced. The boat is normally 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, daggerboard dinghy. The class is extremely active, sailing three seasons of the year with spring and fall frostbite series on Sunday mornings and a Thursday night 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 and national regattas.

LASER/ILCA CLASS

The Laser class (recently renamed worldwide as "ILCA") sails three seasons of the year, joining the V15 fleet for Thursday night races and the keelboats for both Wednesday night races and Sunday racing in the Summer. The Laser/ILCAs pride themselves as a training

group of all levels. As a rule the more experienced Laser/ILCA sailors help the less experienced get up to speed. The Laser/ILCAs also participate in the Chicago Laser/ILCA Clinic that is annually held at CCYC and taught by current or former Olympic coaches and participants.

TARTAN 10 CLASS

Designed by acclaimed naval architects Sparkman and Stephens, the yacht will astound you with her performance and craftsmanship. The Chicago T-10 fleet is the largest offshore one-design fleet in Chicago. There is always a need for crew and most boats are willing to teach you how. There are courses... but the best way to get started sailing is to START SAILING!

ONE DESIGN CLASSES WANTED

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.

DORMANT FLEETS AND CLASSES

Other fleets have formed and raced through the years. We remember them here: Snipe, Arrow, Lightning, Penguin, International 110, 7/11, Corinthian Frostbite, Merit 25

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 interclub races in which over 100 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 that participate in club races. 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.

2026 CORINTHIAN CLUB RACING SEASON

Organizing Authority

THE CHICAGO CORINTHIAN YACHT CLUB

Chicago, Illinois

NOTICE OF RACE - Wednesday evening series, Moonlight, OD weekend, Sunday Series.

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 T-10 Association Rule 2.3(a) is changed as follows: There is no crew weight limit while racing.

1.4 Chicago T-10 Association Rule 2.3(b) is changed as follows: There is no crew limit while racing.

1.5 RRS 52 is changed as follows: Power-driven winches and mechanical / electro-mechanical steering devices are permitted for Shorthanded sailing (no more than 2 crew members on board), provided mechanical / electro-mechanical steering devices are not engaged during the starting sequence nor within 3 boat lengths of any mark of the course, Shorthanded sailors must wear PFD with AIS MOB beacon at all times when on deck after dusk, and they must fly an additional numeral pennant #9 flag from their backstay along with their class flag.

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 MWPHRF handicap or have temp assigned handicap
- (b) The Rhodes 19 Class
- (c) The Vanguard 15 Class
- (d) The Laser/ILCA Class
- (e) The Tartan Ten Class

3.2 A boat shall be owned, co-owned, or chartered by a CCYC member. In designated races, a boat may also be owned, co-owned, or chartered by a CYC Belmont member.

3.3 A skipper shall be a full CCYC member in good standing, a member applicant or a crew member. In designated races of this NOR, a skipper may also be a full CYC member in good standing, or other YC's as approved by the RC chair.

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 **required** to sign up for a racing related Volunteering Opportunity prior to commencement of their individual racing season (their first race). **A skipper without a Volunteering assignment on the CCYC race website** (Signup link: [Volunteering - Chicago Corinthian Yacht Club](#)) **will not be scored**. Volunteering slots that qualify include mark deployment, retrievals and cleaning, Corinthian deliveries, CASRA RC PRO and support roles, Wednesday night PRO and support roles. Volunteering roles that require driving of a CCYC race asset require any person (CCYC member or not) born on or after January 1, 1998 to have a [Boating Safety Certificate](#) after completing a [boater safety course](#) as required by CCYC insurance policy.

- How to sign up video: [CCYC How to Sign up for RC - YouTube](#)
- The sign up sheet can be found here: [Volunteering - Chicago Corinthian Yacht Club](#)
- Contact Jimcaesar7@gmail.com with additional questions.

(c) In the case where a Skippers race Volunteer assignment includes helping a race support boat, and the assignment is not fulfilled because the Skipper, upon arrival at the harbor, deems the weather, sea-state or boat itself unsafe for that boats departure from the Harbor, that Skippers' race Volunteer assignment duty shall be deemed to have been completed, provided the Skipper notifies the fleet by VHF radio ch. 72 not less than 30 minutes from the first warning of the first race that **“No Committee Boat will be available for today's races, please refer to the CCYC 2026 sailing instructions for further information for starting sequence when No committee boat is on station.”**

(d) CYC Belmont Station boats (or other approved YC) who plan to participate in CCYC races Wednesday Series Races are required to sign up for a volunteering assignment. Corinthian boat operations instructions are available for those unfamiliar with the vessel, hands on instruction in vessel operation is also available upon request. Please contact the RC chair for more information on hands-on instruction.

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, or a member in good standing of other YC's as noted in 3.3. A CCYC regular crew member not meeting the eligibility requirement of rule NOR 3.3 may take the helm.
- (c) Vanguard 15 – a skipper shall be a member in good standing of Vanguard 15 Fleet 67.
- (d) Laser/ILCA Class - a skipper shall be a member in good standing of

CCYC unless otherwise agreed by the CCYC board.

4 ENTRY

4.1 Eligible offshore boats may enter the CCYC Wednesday Night Series by completing the entry application for the Wednesday Night Beer Can race series and paying the associated fees on [2026 CCYC Wednesday Beer Can Signup & Offshore Fleet Signup](#). Payment of these races series fees on [Railmeets.com](#) will cover all offshore dues required for this series and the fleet. In addition, and for CCYC member boats only, this fee will also cover ALL CCYC sponsored CASRA events listed below as well, in addition to all the races covered under this NOR. If you do not Volunteer in accordance with NOR 3.4 above, you will not be scored on railmeets. If you do not pay your dues on railmeets, please refrain from racing with the fleet and please avoid our race area.

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

- (a) Apply for and receive a MWPHRF certificate, or
- (b) Accept a sistership's MWPHRF rating if she conforms to that boat type/class, or
- (c) Accept a provisional rating as assigned by the Offshore Fleet Captain.

5 SCHEDULE

The series covered under this Notice of Race are listed in the Corinthian Racing Schedule on [Race Calendar](#). 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:

Rossberger Spring Opener (published under CASRA)

Moonlight Series

Chicago to Waukegan (published under CASRA (Additional race fee required to WYC))

Waukegan to Chicago (published under CASRA)

One Design Hobelman

Offshore Hobelman (published under CASRA)

Third Coast Cup (Published under CASRA)

Red Flannels

Hairy Scary Team Race

Polonia Cup Regatta (published under CASRA)

Fall Closer (published under CASRA)

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, as well as the John Vonnegut Trophy.

8.2 The Offshore Fleet awards flags or trophies to members of the Offshore fleet in the Weekend Series, the Wednesday Evening Series A, B & C, the Moonlight Series, and the Pursuit Series.

8.3 The Vanguard Fleet awards prizes for the Summer Series Fleet Race. In addition, the name of the series winner will appear on the V15 perpetual trophy displayed at Chicago Corinthian Yacht Club.

9 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority shall not be liable for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

10 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per event or the equivalent. Failure to provide proper proof of insurance to any CCYC Offshore or OD fleet member in good standing who may request it will result in suspension from the CCYC Offshore fleet for the balance of the year, or longer for repeat offenses as determined by the CCYC Race Committee.

11 PHOTOGRAPHY AND VIDEO RIGHTS

Competitors give absolute right and permission for any photographs or video footage taken of themselves or their competing boat to be published in any media whatsoever for editorial, commercial purposes, or to be used in press information.

2026 CORINTHIAN CLUB RACING SEASON

Organizing Authority

THE CHICAGO CORINTHIAN YACHT CLUB

Chicago, Illinois

SAILING INSTRUCTIONS - Wednesday eve. series, Moonlight, OD weekend, Sunday Series.

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. Decisions to postpone are the responsibility of the PRO; If the PRO is unavailable or unable to make this decision, the decision becomes the responsibility of the CCYC RC chairs.

4.3 When flag N is displayed ashore, all races are abandoned. Decisions to abandon are the responsibility of the PRO; if the PRO is unavailable or unable to make this decision, the decision becomes the responsibility of the CCYC RC chairs.

5 SCHEDULE OF RACES

See the Corinthian Racing Schedule on the [Race Calendar](#) for dates.

5.1 One race per evening is scheduled for Wednesday Evening and Pursuit Series. For Offshore fleet members, the CCYC Wednesday Evening race is canceled as part of CASRA's 100 Boats on a Beercan. Offshore members are encouraged to participate.

5.2 One race per evening is scheduled for Friday's Moonlight series.

5.3 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.

5.4 Vanguard 15 Summer Series

- (a) The scheduled time of the warning signal for the first race each day is 1830. The warning signal for each succeeding race will be made as soon as practicable.
- (b) The number of races per day is at the discretion of the race committee.
- (c) The target time for each race is 15 minutes.

6 CLASS FLAGS AND PHRF CLASS ASSIGNMENTS

Class	Flag	Rating - HCP
Dinghy / Laser/ILCA	Laser/ILCA class insignia	One design
Rhodes 19	Rhodes 19 class insignia	One design
Tartan Ten	Numeral Pennant 0	One design
JAM	Numeral pennant 1	All non-spinnaker HCPs
Spinnaker 6	Numeral pennant 6	60 to 89
Spinnaker 7	Numeral pennant 7	90 to + infinity
Spinnaker Turbo	Numeral pennant 4	- Infinity to 59

Note: T-10s must race in the designated Tartan Ten one design class.

In addition to their class flag, Single Handed (SH) or Double Handed (DH) boats (Shorthanded boats) must fly a Numeral Pennant #9 attached to their class pennant in order to be scored.

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 / Laser/ILCA	C
Rhodes 19	C
JAM	A
Spinnaker 7	C
Spinnaker 6	C
Tartan 10	C
Spinnaker Turbo	C

8.4 Vanguard 15 Summer Series shall be sailed using any course as described in Appendix E. The race committee will display the course on a course board on the race committee boat or by hailing prior to the race. The start and finish lines are open unless the race committee indicates otherwise.

9 MARKS

9.1 A racing circle is situated between the Wilson Avenue Crib and the Montrose Point Light. Eight marks demarcate a circle of 1.5 Nautical Miles in diameter. A ninth mark is located at the circle's center. The marks, 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 marks. 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, fixed marks. These inflatable marks may be autonomous MarkSetBots.

9.3 Routine movement of autonomous MarkSetBots will not be grounds for redress. This includes minor readjustments, marks returning to station after having been pushed away by a competitor, and collisions with marks that are not actively marks of the course presuming these collisions do not cause damage. This changes RRS 60.1(b).

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 be able to exonerate a failure to comply. 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. The penalty for a breach of this rule is a Two-Turns Penalty once the boat has cleared the line. 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 (and Shorthanded flag if applicable) prior to the first warning signal.

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 and a spar buoy, fixed buoy or portable 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 long 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 starting sequence is given in Appendix F. The attention signal may be given at 1830, and the first warning at 1835. Below is a summary of the starting order and times:

Start Time	Class
1840	Dinghy / Laser/ILCA
1845	Rhodes 19
1850	JAM
1855	Spinnaker 7
1900	Spinnaker 6
1905	T-10
1910	Spinnaker Turbo

12.4 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
Rhodes 19
Dinghy / Laser/ILCA
Other one designs

12.5 Vanguard 15 Summer Series shall be started using the Sound Signal Starting System as described in Appendix S of the RRS.

13 GENERAL RECALL

On Wednesday Evening the race committee may signal a general recall as follows: 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 (after Turbo start). 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 (this amends RRS 29.2).

14 CHANGE OF THE NEXT LEG OF THE COURSE

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

14.1 When using drop marks or autonomous MarkSetBots a course change of 30 degrees or less may not be signaled by the race committee. This changes RRS33(a).

15 THE FINISH

15.1 Wednesday Evening

The finishing line shall be between an orange flag on the Race Committee boat and the Center Mark. The Race Committee Boat may shorten the course at their discretion, and will announce by VHF which mark is to become the new finish mark. This new finish mark must be passed to port (this changes RRS). If RC declares a different finish mark for separate fleets (ex. JAM fleet sailing A course and Spinnaker fleets sailing C course), the RC may direct one or more fleets to self report their finish times as per below.

In all cases where there is no Race Committee boat on station at the finish line **or when the finish occurs after dusk**, the finish shall be recorded and self-reported by each individual boat. Skippers shall note their GPS time of finish, boat ahead, and boat astern and report their score within one hour of their finish to the fleet scorer by email at gumbolou@yahoo.com, or by self reporting using the below QR code link:



<https://docs.google.com/forms/d/e/1FAIpQLSeaQjSVkn-M487xJg2yAidebHXgPpaw4cVbUM-nzE5PgQGVhw/viewform>

With no boat on station and no MarkSetBot, the finish line will be considered an imaginary 400' line from the pin to the mark 90 degrees clockwise from the first windward mark (ex. If sailing a North course, the mark used for determining the finish line boat end direction would be the East mark of the circle).

15.2 Weekend

The 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.

16 TIME LIMITS AND TARGET TIMES

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

Series	Time Limit
Wednesday Evening Series	2 hours beginning with the start of the last section.
One-design Weekend Series	75 minutes

17 PENALTY SYSTEM

Unless otherwise mentioned, Appendix V1 will apply.

18 PROTESTS AND REQUESTS FOR REDRESS

18.1 Boats protesting are required 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.

18.2 Routine movement of autonomous MarkSetBots will not be grounds for redress. This includes minor readjustments, marks returning to station after having been pushed away by a competitor, and collisions with marks that are not actively marks of the course presuming these collisions do not cause damage. This changes RRS 60.1(b).

18.3 Boats protesting or requesting redress must follow the instructions posted online under <https://racing.corinthian.org/notices/>. The protest or request time limit is 1830 of the day following the race. This amends RRS 61.3 and 62.2.

18.4 The protest committee will hear protests at the club or via on-line video call as soon as possible after the event based upon protest judges' schedules, the week following the race. Exact time and date to be individually scheduled for each protest.

18.5 RRS Appendix T shall be in effect.

18.6 Vanguard 15 Summer Series protests will be heard at the club house of Chicago Corinthian Yacht Club after the conclusion of racing for the day. Protests shall be heard using the "Three Minute Justice" protest system, as described in these SI's. This changes RRS 61.2 and 63.6.

(a) A protest committee shall consist of two impartial fleet members, one selected by the protesting party and one selected by the protested party. This changes RRS 91(a).

(b) The protesting party will state his or her case first with a one minute time limit. Then, the protested party will have one minute to state his or her case. The protest committee will have one minute to confer and then immediately inform the parties of the outcome.

(c) All hearings are open and fleet members are encouraged to observe. However, observers are not permitted to comment or interact with the protesting party, the protested party, or the protest committee from the time the hearing begins until the conclusion of the protest hearing.

19 SCORING

19.1 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.

19.2 Rhodes 19 Fleet

(a) The Rhodes 19 fleet will sail four race series: Championship A-Series, Championship B-Series, Sunset Series, and Evening Series.

(b) At least three boats must start a race in order for the race to be considered complete.

(c) For scoring purposes, the number of boats entered in a series shall be the number of distinct boats which started in any race of the series.

(d) The number of race scores to be counted towards a series score shall be the smallest integer greater than or equal to 60% of the number of races completed in the series.

(e) The scoring system used for each series shall be the Low-Point System as described in Appendix A of the Racing Rules of Sailing, with the following additional stipulations.

- If a boat finishes a race then her score for that race shall be her finishing position.
- If she serves as the Race Committee for the race then she shall receive a score of RCD, which has a value computed from all of her scores in the series as specified in paragraph (f). If a boat serves as Race Committee on more than one day of racing in a series then she may only receive RCD scores on the first of those days.
- If a boat does not appear in the starting area for any race of the day then she shall receive a score of DNC for each race that day. The DNC score shall be valued at 1 more than the number of boats entered in the series.
- The value of the scores DNS, DNF, RET and DSQ shall be 1 more than the number of boats which started the race.
- When applying the tie-breaking procedure specified in Appendix A of the RRS, the RCD scores shall not be included.

(f) The value of each RCD score for a boat shall be computed as the average of her lowest N scores received in races in which she did not serve as Race Committee, where the number N is chosen so that the sum of N and the number of races on the first day of race committee duty equals the number of race scores specified in paragraph (e).

(g) Scores assigned for RCD, as well as scores assigned as redress (RDG), shall be rounded to the nearest tenth.

(h) For the Hobelman, Verve Cup and other multi-day regattas, the required minimum total crew complement per boat shall be three.

19.3 Other 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.

19.4 Offshore Fleet

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

Series	Races in Series	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
Moonlight Series	5	2	3	2
Pursuit Series	4	2	3	1

- (a) The scoring system used for each series shall be the Low-Point System as described in Appendix A of the Racing Rules of Sailing, with the following additional stipulations.
 - If a boat finishes a race then her score for that race shall be her finishing position.
 - If she serves as the Race Committee for the race then she shall receive a score of RCD, which has a value computed from the average of all of her finished race scores in the series rounded to the nearest whole number. If a boat serves as Race Committee on more than one day of racing in a series then she may only receive RCD scores on the first of those days.
 - If a boat does not appear in the starting area for any race of the day then she shall receive a score of DNC for each race that day. The DNC score shall be valued at 1 more than the number of boats entered in that race series.
 - The value of the scores DNS, DNF, RET and DSQ shall be 1 more than the number of boats which started the race.
 - When applying the tie-breaking procedure specified in Appendix A of the RRS, the RCD scores shall not be included.

If two races are sailed on a race day, 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 race cancellation or abandonment that is not subsequently made up, the “Maximum Scored” and “Minimum Required” races will be reduced by the number of cancelled or abandoned races in that series.

19.5 Vanguard 15 Summer Series

The overall summer series shall consist of two sub series, fleet and team racing. The score for the overall series will be calculated by taking two times the finishing position in the fleet racing and adding it to the finishing position in the team racing with lower points being better. Any ties will be broken by the fleet racing results. The individual series will be scored as follows.

Fleet Racing: Each boat will earn the number of points equal to the number of boats beaten + 1. Each boat shall only be able to include her best results numbering 2/3 of the total races run in the series. Ties will be broken by the highest number of the highest point finishes.

Team Racing: Team racing shall consist of 2v2 random pair racing. A boat shall receive 1 point for every race won. The daily results will be determined by the highest number of points per boat. The series score shall be determined on a low points basis using the daily results as individual finishes after dropping 1/3 of the days. Daily and series ties will not be broken.

For the Vanguard 15 Summer Series, RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty

20 SAFETY REGULATIONS

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

20.2 One-Design Classes in Restricted Visibility

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

21 RACE COMMITTEE AND PATROL CRAFT

The principal race officer (PRO) 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 Chair or PRO may start races using RRS Appendix S – Sound-Signal Starting System for Dinghy fleets or a MODIFIED RRS Appendix S - Sound-Signal Starting System for

Keelboats (listed below) if announced via VHF radio prior to the first warning of the first race.

If a race committee boat is unavailable to be on station, a class with at least 3 boats present may request, via VHF 72, the PRO or RC chair to start races using a Modified Pursuit Series Starting system as follows:

The starting line shall extend approximately 400' from the Center Mark "Pin" (the Port end Start Mark) on its required side at a 90 degree angle to the first leg. The first leg shall be announced at least 5 minutes prior to each section start by a Race Committee Member. All boats in each section shall start as close to the Center Mark as practicable, at the start time noted in Appendix F using Time.gov for start time consistency. Any boat that deems itself over early shall allow 2 other legally started boats to pass prior to proceeding with the race.

The finish shall be self reported with the QR code provided above in accordance with The Pursuit Series finish instructions as noted below.

22 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. Courtesy broadcasts shall not be grounds for petitions for redress.

23 PRIZES

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

Qualifiers	Prizes Awarded
1 – 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

24 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, prior to, during or after the regatta.

THE MOONLIGHT SERIES

SPECIAL SAILING INSTRUCTIONS

These Special Sailing Instructions 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 & T-10 (Combined)	"7"	19:00	19:06	19:10

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

If a committee boat is not on station, the start changes in the following two ways:

1. A rabbit start will be used (see Appendix D), and
2. A CCYC circle mark may be added as the 1st windward mark; as follows:

The addition of the windward mark shall be broadcast by VHF radio no later than 1820 hours by the Offshore fleet captain or a designee.

3 THE FINISH

A boat shall finish as close to the finishing mark as practicable, keeping the finish mark to the required side. The finish shall be recorded and self-reported by each individual boat. Skippers shall note their time of finish, boat ahead, and boat astern and report their score via email within one hour of their finish to the fleet scorer at gumbolou@yahoo.com, or use the QR code below to self-report.

4 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).

5 SCORING

The Corinthian Scoring System is used as outlined in section 19 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 four races scored. All races finished beyond the maximum number of races scored may be used as throw-outs.



<https://docs.google.com/forms/d/e/1FAIpQLSeaQjSVkn-M487xJg2yAidebHXgPpaw4cVbUM-nzE5PgQGVhw/viewform>

THE PURSUIT SERIES

SPECIAL SAILING INSTRUCTIONS

These Special Sailing Instructions amend and supplement the sailing instructions.

1 THE COURSE

No later than 1820 hours, the Offshore fleet captain or a designee shall broadcast by VHF radio the first mark of the course. Unless otherwise announced, the course for all boats shall be Course C (see Appendix A). However, the Offshore fleet caption or a designee may announce a shortened course, in which case all boats shall race Course D.

At this time the Offshore fleet captain or a designee shall also broadcast whether we are racing the full course or the shortened course.

2 THE START

The starting line will extend from the Center Mark (the Port end Start Mark) at a 90 degree angle to the course to the first mark. The starting area is restricted to a distance of five boat lengths from the Center Mark. When a MarkSetBot or Flag Drop Mark is deployed, it shall be considered the Starboard-end Start Mark.

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. The RC shall publish a list prior to the start of the series.

3 THE FINISH

If racing the full course, the finishing line shall be a line extending from the Center Mark on its required side at a 90 degree angle to the last leg. If racing the shortened course, the finishing line shall be a line extending from the 2nd mark of the course on its required side at a 90 degree angle to the second leg.

A boat shall finish as close to the finishing mark as practicable, **leaving the Center mark to port**. The finish shall be recorded and self-reported by each individual boat. Skippers shall note their time of finish, boat ahead, and boat astern and report these times to the fleet scorer via email within one hour of finishing at gumbolou@yahoo.com, or self report by using the QR code below.

4 TIME LIMIT

The time limit is 2030 hours.

5 SCORING

The Corinthian Scoring System is used as outlined in section 19 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.



<https://docs.google.com/forms/d/e/1FAIpQLSeaQjSVkn-M487xJg2yAidebHXgPpaw4cVbUM-nzE5PgQGVhw/viewform>

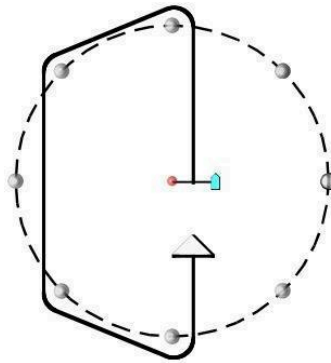
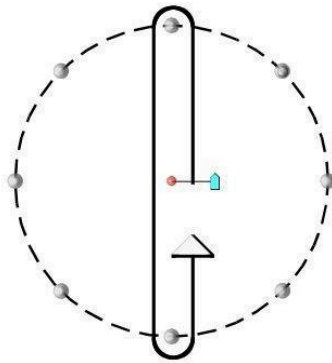
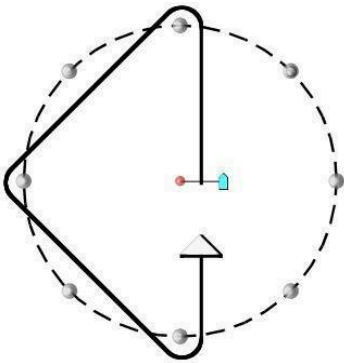
Appendix A – Course Diagrams

Course A

Course B

Course C

Course D

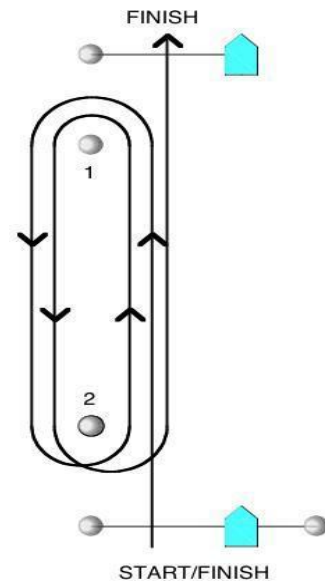


WINDWARD-LEEWARD COURSES

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

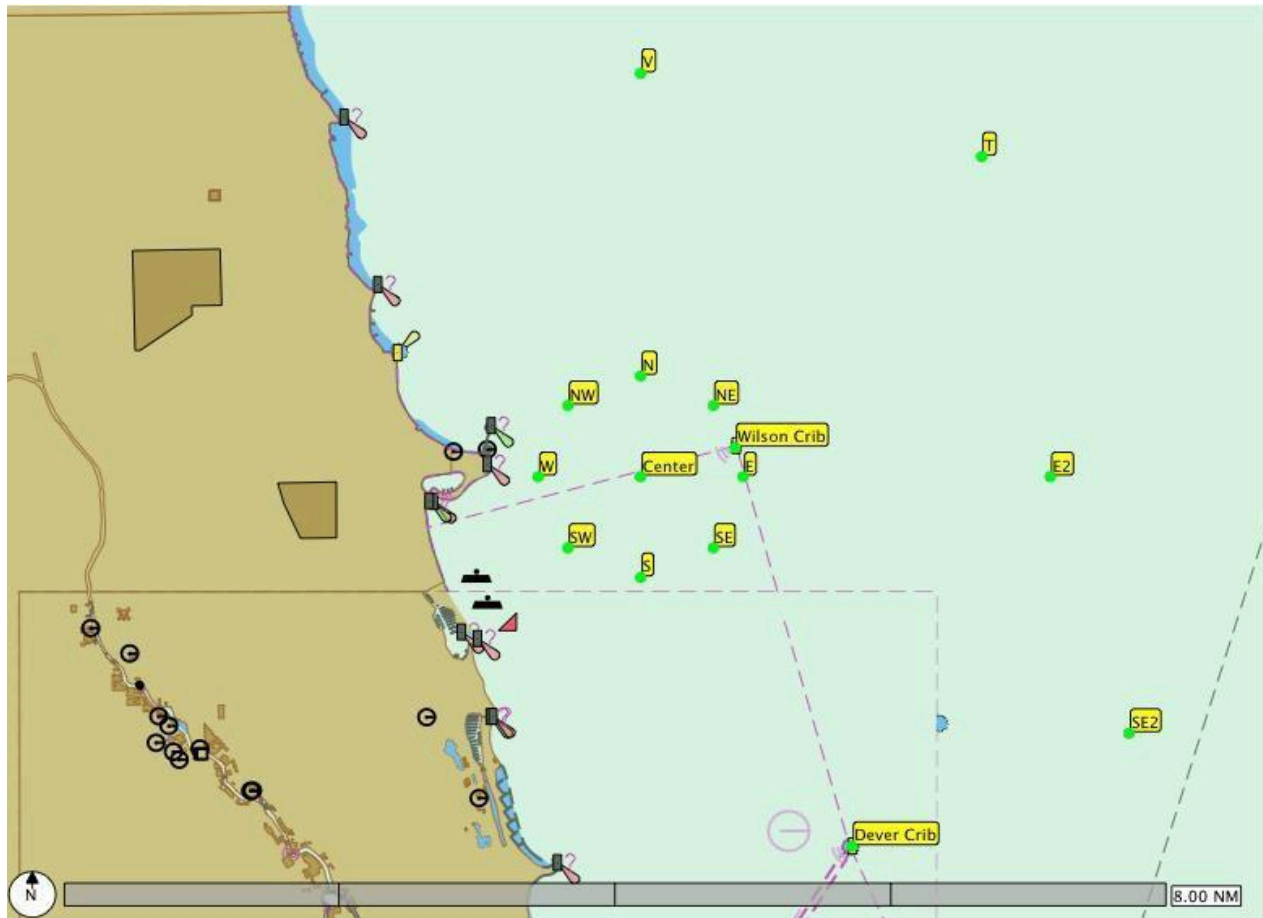
Red Courses – Marks to Port.

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 (Twice Around)
R 36	3.0	Course B

Green Courses – Marks to Starboard.

Course	Distance (nm)	Order in which marks are to be passed.
G 32	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.

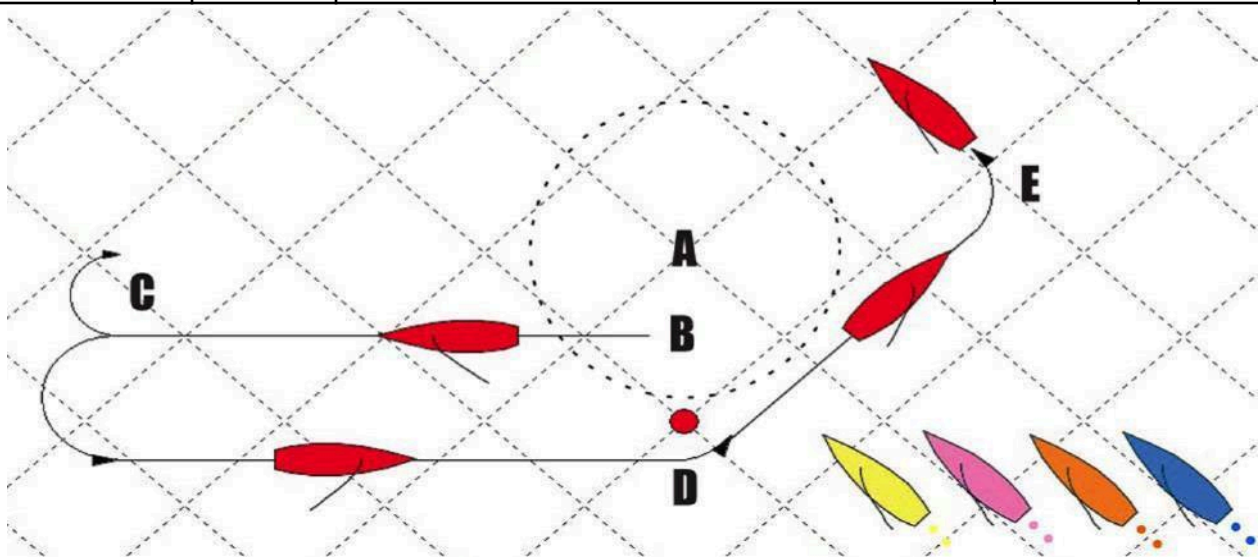
D3 Signals shall be timed from their commencement. All times are approximate.

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



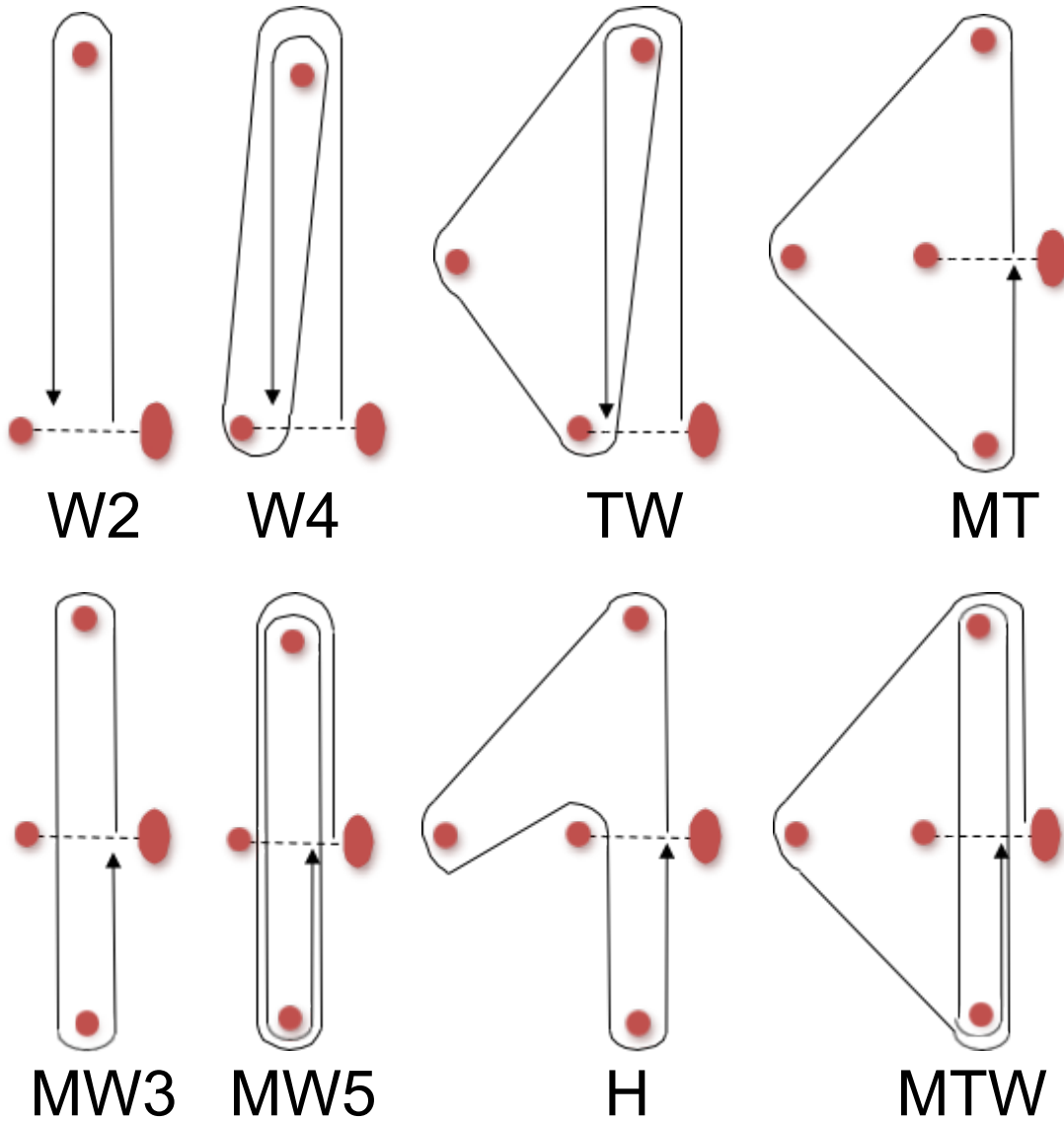
D7 The starting line is the line between the port-end starting mark and the rabbit. Boats starting shall remain on starboard tack until the rabbit has tacked to starboard. A boat failing to start properly may correct her error by sailing to the location the rabbit tacked to starboard (position E) and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

Appendix E - Vanguard 15 / Laser Summer Series Race Courses



Appendix F – Wednesday Night Starting Sequence

CCYC Wednesday Night Starting Sequence

RC monitors VHF 72

Dinghy/Laser



R19



JAM 1 / JAM 2



Spin 7



Spin 6



T10



Turbo



* Time	Signal	Flag	Sound	Mins to next start	
1830	Attention	"F" flag hoisted	1 Sound	10	
1834	One Minute to Dinghy Warning	"F" flag down	1 Long	6	
1835	Dinghy Warning	Dinghy flag hoisted	1 Sound	5	
1836	Dinghy Preparatory	P (Preparatory) flag hoisted	1 Sound	4	
1839	One-minute	P (Preparatory) flag removed	1 Long	1	
1840	Dinghy Starting / R 19 Warning	Dinghy flag removed / R 19 hoisted	1 Sound	5	
1841	R 19 Preparatory	P (Preparatory) flag hoisted	1 Sound	4	
1844	One-minute	P (Preparatory) flag removed	1 Long	1	
1845	R 19 Start / JAM (1 & 2) Warning	R 19 removed / #1 and #2 hoisted	1 Sound	5	
1846	JAM (1 & 2) Preparatory	P (Preparatory) flag hoisted	1 Sound	4	
1849	One-minute	P (Preparatory) flag removed	1 Long	1	
1850	JAM (1 & 2) Start / Spin 7 Warning	#1 and #2 flag removed / # 7 hoisted	1 Sound	5	
1851	Spin 7 Preparatory	P (Preparatory) flag hoisted	1 Sound	4	
1854	One-minute	P (Preparatory) flag removed	1 Long	1	
1855	Spin 7 Start / Spin 6 Warning	#7 removed / #6 hoisted	1 Sound	5	
1856	Spin 6 Preparatory	P (Preparatory) flag hoisted	1 Sound	4	
1859	One-minute	P (Preparatory) flag removed	1 Long	1	
1900	Spin 6 Start / T-10 Warning	#6 flag removed/ # 0 flag hoisted	1 Sound	5	
1901	T-10 Preparatory	P (Preparatory) flag hoisted	1 Sound	4	
1904	One-minute	P (Preparatory) flag removed	1 Long	1	
1905	T-10 Start / Turbo Warning	#0 removed / #4 hoisted	1 Sound	5	
1906	Turbo Preparatory	P (Preparatory) flag hoisted	1 Sound	4	
1909	One-minute	P (Preparatory) flag removed	1 Long	1	
1910	Turbo Start	#4 removed	1 Sound	N/A	

APPENDIX S-(MODIFIED)– SOUND-SIGNAL STARTING SYSTEM

This appendix is a MODIFIED US Sailing prescription by CCYC for use with Keelboats. Please refer to the RRS Appendix S for the standard Sound-Signal Starting system if using for Dingees.

US Sailing prescribes that, when the sailing instructions so indicate, the Sound-Signal Starting System described below shall be used (MODIFIED). Supplemental visual course and recall signals are also recommended when practicable.

- S1 Course and postponement signals may be made orally.
- S2 Audible signals shall govern, even when supplemental visual signals are also used.
- S3 The starting sequence shall consist of the following sound signals made at the indicated times:

Signal	Sound	Time before start
Warning	1 long	5 minutes
Preparatory	1 long	4 minutes
	1 Extra-long	1 minute
Starting	1 long	0

- S4 Signals shall be timed from their commencement.
- S5 A series of short signals may be made before the sequence begins in order to attract attention.
- S6 Individual recalls shall be signalled by the hail of the sail number (or some other clearly distinguishing feature) of each recalled boat. Flag X need not be displayed.
- S7 Failure of a competitor to hear an adequate course, postponement, starting sequence or recall signal shall not be grounds for redress.