

MORF *Midwest Open Racing Fleet*

2023 Race Schedule and Sailing Instructions



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2023 MORF Race Schedule

Date	Day	1st Flag	SA	Series	MORF Event	Other Event/Comments
5/13	Sat	11:00	SA7	Perf	Performance Series - Race 1 (Olympic)	
5/20	Sat	11:00	SA7	Perf	Performance Series - Race 2 (Trapezoid)	
5/21	Sun	11:00	SA7	Lady	Treasure Island Marine Services Lady Skipper Series - Race 1 (Olympic)	
5/27	Sat	11:00	SA7	Perf	Performance Series - Race 3 (Beer Trapezoid) & 4 (W/L) Weathermark Tavern Regatta	CCYC Spring Opener & Long Distance
6/3	Sat	10:00	SA7	Long	Long Distance Series - Race 1 (Zimmer)	CoLYC Colors
6/11	Sun	10:00	SA7	Long	Long Distance Series - Race 2 (Circle & Casual)	Helly Hansen Sailing World Regatta
6/17	Sat	11:00	SA7	Perf	Performance Series - Race 5 (Beer Trapezoid) & 6 (W/L) Marano Regatta	Chicago Sailing Grand Prix
6/18	Sun	11:00	SA7	Lady	Treasure Island Marine Services Lady Skipper Series - Race 2 (Trapezoid)	Chicago Sailing Grand Prix
6/24	Sat	9:00	SA2	Long	Long Distance Series - Race 3 (to Waukegan)	
6/25	Sun	9:00	WFM	Long	Long Distance Series - Race 4 (from Waukegan)	
7/1	Sat	11:00	SA7	Perf	Performance Series Race 7 (Trapezoid)	
7/2	Sun	11:00	SA7	Lady	Treasure Island Marine Services Lady Skipper Series - Race 3 (Trapezoid)	
7/8	Sat	11:00	SA7	Lady	Competition Series - Race 1 (Beer Trapezoid) & 2 (W/L) by Northern Insurance	JPYC Gold Star Regatta
7/9	Sun	11:00	SA7	Comp	Treasure Island Marine Services Lady Skipper Series - Race 4 (Halyard Hustle)	Halyard Hustle
7/15	Sat	11:00	SA7	Comp	Competition Series - Race 3 (Trapezoid) Ulatowski	Hook Race
7/16	Sun	11:00	SA7	Lady	Treasure Island Marine Services Lady Skipper Series - Race 5 (Trapezoid)	
7/22	Sat	11:30		Long	CYC Race to Mackinac	
8/5	Sat	11:00	SA7	Lady	Treasure Island Marine Services Lady Skipper Series - Race 6 (Trapezoid)	COLYC Columbia Cup & CC LD
8/6	Sun	10:00	Mark 1	Long	Long Distance Series - Race 5 (Purple Line)	COLYC Columbia Cup
8/13	Sun	11:00	SA7	Comp	Competition Series - Race 4 (Trapezoid)	Verve Cup
8/19	Sat	10:00	SA7	Long	Long Distance Series - Race 6 (Skipper's Club)	3rd Coast Cup, Air Show
8/20	Sun	11:00	SA7	Comp	Competition Series - Race 5 (Beer Trapezoid) & 6 (W/L) Crowley's Regatta	3rd Coast Cup, Air Show
8/26	Sat	12:00	SA7	Double	Double-handed Challenge (Pursuit of Happiness)	Pursuit of Happiness
8/27	Sun	11:00	SA7	Comp	Competition Series - Race 7 (Trapezoid)	Pursuit of Happiness
9/1	Fri	18:00	SA4	Long	Long Distance Series - Race 7 (Chicago to St. Joseph)	Tri/Bi-State
9/9	Sat	11:00	SA7	Comm	Commodore's Cup Races 1, 2 and 3	Chicago Regatta
9/10	Sun	11:00	SA7	Comm	Commodore's Cup (Make Up)	Hobelman Regatta
9/16	Sat	11:00	SA7	Open	Noon Whistle MORF Open 1, 2 and 3	Sheldon Clark

2023 Columbia Yacht Club Beer Can Race Schedule

www.columbiayachtclub.org

Date	1st Flag	SA	Series	MORF Event
5/10	18:40	SA7	Beer Can	Beer Race Tune-up
5/17	18:40	SA7	Beer Can	Beer Race 1
5/24	18:40	SA7	Beer Can	Beer Race 2
5/31	18:40	SA7	Beer Can	Beer Race 3
6/7	18:40	SA7	Beer Can	Beer Race 4
6/14	18:40	SA7	Beer Can	Beer Race 5
6/21	18:40	SA7	Beer Can	Beer Race 6
6/28	18:40	SA7	Beer Can	Beer Race 7
7/5	18:40	SA7	Beer Can	Beer Race 8
7/12	18:40	SA7	Beer Can	Beer Race 9
7/19				No Race
7/26				No Race
8/2	18:40	SA7	Beer Can	Beer Race 10
8/9	18:40	SA7	Beer Can	100 Boats on a Beer Can
8/16	18:40	SA7	Beer Can	Beer Race 12
8/23	18:40	SA7	Beer Can	Beer Race 13
8/30	18:40	SA7	Beer Can	Beer Race 14
9/6	18:40	SA7	Beer Can	Beer Race 15

Columbia Yacht Club has invited MORF to participate in all Wednesday night Beer Can races. Information on Beer Can races can be found on the Columbia Yacht Club Beer Can website, chicagobeercan.org. There you will find all course information and sailing instructions.

Registration and payment must be made online at www.yachtscoring.com by following the links from the Columbia webpage. No MORF boat will be scored in the MORF Beer Can Series unless it is registered in Yacht Scoring.

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Letter from the Commodore

It is a great honor for me to take on the role of Commodore of MORF this season. The club has been a fixture of the Chicago sailing scene for over sixty years, giving sailors a full season of PHRF racing, along with social events, for a very low cost. It's a great way to get the most enjoyment out of your boat on the spectacular Chicago waterfront.

I sometimes hear skippers say that although they enjoy sailing, they don't think they want to race. But racing is the number one way to become a better sailor, even if you don't care about winning. If not for a scheduled race, how often would you take your boat out in five knots of wind? Or twenty five? Maybe you fear that sailboat racing is a bunch of egomaniacal skippers shouting at their crews and each other. Well, that is definitely not MORF! This is a club that welcomed me as an inexperienced bowman, making every mistake possible (but hopefully just once each), and nurtured my growth to where I knew I wanted to campaign a boat of my own.

Speaking of growth, that's what we are seeing in the sport of sailing, with exciting new developments in the America's Cup, the Sail GP series, and single-handed and crewed ocean racing. Shorthanded sailing got a boost during the pandemic, and although double-handed racing did not make it into the 2024 Olympics, we are seeing an explosion of shorthanded races worldwide, and a number of new boat models that are optimized for shorthanded crews. It's a great time to be a sailor.

MORF is growing as well, with several new boats this season. Part of that growth is in the form of some important new rule changes this year. First, we now allow single- and double-handed crews to use autopilots in distance races. If you haven't tried shorthanded racing, I highly recommend it, you will quickly learn to appreciate all the things your full crew does for you. Another new rule is the "mentor credit rule", which is designed to get more boats involved as race committee by encouraging experienced skippers to help out on boats that don't feel confident acting as race committee on their own. You'll find the details of this new rule in section 17.4 of this book.

Whether you are a returning skipper or crew member looking forward to another great season, a non-member who has considered trying racing, or a potential crew member who just wants to see if sailboat racing is for them, MORF welcomes you. If you are into buoy racing, distance racing, the Columbia Yacht Club Wednesday night Beer Can series, or our growing Lady Skipper series, MORF has it all. And if you do some of those things but not others, why not sample something new this year?

I look forward to seeing you all on the water.

Fair winds and smooth sailing,

Todd Gayley (*Touring Machine*)
Commodore

MORF General Sailing Instructions

1 Rules

MORF races will be governed by the current version of *The Racing Rules of Sailing* (RRS), including current U.S. Sailing prescriptions. The World Sailing's (formally ISAF) *Equipment Rules of Sailing* (ERS) concerning equipment to be aboard yachts while racing will apply to the extent provided in Sailing Instruction 19, Equipment.

2 Entries

MORF races are open to boats owned or chartered by current MORF members. Current MORF members are those individuals who have completed and signed the current year's MORF membership application, paid the appropriate membership fee, and whose application has been accepted by the MORF board of directors. Some MORF Long Distance races, Lady Skipper Series, and the Noon Whistle MORF Open are also open to boats owned or chartered by non-members. Non-member boats that do not enter through LMSRF must submit a signed entry form.

3 Notices to Competitors

The Official Notice Board is located on the MORF website (www.morfracing.org).

4 Changes to Sailing Instructions

Any change to the General Sailing Instructions will be posted on the MORF website (www.morfracing.org) before 00:01 CDT on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

5 Fleet Organization

The MORF fleet will be divided into Divisions, Sections and Classes according to Table 1 and Section 17.5 for the purposes of starting and scoring races and series. Mono-hull boats will compete in the Spinnaker, Jib and Main, and High Performance PHRF Divisions. Boats competing in the Jib and Main Division shall not hoist or fly spinnaker sails while racing. Multihull boats will compete in the Multihull Division. Boats may only compete in one Division for a series. Sections 4 & 5 will start and be scored together; and Sections 6 & 7 will start and be scored together, yielding two spinnaker Classes. Multihull and High Performance PHRF boats will compete in their two individual Divisions.

Table 1: Fleet Organization

Division	Section	MORF-PHRF Rating
Spinnaker	3*	- Infinity – 40
	4	41 – 88
	5	89 – 95
	6	96 – 142
	7	143 – Infinity
Jib & Main	9	41 – Infinity
Multihull	T	All Multihull
High Performance PHRF	1	41 – Infinity

*Noon Whistle MORF Open only.

Section rating ranges may be changed prior to the first race of the season.

The determination of whether or not a particular boat would be part of the High Performance PHRF Division shall be subject to consultation with the boat owner, the Rear Commodore and

the Commodore. Boat hull, rig and sail characteristics that may be reviewed for High Performance PHRF Division candidates will be displacement vs. waterline length, upwind sail area vs. displacement, downwind sail area vs. displacement, and sprit pole length vs. "J" dimension. The current fleet size of the High Performance PHRF Division shall also be considered so as not to result in an extremely small fleet size without any meaningful competition. The Rear Commodore shall reserve the right to allow any High Performance PHRF Division boat to race and be scored with the Spinnaker Division boats with or without a modification of the boat's Final Handicap (HCP) assignment value.

6 Identification

A boat shall display its sail number on mainsails, overlapping headsails and spinnakers (RRS Rule 77). While racing, each monohull boat shall display the international code flag corresponding to the Section in which it is competing near its stern, preferably from the backstay. Multihull boats are not required to display a Section flag. The high performance PHRF division will use code flag 1. When the Spinnaker Classes are combined into a single start, the Q flag will be used by the Race Committee to signal the start. Boats may display the Q flag or may continue to display the code flag that represents their individual Sections, i.e. 4, 5, 6, or 7. Any boat competing as a MORF boat in an Area III race must fly a MORF burgee for the duration of the race.

7 Schedule

The Schedule of MORF races for the current season is shown on page 1 of this MORF Race Book. The scheduled starting times for Divisions and Sections for each race or series of races are given in Tables 2 through 5. Divisions or Classes listed in a single column will be scored as a single Section for the race or series to which a table applies. When more than one race will be held on the same day, the warning signal for each succeeding race will be made as soon as practicable after conclusion of the previous race. Section breaks and starting sequence for the **MORF Open** will be on the MORF website by the evening of the Wednesday before the race.

Table 2: Performance, Competition, and Exhibition Series

Division	Jib & Main	Spinnaker		HP PHRF	Multihull
Section	9	Class 6/7	Class 4/5	1	T
Signal Flag	9	6 & 7	4 & 5	1	T
Warning	11:00	11:05	11:10	11:10	11:15
Start	11:05	11:10	11:15	11:15	11:20

Table 3: Treasure Island Marine Services Lady Skipper and Commodore's Cup

Division	Jib & Main	Spinnaker
Signal Flag	9	Q
Warning	11:00	11:05
Start	11:05	11:10

Table 4: Jane & Gene Zimmer Memorial, Skippers Club, and Purple Line Long Distance Races

Division	Jib & Main	Spinnaker	HP PHRF	Multihull
Signal Flag	9	Q	1	T
Warning	10:00	10:05	10:05	10:10
Start	10:05	10:10	10:10	10:20

Table 5: Michigan City & Hammond Port-to-Port Races with *Port of PHRF*

Division	All JAM	All Spin (incl. MORF HP PHRF)	All Multihull
Signal Flag	9	Q	T
Warning	10:00	10:05	10:10
Start	10:05	10:10	10:15

Table subject to Change. Section breaks and start times will be posted on the MORF website (www.morfracing.org) by the Wednesday before the race.

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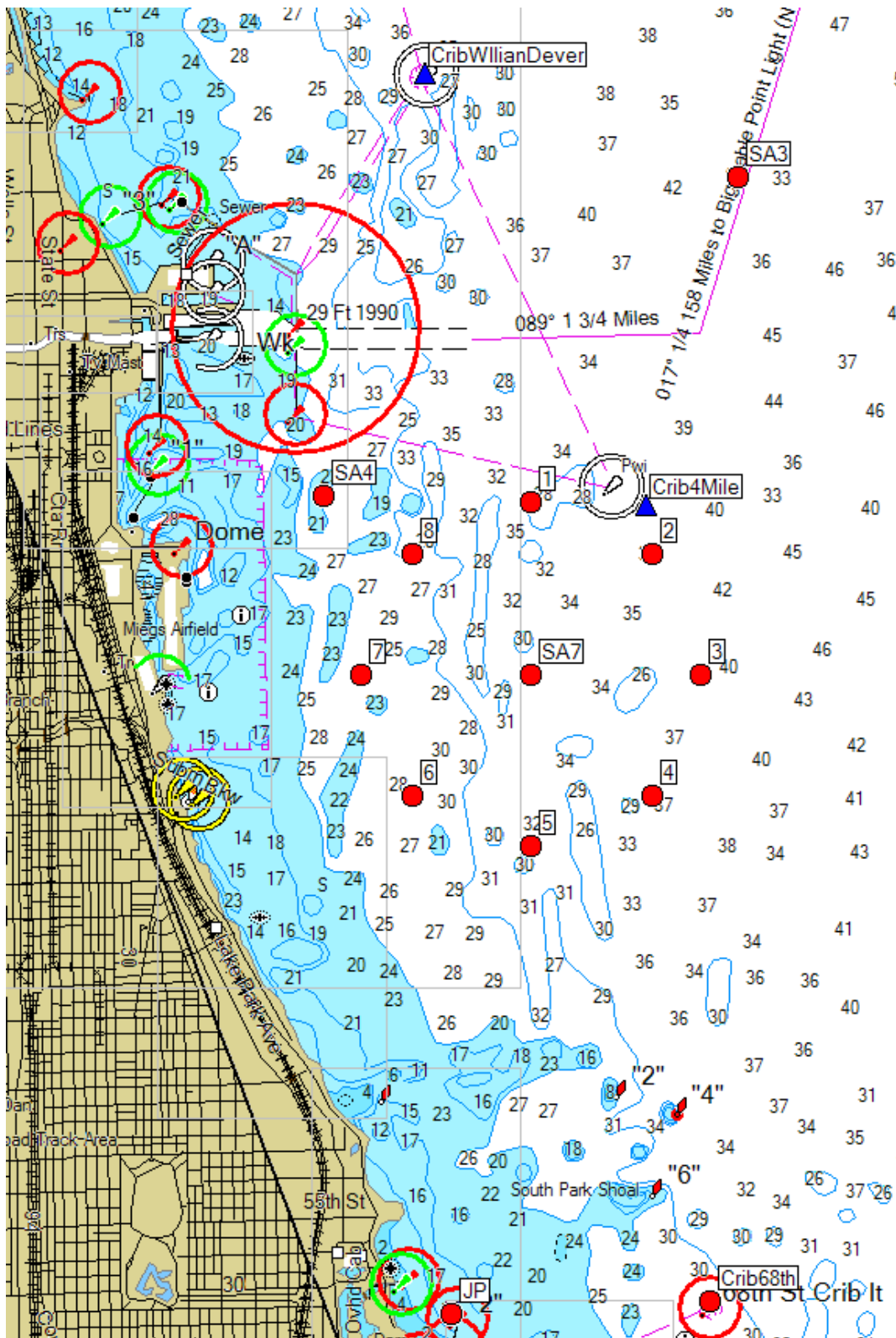
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8 Racing Area

The general Racing Area is shown in the Metro Marks Chart. This chart should NOT be used for navigational purposes. Use NOAA chart #14927 and/or additional relevant NOAA charts for navigation.



9 Marks

Marks used in MORF races are listed in Table 6.

Table 6 Mark Locations

Mark	Latitude	Longitude	Description
SA7	41°51.17'	87°33.41'	205° - 1.3 miles from Four Mile Crib (MORF)
1	41°52.26'	87°33.41'	360° - 1.09 miles SA7
2	41°51.94'	87°32.37'	045° - 1.09 miles SA7
3	41°51.17'	87°31.95'	090° - 1.09 miles SA7
4	41°50.40'	87°32.37'	135° - 1.09 miles SA7
5	41°50.08'	87°33.41'	180° - 1.09 miles SA7
6	41°50.40'	87°34.44'	225° - 1.09 miles SA7
7	41°51.17'	87°34.87'	270° - 1.09 miles SA7
8	41°51.94'	87°34.44'	315° - 1.09 miles SA7
JP	41°47.10'	87°34.10'	Outer East End of Jackson Park Break Wall
Crib	41°52.38'	87°32.75'	4 Mile Crib
Crib	41°47.18'	87°31.88'	68 St. Crib
Crib	41°54.99'	87°34.33'	William Dever Crib
Crib	41°58.00'	87°35.50'	Wilson Ave. Crib
R	41°45.60'	87°28.03'	Northeast Shoal Lighted Buoy (Light List # 19790)
D	41°46.17'	87°23.45'	Indiana Shoal Buoy #2 (Light List # 19785)
C	41°48.41'	87°32.08'	Clemson Shoal Lighted Bell (Light List # 19910)
WR2	42°05.69'	87°38.96'	Wilmette Wreck Lighted Bell Buoy WR2
WFM	42°21.70'	87°47.90'	Waukegan Finishing Mark, 0.5 NM East of Waukegan Lighthouse Pier
SA1	41°57.74'	87°36.40'	Center, CCYC Circle, 1 mile east of Montrose Harbor Point
SA2	41°56.50'	87°36.85'	Approximately 0.9 NM East Belmont Harbor Light
SA4	41°52.30'	87°35.20'	Approximately 2 NM East of Buckingham Fountain
SA3	41°54.33'	87°32.38'	Approximately 2.3 NM North / Northeast of the 4 Mile Crib

Table 7 Compass Heading Between Marks

To=> From V	SA7	1	2	3	4	5	6	7	8
SA7		360	045	090	135	180	225	270	315
1	180		113	135	158	180	202	225	247
2	225	293		158	180	202	225	247	270
3	270	315	338		202	225	247	270	293
4	315	338	360	022		247	270	293	315
5	360	360	022	045	067		293	315	338
6	045	022	045	067	090	113		338	360
7	090	045	067	090	113	135	158		022
8	135	067	090	113	135	158	180	202	

Table 8 Distance Between Marks (Nautical Miles)

	SA7	1	2	3	4	5	6	7	8
SA7		1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
1	1.09		0.84	1.54	2.01	2.18	2.01	1.54	0.84
2	1.09	0.84		0.84	1.54	2.01	2.18	2.01	1.54
3	1.09	1.54	0.84		0.84	1.54	2.01	2.18	2.02
4	1.09	2.01	1.54	0.84		0.84	1.54	2.01	2.18
5	1.09	2.18	2.01	1.54	0.84		0.84	1.54	2.01
6	1.09	2.01	2.18	2.01	1.54	0.84		0.84	1.54
7	1.09	1.54	2.01	2.18	2.01	1.54	0.84		0.84
8	1.09	0.84	1.54	2.01	2.18	2.01	1.54	0.84	

These headings and distances are for reference only. Tables 6, 7 and 8 provide general information only and are not to be used for navigational purposes. No warranty or claim of any type is made regarding the accuracy of the information portrayed.

10 Courses

The starting area for each race is included in the MORF Race Schedule on page 1 of this *Race Book*.

10.1 Courses for Starting Area 7 Buoy Races

Buoy races starting at Starting Area 7 (SA7) will use the Metro Marks that form a circle around SA7 (Marks 1 through 8 in Tables 6 through 8). The course diagrams in Section 10.3 provide examples of the course types. SA7 is a mark of the course only when it is the starting, finishing, or turning mark bounding the leg of the course being sailed. The committee boat may be located at either end of the start/finish line.

The starting line will be closed until the last Section has started except for the S course.

At its discretion, the Race Committee may select a course not described in this Section. A non-standard course must use Metro marks or inflatable marks.

10.2 Courses for Other Starting Areas and Long Distance Races

Courses for buoy races that do not start at SA7 will be courses using inflatable marks. Courses for long distance races are described in the Special Sailing Instructions for those races.


10.3 Course Designations

Standard Courses described in Section 10.1 will be designated using two alphanumeric characters, the first being the letter designating the course configuration (C, O, P, T, S, W, X, or Y) and the second being the number of the first SA7 Circle Perimeter Mark to be rounded. If a permanent SA7 Circle mark is missing it may be replaced at its normal location by a temporary inflatable mark without changing the designation of a standard course using that mark.

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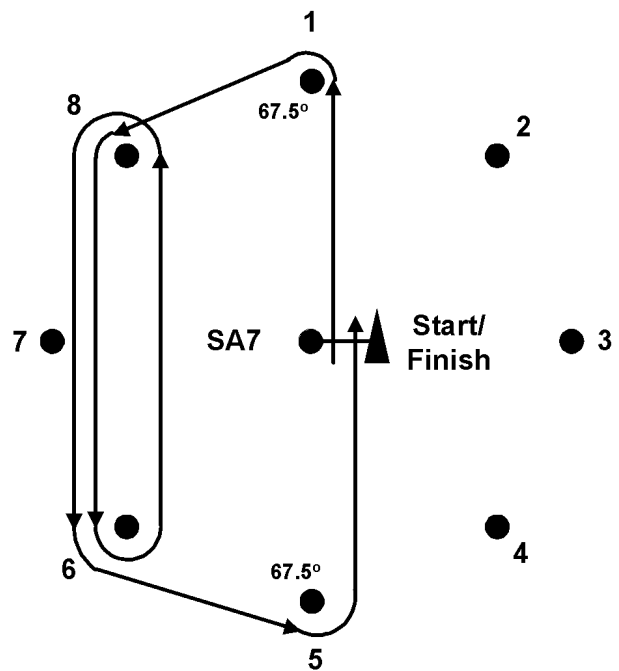


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Course	1st Mark	Hdg	2nd Mark	3rd Mark	4th Mark	5th Mark	Finish	Heading changes after the first mark:
O1	1	360	7	5	1	5	SA7	At mark 1: turn left 135°
O2	2	045	8	6	2	6	SA7	At mark 2: turn left 090°
O3	3	090	1	7	3	7	SA7	At mark 3: turn left 135°
O4	4	135	2	8	4	8	SA7	At mark 4: turn left 180°
O5	5	180	3	1	5	1	SA7	At mark 5: turn left 180°
O6	6	225	4	2	6	2	SA7	Finish at SA7
O7	7	270	5	3	7	3	SA7	
O8	8	315	6	4	8	4	SA7	
Course Nautical Mileage: 9.62								All Marks to Port

Example Course P1

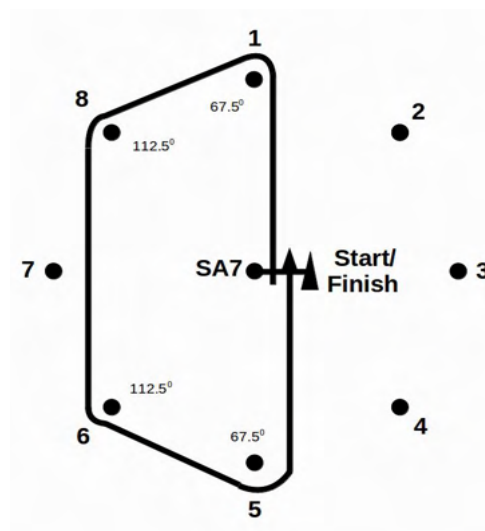


Course	1st Mark	Hdg	2nd Mark	3rd Mark	4th Mark	5th Mark	6th Mark	Finish	Heading changes after the first mark:
P1	1	360	8	6	8	6	5	SA7	At mark 1: turn left 112.5°
P2	2	045	1	7	1	7	6	SA7	At mark 2: turn left 67.5°
P3	3	090	2	8	2	8	7	SA7	At mark 3: turn left 180°
P4	4	135	3	1	3	1	8	SA7	At mark 4: turn left 180°
P5	5	180	4	2	4	2	1	SA7	At mark 5: turn left 67.5°
P6	6	225	5	3	5	3	2	SA7	At mark 6: turn left 112.5°
P7	7	270	6	4	6	4	3	SA7	Finish at SA7
P8	8	315	7	5	7	5	4	SA7	
Course Nautical Mileage: 8.48									All Marks to Port

Beer Trapezoid (T) Courses

Course	Headings					1 st Mark	2 nd Mark	3 rd Mark	4 th Mark	Finish
T1	360	247	180	113	360	1	8	6	5	SA7
T2	045	293	225	157	045	2	1	7	6	SA7
T3	090	337	270	203	090	3	2	8	7	SA7
T4	135	023	315	247	135	4	3	1	8	SA7
T5	180	067	360	293	180	5	4	2	1	SA7
T6	225	113	045	337	225	6	5	3	2	SA7
T7	270	157	090	023	270	7	6	4	3	SA7
T8	315	203	135	067	315	8	7	5	4	SA7
Course Nautical Mileage: 5.40						All Marks to Port				

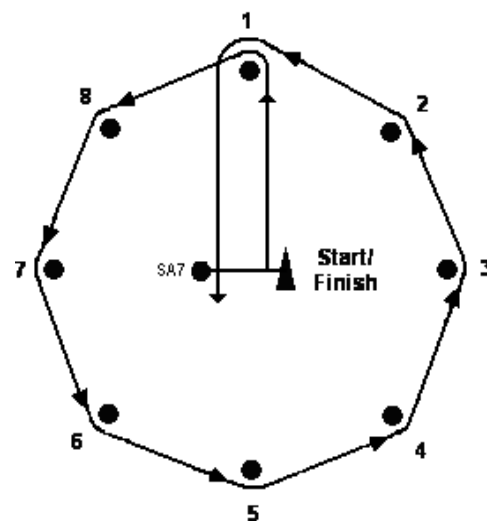
Example Course T1



Circle (C) Courses

Marks											
Course	1 st	Hdg	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	Finish
C1	1	360	8	7	6	5	4	3	2	1	SA7
C2	2	45	1	8	7	6	5	4	3	2	SA7
C3	3	90	2	1	8	7	6	5	4	3	SA7
C4	4	135	3	2	1	8	7	6	5	4	SA7
C5	5	180	4	3	2	1	8	7	6	5	SA7
C6	6	225	5	4	3	2	1	8	7	6	SA7
C7	7	270	6	5	4	3	2	1	8	7	SA7
C8	8	315	7	6	5	4	3	2	1	8	SA7
Course Nautical Mileage: 8.90						All Marks to Port					

Example Course C1

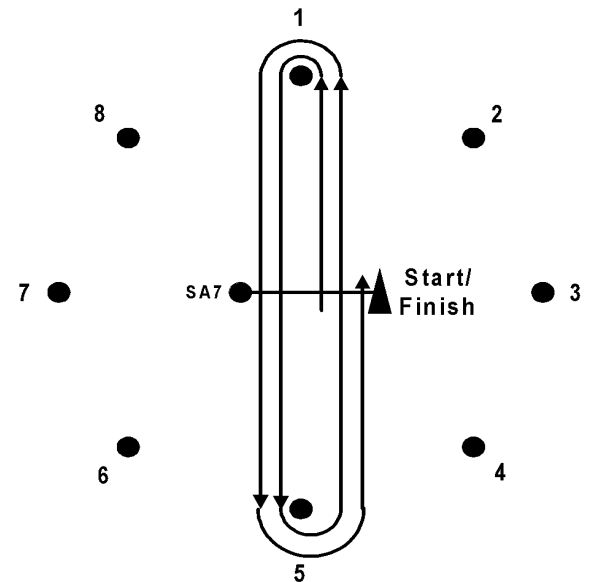


Windward/Leeward Courses

Long (Full Circle) Windward/Leeward Courses – Courses W, X and Y

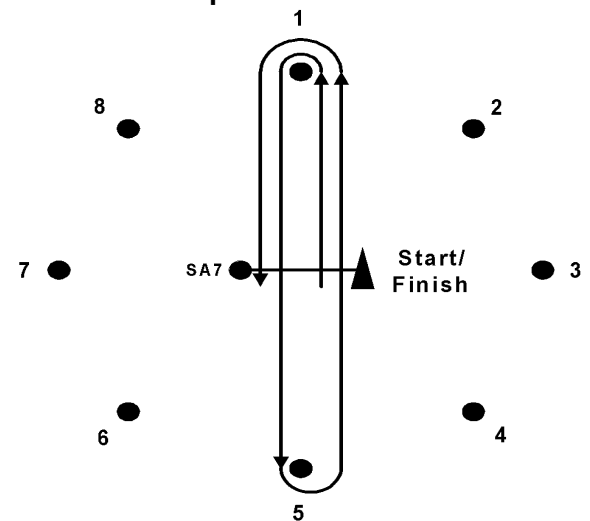
Course W						
Course	1 st Mark	Hdg	2 nd Mark	3 rd Mark	4 th Mark	Finish
W1	1	360	5	1	5	SA7
W2	2	045	6	2	6	SA7
W3	3	090	7	3	7	SA7
W4	4	135	8	4	8	SA7
W5	5	180	1	5	1	SA7
W6	6	225	2	6	2	SA7
W7	7	270	3	7	3	SA7
W8	8	315	4	8	4	SA7
Course Nautical Mileage: 8.72 All Marks to Port						

Example Course W1



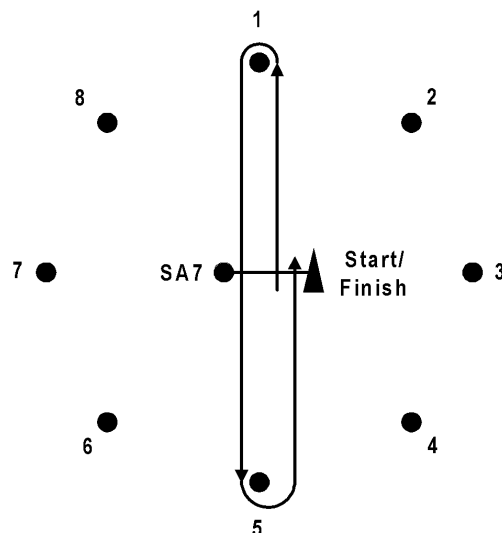
Course X						
Course	1 st Mark	Hdg	2 nd Mark	3 rd Mark	4 th Mark	Finish
X1	1	360	5	1	None	SA7
X2	2	045	6	2	None	SA7
X3	3	090	7	3	None	SA7
X4	4	135	8	4	None	SA7
X5	5	180	1	5	None	SA7
X6	6	225	2	6	None	SA7
X7	7	270	3	7	None	SA7
X8	8	315	4	8	None	SA7
Course Nautical Mileage: 6.54 All Marks to Port						

Example Course X1



Example Course Y1

Course Y						
Course	1 st Mark	Hdg	2 nd Mark	3 rd Mark	4 th Mark	Finish
Y1	1	360	5	None	None	SA7
Y2	2	045	6	None	None	SA7
Y3	3	090	7	None	None	SA7
Y4	4	135	8	None	None	SA7
Y5	5	180	1	None	None	SA7
Y6	6	225	2	None	None	SA7
Y7	7	270	3	None	None	SA7
Y8	8	315	4	None	None	SA7
Course Statute Mileage: 4.36 All Marks to Port						



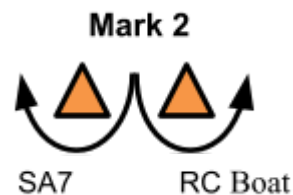
Short (Half Circle) Windward/Leeward Courses – S Courses

Course	1 st Mark	Hdg	2 nd Mark	3 rd Mark	Finish
S1	1	360	SA7/CB	1	SA7
S2	2	045	SA7/CB	2	SA7
S3	3	090	SA7/CB	3	SA7
S4	4	135	SA7/CB	4	SA7
S5	5	180	SA7/CB	5	SA7
S6	6	225	SA7/CB	6	SA7
S7	7	270	SA7/CB	7	SA7
S8	8	315	SA7/CB	8	SA7

Course Nautical Mileage: 4.36

Mark 1 to Port, Mark 2 is a gate rounding SA7 to Starboard or Committee boat (CB) to Port. Mark 3 to Port, Finish with SA7 to Starboard.

Note: The Leeward mark for the S course form a “Gate”. Racers can choose to round either SA7 to STARBOARD or the R/C boat to PORT, as long as the rounding starts between SA7 and the R/C boat.





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A **Non Standard Course** using Metro Marks, or a combination of Metro and inflatable marks will be designated by displaying a list of the marks to be rounded in the order, left to right or top to bottom, they are to be rounded. An inflatable mark will be designated by a triangle with the approximate compass heading and distance from the preceding mark. The signal boat will display either a red flag, indicating that marks are to be taken to port, or a green flag, indicating that marks are to be taken to starboard.

A **Windward/Leeward Course** using inflatable marks will be designated by displaying “**W/L**”, the **heading** and **distance** to the windward mark and the **number of legs** to be sailed.

10.4 Course Signals

No later than the warning signal, the Race Committee signal boat will display the alphanumeric characters designating the course on its stern.

10.5 Course Changes

Neither the course nor the positions of marks will be changed after the preparatory signal. This changes RRS Rule 33. The course may be shortened in accordance with RRS Rule 32.

10.6 Missing Marks

If a competitor observes that a mark of the course is missing during a race, or out of position by greater than ¼ mile, the competitor shall notify the Race Committee by VHF channel 69 as soon as possible. Upon receiving such notification the Race Committee may request other competitor(s) to confirm that a mark of the course is missing (*Example: “MORF Fleet, Boat X reports that mark Y is missing. Can any other competitors confirm this report?”*). Upon receiving confirmation, the Race Committee shall abandon the race, making the required visual and sound signals (Code flag N with 3 sound signals if the race will be re-sailed; code flag N over A with 3 sound signals if the race is abandoned and will not be re-sailed. (Note: the Race Committee can replace code flag N with N over A if it decides later not to re-sail the race.) This changes RRS Rule 32.1(d). The Race Committee also should make a courtesy broadcast notifying competitors that the race has been abandoned.

If a mark is found to be out of position by greater than ¼ mile during a long distance race, the race shall be abandoned.

10.7 Re-sailing Abandoned Races

If a race is abandoned (Code flag N), competitors shall return to the starting area to await further instructions from the Race Committee. The Race Committee should endeavor to re-sail abandoned races as soon as practical, however the Race Committee will not begin a new starting sequence after 3 pm. If a race day in a 7-race series is canceled the race(s) will be moved to the date of the 7th race of that series. If a sponsored race day is canceled those races will replace the 7th race of that series.



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11 The Start

Races will be started by using RRS Rule 26 as follows:

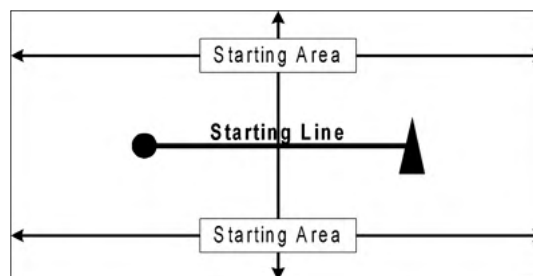
Races shall be started using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

<i>Signal</i>	<i>Flag and Sound</i>	<i>Minutes before Starting Signal</i>
Warning	Section flag; one sound	5
Preparatory	P, I, Z, Z with I, or black flag; one sound	4
One-Minute	Preparatory flag removed; 1 long sound	1
Starting	Section flag removed; 1 sound	0

The warning signal of each succeeding Section shall be made with or after the starting signal of the preceding Section.

When the spinnaker classes are combined into a single start, the Q flag will be used as the Section signal.

The starting line will be between the MORF flag on the Race Committee signal boat and the starting mark. Boats whose warning signal has not been made shall avoid the starting area. The starting area is defined as extending one half the length of the starting line in all directions from the starting line.



11.1 Starting Additional Races on Multiple Race Days

When it is the intention of the Race Committee to run an additional race on a given day, the Race Committee will signal its intention to run another race that day by displaying the “R” flag from the Signal Boat at the finish of the previous race. After finishing, competitors shall stay clear of the Finishing Line and observe the starting area boundaries. **The “R” flag will be lowered with one sound signal one minute before the Attention Flag (F Flag) signal or first warning signal for the next race.** Competitors should verify the course on the stern of the Signal Boat, as the course may be different from the previous race.

The F Flag may be displayed by the Race Committee as courtesy to alert the fleet 5 minutes prior to the first warning signal for the following race. The F Flag will be lowered when the first warning signal is raised beginning the starting sequence of the following race. The F Flag is displayed as a courtesy and is not allowed as the basis for redress.

12 The Finish

The finishing line will be between the MORF flag on the Race Committee and the finishing mark.

13 Penalty System

The One-Turn and Two-Turns Penalty, RRS Rule 44.2, will apply.

14 Time Limits

The time limit for all races except long distance races shall be 4 hours after the last start. The time limit for long distance races other than the St. Joe and Michigan City races shall be 9 hours after the last start. Boats failing to finish within the time limit will be scored Did Not Finish without a hearing. This changes RRS Rules 35, 63.1, A4 and A5. St. Joe and Michigan City

long distance races will have a 19-hour time limit after the last start. If a boat in last place in a race is delaying the next start, the Race Committee may order the race terminated for that boat, and score the boat points equal to last place.

15 Protests and Requests for Redress

Rules concerning protests, redress, and related matters are in Part 5 of the *Racing Rules of Sailing*.

15.1 Notification

In addition to the notification(s) required by the RRS Rules, a boat intending to protest shall:

- Inform the Race Committee upon finishing or retiring from the race of the protest and the name and/or sail number of the protested yacht.
- Notify the Secretary via email not later than 12:00 noon of the first Monday after the race. The same time limit applies to all protests by the Race Committee and protest committee and to requests for redress. This changes RRS Rules 61.3 and 62.2
- Submit to the protest committee 1 copy via Email or 5 copies of a written protest on or before the commencement of the protest meeting. A protest form is included in this Race Book.
- Requests for redress regarding finish times are to be filed not later than the second Friday after the race in question.
- Notices of protests by the Race Committee or protest committee will be posted on the Official Race Notice Board Section of the MORF web site (www.morfracing.org) to inform boats under RRS Rule 61.1(b).
- Requests to be included in the hearing by boats that may be affected by the results of a redress request must be submitted in writing. Requests must be received via e-mail or mail by the first Friday following the posting of the redress request on the MORF website.

15.2 Hearings

The Protest Committee will hear all pending protests at the Burnham Park Yacht Club at 7:00 P.M. the first Tuesday after the incident, unless otherwise scheduled by the Protest Committee Chairperson.

16 Handicap System

Races will be scored using the MORF-PHRF handicap system described in this *Race Book*.

17 Scoring

17.1 Individual Races

A boat's placement in a race will be based on her corrected finishing time. A boat's corrected finishing time shall be calculated as follows:

Corrected Finishing Time = Elapsed Time – (Time Allowance Mileage × Handicap Rating)

Where:

Elapsed Time = Time between starting time for the boat's Section and the boat's actual finish time.

Time Allowance Mileage = the length of the course in Statute Miles, or the length of the course in Nautical Miles for all long distance races.

Handicap Rating = the boat's MORF-PHRF Handicap Rating in seconds per mile.

All overall awards for races combined with LMSRF Area III will be scored substituting Nautical Miles for Time Allowance Mileage in the calculation above. However, these races will also be scored for only MORF boats using the Corrected Finishing Time outlined above.

The boat with the shortest corrected finishing time will place first. The boat with the next shortest corrected finishing time will place second, and so on. Boats with equal corrected finishing times will be tied.

17.2 Race Scoring

Races will be scored using the MORF scoring system. A boat will be awarded points equal to (41 minus its corrected finish position) quantity squared $[(41 - \text{corrected finish position})^2]$ for each race. The following table shows the points corresponding to each corrected finish position. This changes RRS Rule 90.3 and RRS Appendix A4.

1–1600	7–1156	13–784	19–484	25–256	31–100	37–16
2–1521	8–1089	14–729	20–441	26–225	32–81	38–9
3–1444	9–1024	15–676	21–400	27–196	33–64	39–4
4–1369	10–961	16–625	22–361	28–169	34–49	40–1
5–1296	11–900	17–576	23–324	29–144	35–36	41–0
6–1225	12–841	18–529	24–289	30–121	36–25	

If boats are tied (i.e., having equal corrected times), the points for the place for which the boats have tied and for the place(s) immediately below, shall be added together and divided equally.

Points awarded for scoring circumstances other than a normal *start* and *finish* will be as follows:

DNC (Did not *start*; did not come to the starting area): 0 points awarded.

DNS (Did not *start* (other than DNC and OCS)): 0 points awarded.

OCS (Did not *start*; on the course side of the starting line at her starting signal and failed to *start*, or broke RRS Rule 30.1): finish position = number of Division or Section starters plus 1.

ZFP (Z flag penalty; 20% penalty under RRS Rule 30.2): finish position = normal finish position plus 20%.

DNF (Did Not Finish): finish position = number of Division or Section starters plus 1.

RAF (Retired after *finishing*): finish position = number of Division or Section starters plus 1.

DSQ (Disqualified): finish position = number of Division or Section starters plus 2.

17.3 Series Scoring

Series positions are determined based on the total summation of points awarded for the best N finishes in a series, where N is the maximum number of races to be counted according to the table below. Points are awarded for performing Race Committee duty in accordance with Section 17.4. This changes RRS Rule 90.3 and RRS Appendix A2.

Races Completed	1	2	3	4	5	6	7	8	9	10	11
Races Counted (N)	1	2	2	3	3	4	4	5	5	6	6

Races Completed	12	13	14	15	16	17
Races Counted (N)	7	7	8	8	9	9

A race is completed for a Section, Class or Division if it is scored for that Section, Class or Division (RRS Rule 90.3).

All races will count in the Commodore's Cup and the Noon Whistle MORF Open. This changes RRS Rule 90.3 and RRS Appendix A2.

A boat's overall placement in a series will be determined by summing the points awarded to a boat in all counted races. The boat with the highest number of points will place first; the boat with the next highest number of points will place second, and so on. This changes RRS Rule 90.3, RRS Appendix A2 and RRS Appendix A4. Ties will be broken as prescribed in RRS Appendix A8.

17.4 Race Committee Boat Points

With the exception of the Boat of the Year scoring, when a boat serves as Race Committee (RC) boat for a race she shall be awarded series points for one race equal to the average points she earned for her best N-1 finishes in other races in that series, where N is the number of races counted, pursuant to Section 17.3, to determine series placement. The average points she earned for the one race credit shall be added to the total summation of points making up her N-1 finishes. When a boat serves as Race Committee boat for two races in the same series, only one Race Committee boat credit will be given, not two.

For Boat of the Year scoring, when a boat serves as Race Committee boat for one or more races, the boat shall be awarded series points for each Race Committee boat service equal to the average points she earned for her best N-RC finishes in the races constituting the Boat of the Year scoring, where N is the number of races counted, pursuant to Section 17.3, and RC is the number of races where the boat has served as Race Committee boat.

Compensation for serving as Race Committee boat does not apply to long distance races since the Race Committee boat may compete in these races. This changes RRS Appendix A3. For a boat to receive Race Committee credit (as previously defined) on a given race day, either the volunteering boat or the skipper of the volunteering boat, or both, must be on station. A boat volunteering to act as race committee may not otherwise be scored for the MORF race during which the Boat receives Race Committee credit.

"Mentor Credit rule":

A boat shall be allowed to receive RC credit if the skipper serves as a race committee member on another boat. This rule is intended to encourage experienced MORF race committee skippers to further support inexperienced or shorthanded boats who volunteer to contribute to RC duties and request outside assistance from an experienced skipper to complete the tasks of the Race Committee boat. To obtain "Mentor Credit" the mentoring skipper's boat shall not be scored as a competing boat for said race. A "Mentor Credit" is permitted once per boat per season, and can be scored as a "race" in addition to an otherwise earned once-per-series Race Committee credit. This rule is offered in the Corinthian Spirit of sailboat racing and further is intended to be used only in cases where the RC boat actively seeks such mentoring assistance in order to perform the proper functions of a MORF Race Committee boat. Requests for Race Committee mentoring and/or to challenge whether a Mentor's service on another Race Committee boat is sufficiently valuable to grant "mentor credit" should be directed to the MORF board.

Race Committee boat points will not be awarded for races that are canceled or abandoned. Race Committee boat points will not be awarded for races where the Race Committee Crew and/or PRO are provided by Columbia Yacht Club or Jackson Park Yacht Club.

17.5 Classes

Sections 4 and 5 will be scored as a single Class, Class 4/5, in the Performance, Competition Beer Can and MORF Open (including Section 3 boats) series races.

Sections 6 and 7 will be scored as a single Class, Class 6/7, in the Performance, Competition Beer Can and MORF Open series races.

For all other MORF races (Lady Skipper, Casual, Double/Single Handed, Long Distance, and etc.), all yachts will be scored in the Divisions shown in the table of starting times for a particular race or series.



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18 Safety Regulations

18.1 Check-in Procedure

A boat intending to compete in the day's race(s) shall check in with the Race Committee boat. After the committee boat has anchored and hoisted the on-station signal (the MORF burgee or a blue "RC" flag), a boat intending to race should pass close to the Race Committee boat and hail the boat's name, sail number and Section. A boat must receive acknowledgment from the Race Committee to complete her check-in and ensure that she will be scored. Having her mainsail hoisted and her Section flag displayed will facilitate a boat's check-in. Checking in by radio is discouraged. Boats checking in after the first warning signal shall avoid the starting area until after their warning signal has been made.

18.2 Retirement

A boat that retires from a race or decides not to compete in later races that day shall notify the Race Committee as soon as possible by hail or by radio on VHF channel 69. If the Race Committee boat cannot be reached, **another yacht racing should be notified**, and an email message should be sent to the Secretary indicating the boat's withdrawal.

18.3 No Sail Zones

The U.S. Coast Guard and Chicago Police Department have designated all water intake cribs as "Security Zones". No boat shall approach closer than 100 yards to a crib or sail inside the Security Zone delineated by specially marked buoys surrounding a crib. Security zones delineated by specially marked buoys are designated as *obstructions*.





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19 Equipment

19.1 Race Categories

All MORF races are designated as ISAF Category 4 races. A boat competing in a MORF race shall be equipped in accordance with the International Sailing Federation's Special Regulations Governing Minimum Equipment and Accommodations Standards (ISAF OSR) and US SAILING Prescriptions thereto, as modified by MORF, for the applicable race category.

The complete ISAF regulations are to be used in any dispute. The complete OSR regulations can be obtained from United States Sailing Association, 15 Maritime Drive, PO Box 1260, Portsmouth, RI 02871. Phone (401) 683-0800; Fax 401 683-0840

19.2 Modifications to the ISAF Offshore Special Regulations

The following current ISAF Offshore Special Regulations are modified as follows:

- 3.09.3 For yachts with age date before 1993, bilge pumps and cockpit drains may be connected to a common drainage system provided the system has sufficient capacity to handle maximum combined volume.
- 3.14.6(c),
- 4.04.2(c) Wire Lifelines and Jacklines may be coated or sleeved.
- 4.07.1 A high powered searchlight is not required.
- 4.11 Light List not required.
- 4.23 Pyrotechnic signals shall conform to U.S. Coast Guard Regulations.
- 4.26.2(a) Heavy weather jib is recommended but not required.

- 5.01.1 Each Crew member shall have a lifejacket that conforms to US Coast Guard requirements.
- 5.01.1 US Sailing Prescription is changed to the following: "All personnel on deck shall wear personal flotation at all times except when the Skipper of the boat directs that it may be set aside".

19.3 Equipment Requirements

The equipment listed below is illustrative of the equipment required for monohull and multihulls boats competing in a category 4 race.

Bow and stern pulpits	Magnetic compass
Taut lifelines	Fire extinguishers
Toilet	First aid kit and manual
Bunks	Foghorn
Interior hand holds	Radar reflector
Manual bilge pump	Non-electronic navigational charts
Two buckets of 9-liter capacity	Echo sounder or lead line
Seacocks on all thru-hulls	Anchor
Soft wood plug for each thru-hull	PFDs with whistles and reflective patches
Navigation lights & spare bulbs not required for LED lights	One lifebuoy or Life sling with light
Minimum of two halyards per mast	Heaving line
Mainsail reefing equipment	Tools for severing the rigging
Heavy-weather Jib	Knife in the cockpit
Handheld Marine VHF radio	Flares
	New Handhelds should have DSC & GPS

19.4 Port to Port (e.g. Hammond and Michigan City) Races

The following additional equipment shall be required for the Chicago to Hammond, Hammond to Chicago, Chicago to Michigan City and the Michigan City to Chicago races:

- 19.4.1 Jackstays/Jacklines -- Boats shall be fitted with jacklines attached to through-bolted or welded deck plates or other suitable and strong anchorage fitted on deck.
- 19.4.2 Each crew shall have a PFD complying with CMSR 69 and CMSR 70.
- 19.4.3 Safety Harnesses and Tethers -- Each crew member shall have a harness, and a safety tether complying with CMSR 72.
- 19.4.4 Each crew member shall have a personal safety knife complying with CMSR 73.
- 19.4.5 Bilge Pump(s) -- Boats shall have at least one permanently installed manual bilge pump operable with all cockpit seats, hatches and companionways shut.
- 19.4.5 Compass -- Boats shall have a permanently installed marine magnetic compass.
- 19.4.7 Reserve Navigation Lights -- Boats must carry reserve navigation lights with a power and/or wiring system separate from that used for the Navigation Lights.
- 19.4.8 Spare Tiller -- Boats shall carry an emergency tiller. Boats using an unbreakable metal tiller are exempt from this requirement.
- 19.4.9 Emergency Steering Methods -- Crews must be aware of proven alternative methods of steering the boat in any sea condition in the event of rudder loss.
- 19.4.10 Boats shall carry a heavy weather jib that meets ISAF ORC 4.26.4(f).
- 19.4.11 Permanently Installed Marine Radio -- Boats shall carry a permanently installed VHF marine radio connected to a masthead antenna.
- 19.4.12 Global Positioning System (GPS) -- Boats shall carry a GPS.

19.4.13 Propulsion Engine and Fuel -- A propulsion engine shall be provided with fuel sufficient to motor at a speed of 3.5 knots for ten hours.

19.4.14 Pyrotechnic Signals – It is recommended but not required that each boat shall carry 4 red parachute flares.

19.5 Owner's Responsibility

The safety of a boat and its crew is the sole and inescapable responsibility of the owner, or the owner's representative, who must do their best to ensure that the yacht is fully sound, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. They must ensure that the boat is sound in all respects, that all required safety equipment is aboard, is properly maintained and stowed, and that the crew knows where it is and how it is used.

Neither the establishment of these special regulations, their use by the organizing authority, nor the inspection of a yacht under these regulations in any way limits or reduces the complete and unlimited responsibility of the owner or owner's representative. The responsibility for a boat's decision to participate in a race or to continue racing is hers alone (RRS Rule 4).

19.6 Inspection

A yacht may be inspected at any time. If she does not comply with these special regulations her entry may be rejected, or she will be liable to disqualification or such penalty as may be prescribed by the national authority or the sponsoring organization.

19.7 Experimental Boats

In order to gather experience to allow for the ultimate inclusion of new boat classes into MORF, boats which do not meet all the equipment requirements of Section 19.3 or rating requirements of the Constitution and By Laws, Article IV, Section 2, may be permitted to join and race at the discretion of the MORF Board and specifically the MORF commodore. Experimental boats will be scored separately and not be eligible for prizes. Experimental boats will be limited to buoy races. If the boat in the Experimental Class doesn't meet the safety requirements in Section 19.3, then all crew members aboard will be required to wear personal flotation devices at all times. Additional safety requirements may be applied on a case by case basis.

20 Radio Communications

The Race Committee boat will monitor VHF Channel 69. Competitors may use Channel 69 (or an alternate channel designated by the committee boat) to communicate with the Race Committee boat concerning matters of health and safety. A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats, except as permitted by these sailing instructions. This restriction also applies to mobile telephones, fax and e-mail communications. Personal communications not related to weather or sea conditions, the day's race(s), or sailboat racing, and which could not be construed in any way as "outside help" are excluded from this restriction.



21 Race Committee Courtesy Broadcasts

The Race Committee may report visual signals displayed and other pertinent information over VHF Channel 69 (or an alternate channel as directed by the Race Committee). This information is provided as a courtesy to competitors and does not in any way alter their responsibility to observe the Race Committee's visual signals that govern the conduct of the race. Errors or omissions involving such courtesy broadcasts shall not be grounds for redress. This changes RRS Rule 41 (Outside Help).

22 Prizes

To qualify for a trophy a yacht's owner(s) or charterer(s) must have paid all dues and fees incurred during the current season.

22.1 Award Limits

The number of awards in a Section, Class or Division will depend on the level of participation in the individual race or series, to a maximum of four, as specified in the following table:

Average Number of Starters	Number of Awards
< 2.5	1
≥ 2.5 and < 4.5	2
≥ 4.5 and < 6.5	3
≥ 6.5 and < 9.5	4
≥ 9.5	5

The "average number of starters" in a Section is defined as [the total number of yachts that started in completed races in a series] divided by [the number of completed races in the series]. In the case of a tie, see Section 22.7.

22.2 Individual Trophies

A boat qualifies for an individual race trophy if she is one of the yachts, pursuant with Section 22.1, with the best corrected finish times in each Section or Class of any race (excluding the Beer Can, Commodore's Cup and Noon Whistle MORF Open) and does not qualify for any other award under Sections 22.3, 22.4, 22.5, 22.6 or 22.8. A boat may receive only one individual race trophy per year. In case of a tie, each boat qualifies. A yacht must have finished the required race in order to qualify for an individual race trophy.

22.3 Brag Flags/Sponsored Races

Brag Flags will be awarded for each Division, Class or Section (as applicable) and limited pursuant to Section 22.1 for the following regattas/series:

Series or Regatta	Brag Flags Awarded
Northern Insurance Sprint Regatta	1 st place in each Division/Class
Weather Mark Sprint Regatta	1 st place in each Division/Class
Crowley's Sprint Regatta	1 st place in each Division/Class
Noon Whistle Yacht Works MORF Open	1 st , 2 nd and 3 rd place in each Class*
Treasure Island Marine Services Lady Skipper Series	1 st , 2 nd and 3 rd place in each Division

*All boats racing (not just MORF members) and scored using NM rather than TAM. Additionally: (i) separate Classes may be added for T10s and J105s depending upon the number of boats registered to race; and (ii) Section 3 boats will be included and scored in Class 4/5.

22.4 Series Trophies

Series Trophies will be awarded in addition to perpetual trophies for each Section or Class pursuant to Section 17.5 for the following series. Winners of perpetual trophies are not eligible for series trophies.

Series	Trophies Awarded
Performance Series	Each Division/Class
Competition Series	Each Division/Class
Long Distance	Each Division

Series trophy winners must have competed in (or served as Race Committee boat) at least the number of counted races in a series pursuant to Sections 17.3 and 17.4. A boat qualifies for a series trophy if she is one of the yachts with the highest average points as determined in Section 17.2 and 17.3. The number of series trophies awarded is limited pursuant to Section 22.1.

22.5 Boat of the Year for Buoy Racing, Spinnaker and JAM

Buoy Racing Boat of the Year Trophies will be awarded to the Buoy Racing, Spinnaker; and the Buoy Racing, Jib & Main Division boats with the best overall average Divisional performances for the year in the Performance Series, Competition Series and Noon Whistle MORF Open races. The number of races counted in Buoy Racing, Boat of the Year scoring shall be pursuant to Sections 17.3 and 17.4. The Noon Whistle MORF Open will be rescored for Buoy Racing, Boat of the Year excluding non-MORF members. To qualify for Buoy Racing, Boat of the Year, a yacht must offer service as committee boat in one of the Performance, Competition or Lady Skipper Series races and accept an assignment when called upon. Canceled races will count for Buoy Racing, Boat of the Year Race Committee boat service.

22.6 High Performance PHRF, Spinnaker Boat of the Year

A High Performance PHRF, Spinnaker Boat of the Year Trophy shall be awarded to the boat with the best overall average Divisional performances for the year in the Performance Series, Competition Series and Noon Whistle MORF Open races. The number of races counted in Boat of the Year scoring shall be pursuant to Sections 17.3 and 17.4 and 22.1. If the average number of starters for the series doesn't equal or exceed three, then the High Performance PHRF, Spinnaker Boat of the Year Trophy shall not be awarded. To qualify for High Performance PHRF, Spinnaker Boat of the Year, a yacht must offer service as committee boat in one of the Performance, Competition or Lady Skipper Series races and accept an assignment when called upon. Canceled races will count for High Performance PHRF, Spinnaker Boat of the Year Race Committee boat service.

22.7 Awards Issued for Ties

In the case of a tie in any individual race or series eligible for an award, duplicate awards will be issued. This changes RRS Appendix A8.

Duplicate awards will not be awarded in the case of a tie in the Noon Whistle MORF Open, the Crowley's Yacht Yard Sprint Regatta, the Weather Mark Tavern Sprint Regatta, and the Northern Insurance Sprint Regatta. The place winner for the Noon Whistle MORF Open will be

determined as prescribed in RRS Appendix A8. The place winner for the Crowley's Yacht Yard Sprint Regatta, the Weather Mark Tavern Sprint Regatta, and the Northern Insurance Regatta will be determined by ranking the tied boats by the sum of their combined corrected times for the two-race regatta. The lowest combined corrected time wins that place.



22.8 Perpetual Trophies

The awarding of all Perpetual Trophies shall be pursuant to Section 22.1. If the average number of starters for the race or series for the Perpetual Trophy doesn't equal or exceed three, then the Perpetual Trophy shall not be awarded.

Commodore's Cup	Awarded to the highest scoring spinnaker yacht in the Commodore's Cup Regatta.
Great Lakes Sailor Trophy	Awarded to the highest scoring jib and main yacht in the Commodore's Cup Regatta.
MORF Open Trophy	Awarded to the MORF spinnaker yacht with the best corrected time in the MORF Open Regatta.
Jim Callahan Memorial Trophy	Awarded to the MORF jib and main yacht with the best corrected time in the Noon Whistle MORF Open Regatta.
Treasure Island Marine Services Lady Skipper's Cup	Awarded to the spinnaker yacht with the best fleet average in the Lady Skippers Series.

Rodi Long Distance Racing, Spinnaker Boat of the Year Trophy	Awarded to the spinnaker yacht with the best fleet average in the Long Distance Series.
Custom Sails Trophy	Awarded to the yacht with the best fleet average in the Jib and Main Division in the Long Distance Series.
Skippers Club Trophy	Awarded to the spinnaker yacht with the best corrected time in the Skipper's Club Long Distance Race.
Gene & Jane Zimmer Memorial Trophy	Awarded to the spinnaker yacht with the best corrected time in the Gene & Jane Zimmer Memorial Race.
Dominick Marano Trophy	Awarded to the highest scoring yacht in the Spinnaker Division in the Marano Sprint Regatta.
Rookie of the Year Trophy	Awarded to the yacht that, in the opinion of the Executive Committee, raced very competitively during the first two seasons as a MORF member, while still maintaining the Corinthian traditions of our sport.
Race Management Trophy	Awarded to the yacht that, in the opinion of the Executive Committee, went above and beyond the duties of the Race Committee boat.

"Keepsake" prizes shall only be awarded for: the Commodore's Cup; the Great Lakes Sailor Trophy; the Buoy Racing, Spinnaker Boat of the Year Trophy, the Rodi Long Distance Racing, Spinnaker Boat of the Year Trophy; and the High Performance PHRF Spinnaker Boat of the Year Trophy.

23 Disclaimer of Liability

Competitors participate in MORF races entirely at their own risk. See RRS Rule 4, Decision to Race. The organizing authority (MORF) will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after these races.

24 Insurance

Each participating boat shall provide proof of valid third-party liability insurance with a minimum cover of \$300,000 per event or the equivalent.



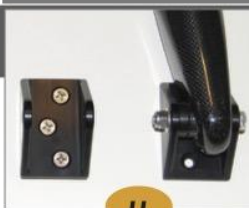


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Race to Mackinac tried and tested...

Overall, we had no difficulties during the 40+ inside gybes executed, a direct result of the forward projection of the sprit. An inside/out hull inspection of the Trogear Bowsprit upon arrival to the Island proved all systems remained sound and intact – significant after the shock loads the bowsprit received during the race.

~Jay Grizzell - "Shoe String" Olson 34 & Trogear AS-40, 2016 Race to Mackinac

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Special Sailing Instructions for Individual Races and Series

These Special Sailing Instructions (SSIs) modify and supplement the General Sailing Instructions (GSIs). Therefore, for complete information, they *must* be read in conjunction with one another.

Performance, Competition, and Exhibition Series

Starting Area: SA7

Start Sequence: Section 7, Table 2

The Performance and Competition Series will consist of seven races. The number of races in the Exhibition Series is not predetermined. The planned course configuration for each race is indicated in the Race Schedule but may be changed at the discretion of the Race Committee.

Lady Skippers Series – Sponsored by Treasure Island Marine Services, LLC

Starting Area: SA7

Start Sequence: Section 7, Table 3

A female must always be at the helm when a boat is racing. Any applicable SSIs will be identified on MORF's Official Notice Board at least 24 hours prior to the first warning. Boats that are only registered for the LadySkipper series are not eligible for the Commodore's Cup.



Beer Can Series

Wednesday evenings, 18:40 1st Start

Starting Area: SA7

Section Breaks / Start Sequence / Courses: All information is on the Columbia Yacht Club website.

Handicaps: Boats will be re-scored by MORF using MORF handicaps

Columbia Yacht Club has invited MORF to participate in all Wednesday night Beer Can races. Information on Beer Can races can be found on the Columbia Yacht Club Beer Can website: chicagobeercan.org. There you will find all course information and sailing instructions. Registration and payment must be made online at www.yachtscoring.com by following the links from the Columbia webpage. No MORF boat will be scored in the Beer Can Series unless it is registered in Yacht Scoring.

Double-Handed Challenge

Saturday, August 27 as part of the Leukemia Cup Regatta

Section Breaks / Start Sequence / Courses: All information is on the Columbia Yacht Club website for the Leukemia Cup Regatta.

For the Double-Handed Challenge, only two persons are allowed on the boat from the time it leaves the dock or mooring until it crosses the finish line. Automatic steering devices may be used.



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Long Distance Series

The Official Notice Board for all MORF Races is located on the MORF web site www.morfracing.org.

All long distance series races will be scored using Nautical Miles for Time Allowance Mileage. Races with LMSRF boats shall be scored twice; once labeled "PHRF long distance", including all boats in the race, and again labeled "long distance series" for MORF boats only.

All Boats which participate in the MORF Long Distance series or a MORF Long Distance race with combined crew members less than or equal to two persons (i.e.-single handed or double handed racing) shall be permitted to use electro-mechanical steering devices and/or auto pilots throughout the race. Electro-mechanical steering devices and/or auto pilots shall not be permitted for use by any boat in the MORF Long Distance series or any MORF Long distance race if the combined number of persons aboard shall exceed two regardless of skill level or position of the any such person. Note: for races in which MORF has its own section or races in conjunction with a non-MORF sponsored Long Distance race, refer to the rules applicable to the governing body of said race should you wish to be scored in both a MORF section and the alternate governing body section.

Starting/Finishing Instructions

Committee boats may compete in long distance races. After starting all Sections, the starting committee boat shall hoist anchor and make sail as quickly as possible in a seaman-like fashion. After turning off her engine she shall sail past the starting mark, noting the time as she passes the mark – usually not more than 10 minutes after the last start. That time will be her starting time.

All boats must have an accurate time keeping device set to the correct time and writing materials for recording finish times. A boat that reaches the finishing mark and finds no committee boat on station shall pass the mark close aboard and record her finishing time. She shall then take station approximately 50 yards from the finishing mark in a direction perpendicular to the direction from the last mark before the finish thereby establishing the finishing line. She shall then record the finishing times of subsequent finishers. A boat shall serve as finishing committee boat for one hour unless relieved earlier. After one hour she shall inform the next finisher that she is required to relieve her as finishing committee boat. That boat shall then take station adjacent to the serving finishing committee boat and record the finishing times of boats for the next hour. If no boat finishes between 60 and 70 minutes after a boat has taken station as finishing committee boat, she is excused. A boat may serve as finishing committee boat for longer than one hour at her discretion. A boat that fails to comply with this finishing committee boat instruction shall be penalized one place in that race.

Each boat should record its own finish time and ensure that the committee boat has properly recorded its finish. This requirement can be met by contacting the committee boat after finishing by radio on channel 69 and/or by hailing without interfering with other racers.

Long Distance Series– Jane and Gene Zimmer Memorial Race – Sunday , June 5

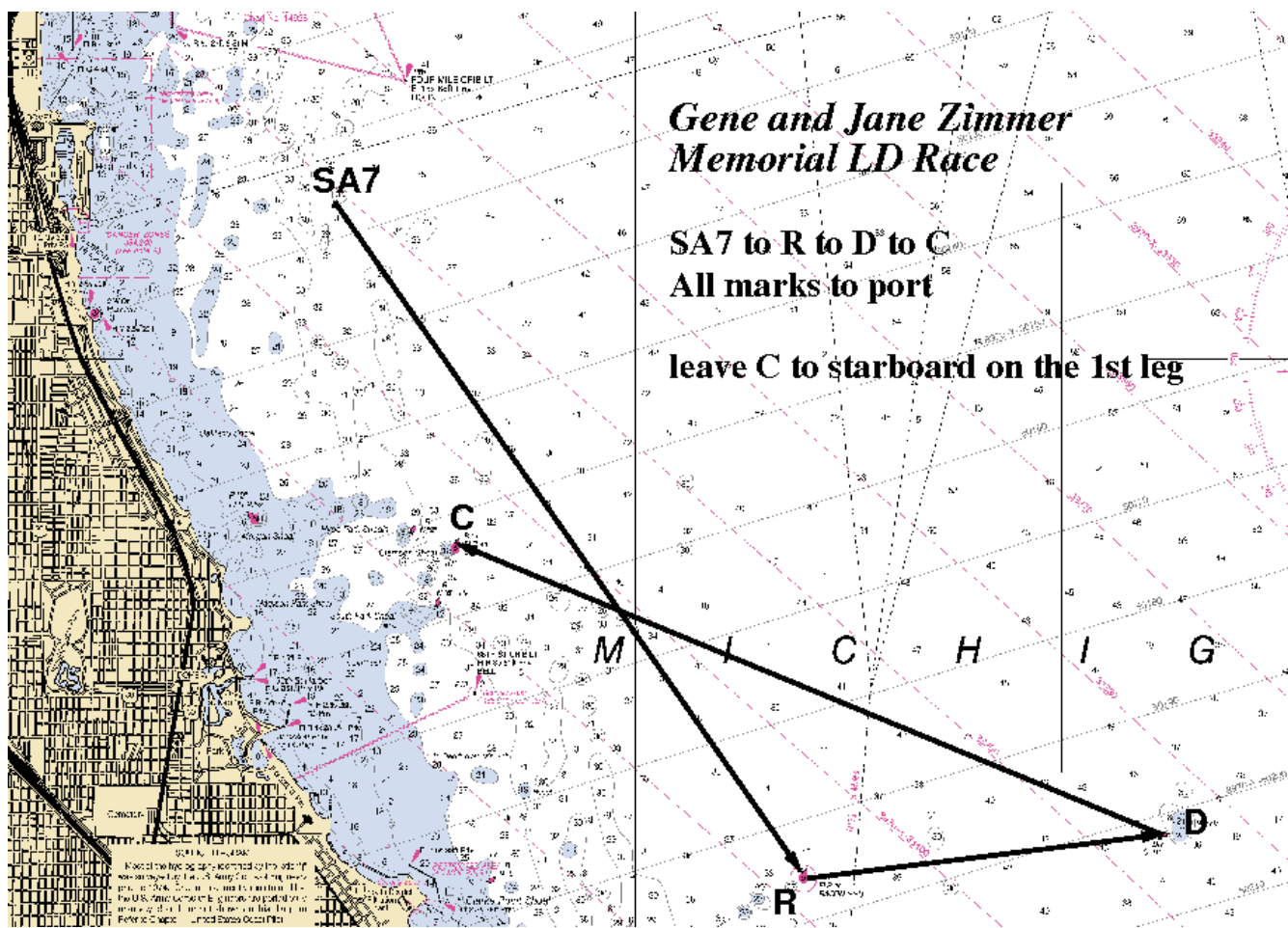
First Warning: 10:00 (This race is open to non-MORF members)

Starting Area: SA7

Start Sequence: Section 7, Table 4

Course: SA7 to the Northeast Shoal Lighted Buoy (R) keeping Clemson Shoal Lighted Buoy (C) to starboard, to Indiana Shoal Buoy #2 (D) port rounding, and finish at Clemson Shoal Lighted Buoy (C) to port.

Distance: Nautical Mileage: 17.1



Long Distance Series– Circle and Casual Race – Sunday, June 12

First Warning: 10:00 (This race is open to non-MORF members)

Starting Area: SA7

Start Sequence: Section 7, Table 4

Course: The Circle (C) Course is described in Section 10.3. The race committee will run two different courses, one for competitive racers that wish to be scored in the Long Distance Series, and one for casual racers. Casual racers must hail the race committee prior to the start and announce their intention to sail the Casual course. Competitive and casual racers will start at the same time using the start sequence in Section 7, Table 4. Casual racers will start at SA7, make one lap of the circle, and finish at SA7. Competitive racers will start at SA7, make two laps of the circle, and finish at SA7.

Distance: Nautical Mileage: 17.8 (Competitive), 8.90 (Casual)

Long Distance Series – Chicago to Waukegan – Saturday, June 24

First Warning: Check on www.yachtscoring.com

Starting Area: SA2

Start Sequence: Check on www.yachtscoring.com

Course: SA2 to west of Waukegan Finishing Mark; which is the green lighted Buoy #3, located approximately 0.5 NM east of the Waukegan Lighthouse Pier. Sail number boards must be displayed on the port side at the finish. Each yacht must turn in a YACHT FINISH REPORT to the WYC Race Committee at the Waukegan YC no later than one hour after the final time limit. Also email a scanned photo of your Yacht Finish Report to the MORF secretary at morf@morfracing.org. There will be no intermediate marks in the course.

Distance: Nautical Mileage: 26.2

Rafting: Free dockage is available at WYC.

Note: MORF racers wanting to race shall register and pay for this race on www.yachtscoring.com. All MORF boats racing in the race will be scored on the MORF website for this Long Distance Series race.

Long Distance Series – Waukegan to Chicago – Sunday, June 25

First Warning: Check on www.yachtscoring.com

Starting Area: 0.5 NM east of Waukegan Lighthouse Pier

Start Sequence: Check on www.yachtscoring.com

Course: Green lighted Buoy #3 to SA2 (leaving to port). There will be no intermediate marks in the course. Sail number boards must be displayed on the starboard side at the finish. Email your finish time to the MORF Secretary at morf@morfracing.org.

Distance: Nautical Mileage: 26.2

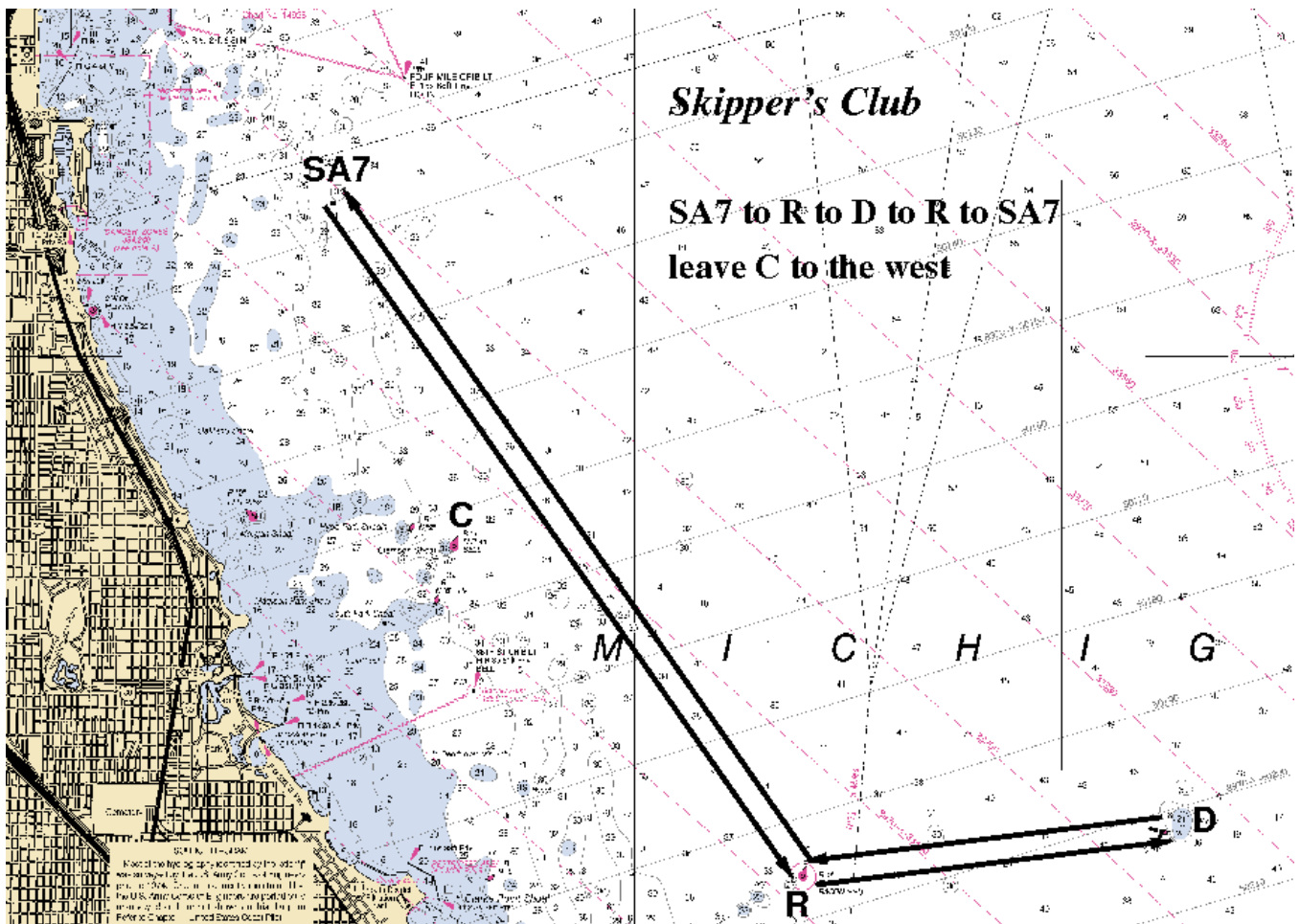
Note: MORF racers wanting to race shall register and pay for this race on www.yachtscoring.com. All MORF boats racing in the race will be scored on the MORF website for this Long Distance Series race.

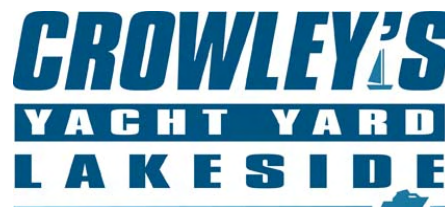
MORF MAC Cup – Race to Mackinac – Saturday, July 22

Go to www.cycracetomackinac.com for details.

The MORF MAC Cup will also include an overlay of the results of Chicago Yacht Club's Race to Mackinac scored for time over distance. MORF boats scored shall include any entries in the Mackinac Cup and Mackinac Trophy Divisions. The time elapsed for each competitor shall be the time from the boat's start until it finishes at Mackinac Island.

Distance: Nautical Mileage: 289.4

Long Distance Series – Skipper's Club – Saturday, August 19**First Warning:** 10:00**Starting Area:** SA7**Start Sequence:** Section 7, Table 4**Course:** SA7 to port rounding of Northeast Shoal Lighted Buoy (R) keeping Clemson Shoal Buoy (C) to the West, to port rounding of Indiana Shoal Buoy #2 (D), to starboard rounding of Northeast Shoal Lighted Buoy (R), and keeping Clemson Shoal Buoy (C) to the West, finish at SA7 to port.**Distance:** Nautical Mileage: 20.7**Long Distance Series – Chicago to St. Joe****Friday, September 2 as the first leg of the Bi-State/Tri-State****Section Breaks / Start Sequence / Course:** All information is available on the Columbia Yacht Club website or yachtscoring.com.

Weather Mark Tavern Sprint Regatta – Saturday, May 27**First Warning:** 11:00**Starting Area:** SA7**Start Sequence:** Section 7, Table 2**Course:** It is the intention of the Race Committee to run two races. The first race may be an T Course and the second may be a S course.**Prizes:** Brag flags will be provided by our race Sponsor – Weather Mark Tavern.**Marano Sprint Regatta by Northern Insurance – Saturday, July 8****First Warning:** 11:00**Starting Area:** SA7**Start Sequence:** Section 7, Table 2**Course:** It is the intention of the Race Committee to run two races. The first race may be an T Course and the second may be a S course.**Prizes:** Brag flags will be provided by our race Sponsor – Northern Insurance.**Crowley's Sprint Regatta – Sunday, August 20****First Warning:** 11:00**Starting Area:** SA7**Start Sequence:** Section 7, Table 2**Course:** It is the intention of the Race Committee to run two races. The first race may be an T Course and the second may be a S course.**Prizes:** Brag flags will be provided by our race Sponsor – Crowley's.**MORF Commodore's Cup Regatta – Saturday, September 9****First Warning:** 11:00**Starting Area:** SA7**Section Breaks:** Two Divisions: JAM and Spinnaker. There will not be a Multihull Division or a High Performance PHRF Division. The Commodore's Cup shall consist of three races with no throw-outs.**Start Sequence:** Section 7, Table 3 (no Single Handed, or Double Handed racers).**See Section 11.1** – Starting Additional Races.**Course:** It is the intention of the Race Committee to run three windward/leeward races utilizing Section 10, Windward/Leeward Courses (S, X, or Y).**Make-up Race Dates:** Sunday, September 12.**Qualification:** To be eligible to be invited to participate, a boat must have competed in, or served as Race Committee boat for, at least the "counted" number of races in any of the Performance, Competition, Lady Skipper, or Wednesday Night Beer Can series, pursuant to Sections 17.3 and 17.4. Boats will be invited to participate in the Commodore's Cup based on their series placement

in the respective Division/Class to the series scoring. The number of invitations from each Division/Class of the series, shall be pursuant to Section 22.1.

If a boat qualifies in both the Spinnaker and JAM Divisions, the boat shall be invited to race in the Division/Class in which they first qualified unless they notify the Commodore otherwise by the Tuesday preceding the Commodore's Cup races.

In addition, the Commodore's boat (by ownership or as crew) is automatically invited and the Commodore will have the right to invite an additional two boats to participate in the Commodore's Cup totally at his/her discretion.

Noon Whistle MORF Open Regatta – Saturday, September 16



First Warning: 11:00 (This Race is Open to non-MORF members)

The regatta will consist of three races with no throw-outs.

Starting Area: SA7

See Section 11.1 – Starting Additional Races

Section Breaks and Start Sequence: Will be posted on the website by the Thursday prior to the regatta.

Prizes/Social Activity: There will be a party at Columbia Yacht Club after the completion of racing. Beer and appetizers will be provided along with brag flags awarded to the winners.

Email: morf@morfracing.org

Results on the webpage

www.morfracing.org

Mailing address:

MORF

PO Box 3429

Lisle, IL 60532



Summary of Basic Right of Way Situations Under the Racing Rules of Sailing

This is a simplified explanation of the basic racing rules and is not intended to replace the Racing Rules of Sailing 2017-2020 (RRS, as amended). You are encouraged to consult your rule book for specifics, including definitions of **bolded** terms.

DECISION TO RACE The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone (RRS Rule 4).

A boat may not use her engine for propulsion from four minutes before her starting signal until after she has cleared the finish line (Definition of Racing and RRS 42).

A boat shall render aid to another boat in trouble.

A boat shall avoid contact with another boat (RRS Rule 14).

When a right-of-way boat changes course, she shall give the other boat **room to keep clear** (RRS Rule 16).

When boats are on opposite **tacks**, a **port**-tack boat shall **keep clear** of a **starboard**-tack boat (RRS Rule 10).

When boats are on the same **tack** and **overlapped**, a **windward** boat shall **keep clear** of a **leeward** boat (RRS Rule 11).

A boat **clear astern** that becomes **overlapped** to **leeward** of a **windward** boat shall not sail above her **proper course** while the boats remain **overlapped** (RRS Rule 17).

When boats are on the same **tack** and not **overlapped**, a boat **clear astern** shall **keep clear** of a boat **clear ahead** (RRS Rule 12).

An inside boat is entitled to **room** at a **mark** or **obstruction** provided she established her **overlap** before reaching a **three-length zone**.

If a boat is **clear ahead** when she reaches the **three-length zone**, the boat **clear astern** shall **keep clear** even if an **overlap** is established later.

If two boats on a beat are approaching a **mark** or **obstruction** on opposite **tacks**, and one of the boats **tacks** within the **three-length zone**, the boat that **tacked** shall **keep clear** of the boat that did not **tack** (RRS Rule 18.3).

When **starting**, an inside boat is not entitled to **room** at the committee boat or starting mark. The Race Committee boat is not considered an **obstruction**.

MORF Philosophy on Sailing Professionals

The purpose of MORF is to aid its members in improving their sailing skills in offshore boats. As a result, MORF allows the occasional use of sailing professionals as crew. The primary role of the sailing professional should be instructional. Sailing professionals are discouraged from participating in the Commodore's Cup.

Notes from other Yacht Clubs

Saint Joseph River Yacht Club and **Michigan City Yacht Club** are looking forward to a good MORF turnout. We are the guests of SJRYC and MCYC, which are responsible for all docking space.

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Race Committee Boat Procedures

The purpose of this Section is to acquaint all MORF members as well as Race Committee boat crews with the procedures required to run a successful race. The Race Committee boat assigned to run a race is responsible for all aspects of the race. That is:

1. Obtain the MORF Race Committee equipment from the dock box at Burnham Harbor. Remember to take the larger equipment bag for local, day races. The smaller “Mini” bag is reserved for away LD races.
2. Be on station at the starting area at least one hour before the first start.
3. Select a course.
4. Set the starting line.
5. Start each MORF Section.
6. Set the finish line.
7. Record the finish times for each yacht and any other information pertinent to the race (e.g. protests).
8. Promptly communicate the results of the race to the MORF Secretary by email.
9. Abandonment: Evaluate conditions by observation, marine weather, and consultation with any officer(s) before abandoning any race. Primary concern is safety. If a race is abandoned one hour or more before the start, notify Columbia Yacht Club (312) 938-3625, Burnham Park Yacht Club (312) 427-4664, Corinthian Yacht Club (773) 334-9100, Jackson Park Yacht Club (773) 684-5522 and call on channel 69 to notify racers as below. If the decision is made within one hour of the first start, notify MORF racers on channel 69 every 10 minutes up to the first scheduled start. Contact the MORF Secretary as soon as possible.



During the Week before the Race

1. Check with the Treasurer and make arrangements to obtain the Race Committee boat equipment and receive special instructions, if any.
1. Check with your crewmembers to be sure you will have enough crew. At least three to four people are needed to run a MORF race efficiently.
2. Review these Race Committee boat procedures with your crew if possible and make tentative crew assignments for each responsibility.
3. Review special instructions for course selection.

The Morning of the Race

1. Make sure you have the correct time (from a GPS).
2. Listen to the NOAA near-shore marine weather forecast to learn what wind, sea, and general weather conditions are expected, particularly anticipated wind shifts.
3. Inflate any inflatable marks required.
1. Arrive at the starting area **one hour** before the first flag. This will give you time to consider the course and set the starting line before the arrival of the ‘early birds’, which tends to be distracting.

2. Upon arrival in the starting area (or before) hoist the large MORF flag to identify your boat as the Race Committee boat. The MORF flag will constitute one end of the starting and finishing lines so it should be positioned so that the person observing the start/finish line can position him or herself directly below the flag.
3. Observe the wind patterns in the course area, taking wind bearings at frequent intervals.
4. Once you have ascertained the predominant wind direction, anchor any inflatable marks required, or arrange for another boat to set the mark after the Race Committee is anchored.

Prepare for the Start

Assign jobs to each crew member. You will need:

- A **wind reader** – observes and records wind directions at regular intervals;
- A **recorder** – identifies and records all boats starting and finishing; records finish times;
- A **time keeper** – watches the clock; calls starting time sequence (warning up, prep up, prep down, and start); calls the time in response to the **line sighter's** "marks" at the finish;
- A **line sighter/sounder** – makes starting sequence sound signals at the start; sights the starting line to identify boats "on the course side" at the start (a boat starts when any part of her hull crosses the start line from the pre-start side of the course); makes recall sound signals; sights the finish line to determine the order and moment of finish; makes finishing sound signal to "mark" each finish;
- A **postponement/recall signaler** – hoists and lowers the postponement and individual and general recall signals; if short-handed, the **line sighter/sounder** may also do this job;
- A **starting signaler** – hoist and lowers Section and preparatory flags at the start in response to the **timer**;
- A **radio operator/hailer** – Makes courtesy broadcast; announces sail numbers of boats OCS at the start;
- A **Principal Race Officer** – Chief executive of the race management team; Makes the major race management decisions.

Fortunately, for smaller fleets like MORF, these are not all full time jobs so one individual can take on multiple tasks.

Get organized! Crew members should secure the equipment they will need and position it and themselves so they can do their jobs efficiently without interfering with other crew members. Stow any equipment you do not need immediately accessible during the starting sequence.

Setting the Starting Line

When selecting the course and setting the starting line, please take directions from MORF officers. They may have information that is unavailable to you (e.g., courses used by other racing fleets, missing marks, etc.). The objective in setting the starting line is to orient the line relative to the wind direction so that no position on the line is more advantageous than any other position. This should result in a uniform distribution of boats along the starting line and a fair start.

Question: On which side of the line should the committee boat be anchored?

Answer: It is customary practice to anchor the Race Committee boat so that boats will pass the starting mark on the same side as the other marks of the course. In other words:

Marks to Port (Red) – starting mark on the left.

Marks to Starboard (Green) – starting mark on the right.

Question: How long should the starting line be?

Answer: The starting line should be 1 to 1.5 times the aggregate length of the boats racing in the largest Section. For ten 30-foot boats, for example, this would be 300 to 500 feet. The starting line should be lengthened when wind and/or lake conditions make boat handling difficult.

Question: How should the starting line be angled to the wind?

Answer: This depends on whether the first leg is a beat or a reach.

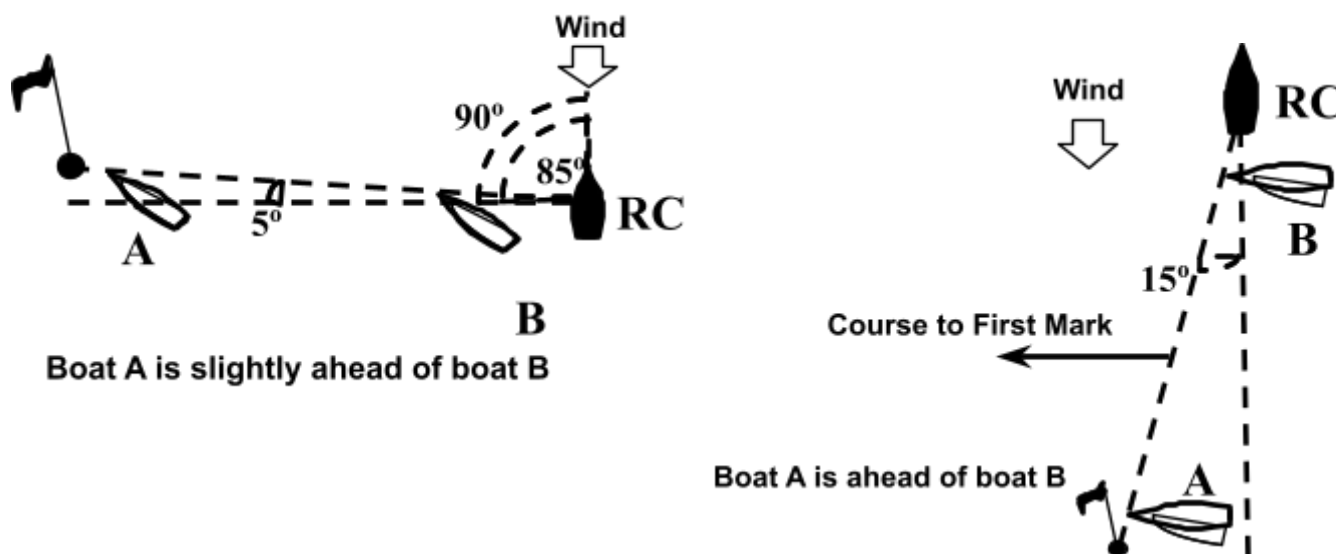
The following are recommended:

Windward Starts – Anchor the Race Committee boat so that it forms a line **perpendicular (90 degrees) to the wind** or so that the starting mark (pin end of the line) is slightly favored (no more than a 5 degrees). Refer to Figure A.

Reaching Starts (normally only used for LD races) – Anchor the Race Committee boat so that the leeward end of the line is clearly favored (up to 15 degrees) so that leeward yachts will not be blanketed. Refer to Figure B.

Figure A: Windward Start

Figure B: Reaching Starts



After the Race Committee Boat is Anchored

The **wind reader** should continue to take wind readings as the **recorder** begins to check in boats for the race. Record the boat name, sail number and the Section flag she is flying.

Determine the Course to be Sailed

1. An Olympic, trapezoidal, or windward/leeward course is recommended for Performance, Competition, Commodore Cup, and Noon Whistle MORF Open races. The course configuration specified in the Race Schedule should be used for Performance and Competition series races unless race day circumstances (missing mark(s) or unfavorable weather conditions) make that configuration a poor or impractical choice. The axis of the course should be aligned as closely as possible with the wind direction and the first leg should be a beat.
2. On single race dates when the schedule calls for a windward/leeward course, Course W should be the default choice. Course X can be used in light air (winds less than 12 knots). Course Y should only be used on extremely light air days (winds less than 5 knots). When in doubt, select a longer course then shorten course if necessary.

3. On two race days (Sprint Regattas and the Noon Whistle MORF Open), **Course S is preferred.**
4. For the Lady Skipper series, the preferred courses are Course X or Course T, and for other races such as Casual, and Single and Double Handed, the preferred course is Course Y.
5. The Long Distance races have predetermined courses.

Display the Course Signals

The course must be posted before the first warning signal.

1. If a standard SA7 course is being used, display the alphanumeric cloth panels corresponding to the course designation at the stern of the Race Committee boat (see Section 10.3 of the Race Book).
2. If a non-standard windward/leeward course is selected, write the compass bearing and distance (statute miles) to the first mark, and the number of legs to be sailed, in large block letters on the white board then display the white board at the stern of the Race Committee boat.

Courtesy Broadcasts

A race is controlled by the visual signals displayed by the Race Committee. However, courtesy broadcasts can enhance communications between the Race Committee and the fleet, and inform the fleet of Race Committee intentions, and Race Committee actions when boats are too far from the Race Committee boat to observe the visual signals.

The Race Committee boat is encouraged to make a courtesy broadcast on channel 69, about 5 to 10 minutes before the first warning signal telling the fleet what course has been selected and possibly briefly describing the course if it is a windward/leeward or non-standard course. Start the broadcast by stating that this is the MORF Race Committee boat making a courtesy broadcast to the MORF fleet.

In the event of a postponement, or if more than one race is being run during the day, the Race Committee is encouraged to make a courtesy broadcast when they are ready to resume the starting sequence or begin the sequence for the next race. Inform the fleet of the time you plan to remove the postponement flag (AP) and start the new sequence. For everyone's convenience, warning and starting signals should be made "on the 5s" (i.e., 11:00, 11:05, 11:10, etc.).

A courtesy broadcast is also recommended if the Race Committee shortens or abandons a race, or if some other unusual event occurs, such as a mark being missing or out of place.

The Race Committee is not required to respond to questions or comments from competitors other than about matters of health and safety. The Race Committee may respond briefly and factually to reasonable questions about the race at its discretion. Try to limit responses to information provided by the Sailing Instructions and the Race Signals. Do not elaborate upon, or attempt to explain the information. Avoid giving information that might give one or more boats an advantage over others. Remain courteous. Avoid arguments and extended dialogs. The Race Committee may wish to acknowledge a radio transmission (as a courtesy) but decline to respond, or simply not respond.

Check Wind Direction, Starting Line and Course Selection

Make a final check of the wind direction. If it has shifted more than about 15 degrees, consider resetting the starting line, and the course, if need be. **The Race Committee boat is allowed and encouraged to fly the postponement (Answering Pennant (AP) – red and white vertical stripes) flag to allow additional time to prepare for the start and to make necessary adjustments to the starting line and course.** An on-time start is desirable, but a well-chosen course, a square starting line and a correct starting sequence are more important.

Starting Sequence

See Section 7 of the Race Book for the starting sequence. Section flags are as follows:

Section	Code Flag	Description
V – Jib and Main	V*	White flag with red "X"
9 – Jib and Main	9	Quadrants: white-black over red-yellow
Q – Spinnaker Fleet	Q	Solid yellow
7 – Spinnaker	7	Horizontal stripes: yellow over red
6 – Spinnaker	6	Horizontal stripes: black over white
5 – Spinnaker	5	Vertical stripes: yellow - blue
4 – Spinnaker	4	White cross on red field
3– Spinnaker	3*	Vertical stripes: red – white - blue
2– Spinnaker	2*	White circle on blue field
1– Spinnaker	1*	Red circle on white field
T – Multihulls	T	Vertical stripes: red - white - blue
0 – T10 Class	0*	Vertical Stripes: yellow – red - yellow
J/105 Class	J*	Horizontal stripes: blue – white - blue
J/109 Class	9*	Quadrants: white-black over red-yellow
First 36.7 Class	6*	Horizontal stripes: black over white
First 40.7 Class	7*	Horizontal stripes: yellow over red

* St Joe (LD#6) port-to-port races and Noon Whistle MORF Open only.

When all spinnaker Sections start as a single Class, only the Q flag shall be hoisted at the warning signal and dropped at the starting signal.

When two or more Sections start at the same time the Section flags for each Section beginning its starting sequence shall be hoisted at the warning signal and dropped at the starting signal.

Races will be started by using RRS Rule 26 as follows:

Races shall be started using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

Signal	Flag and Sound	Minutes before Starting Signal
Warning	Section flag; one sound	5
Preparatory	P,I,Z,Z with I, or black flag; one sound	4
One-Minute	Preparatory flag removed; 1 long sound	1
Starting	Section flag removed; 1 sound	0

The warning signal of each succeeding Section shall be made with or after the starting signal of the preceding Section.

If you need more time, or a significant error occurs during a starting sequence hoist the postponement flag (AP) and make two sound signals. This postpones any races not yet started. (The AP is the Race Committee's friend.) Making the visual (flag) signals correctly is most important since they are "official" and govern the race. Therefore, if a sound signal is absent or mistimed, the starting sequence can continue. However, a mistimed or mistaken sound signal can be confusing and may warrant stopping the sequence by postponing, then redoing the sequence. When you are ready to resume the starting sequence, drop the AP and make one sound signal. Resume the starting sequence one minute later by making the warning signal for the next Section or Sections scheduled to start. Plan to drop the AP so that the warning signal that follows will occur at some multiple of five minutes after the original warning signal was scheduled. This will simplify time keeping for everyone, and scoring for the scorer.

If a significant error occurs with the starting signal (early or late flag signal) that could adversely affect one or more competitors (OCS or late for the start), but some boats have started, signal a General Recall (see below). Give the recalled boats reasonable time to return to the pre-start side of the starting line. Plan to drop the First Substitute flag so that the warning signal that follows will occur at some multiple of five minutes after the original warning signal was scheduled.

Once the first Section has started, the course shall not be changed to accommodate wind changes. If a moderate wind shift (15 to 30 degrees) occurs during the starting sequence, interrupt the starting sequence by displaying the AP Flag and making two sound signals, reset the starting line, then resume the starting sequence. In the event of a major wind shift (greater than 45 to 60 degrees), that renders the race unfair, the race should be abandoned, or abandoned and restarted after setting a new course, if time permits.

Starting Additional Races

If two or more races are scheduled for the same day, the R & F Flags may be used as courtesy to alert the fleet. See Section 11, Starting Additional Races.

Recalls

Individual Recall (RRS Rule 29.1)

When at a boat's starting signal, any part of her hull, crew or equipment is on the course side of the starting line, the Race Committee shall promptly display the X Flag with one sound signal. The flag shall be displayed until all such boats are completely on the pre-start side of the starting line or its extensions, but not later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier.

General Recall (RRS Rule 29.2)

When at the starting signal the Race Committee is unable to identify boats that are on the course side of the starting line or there has been an error in the starting procedure, the Race Committee may signal a general recall (display the First Substitute flag with two sounds). The warning signal for a new start for the recalled Section shall be made one minute after the First Substitute flag is removed (one sound), and the starts for any succeeding Sections shall follow the new start.

Shortening or Abandoning a Race (RRS Rule 32)

After the starting signal, the Race Committee may shorten the course (display flag S with two sounds) or abandon the race (display flag N, N over H, or N over A with three sounds) as appropriate:

1. because of an error in the starting procedure;
2. because of foul weather;
3. because of insufficient wind making it unlikely that any boat will finish within the time limit;
4. because a mark is missing or out of position; or
5. for any other reason directly affecting the safety or fairness of the competition.

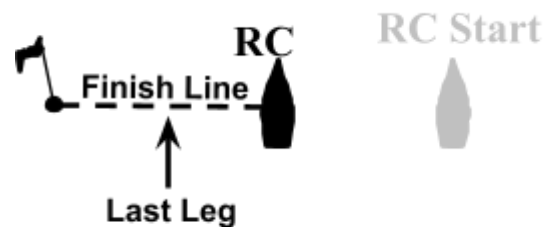
However, after one boat has sailed the course and finished within the time limit, the Race Committee shall not abandon the race without considering the consequences for all boats in the race or series.

If the Race Committee signals a shortened course (displays flag S with two sounds), the finishing line shall be at a rounding mark, between the mark and the staff displaying flag S.

Long distance races may be shortened at the start by the Race Committee boat flying the “follow me flag” (yellow and black checks, code “L”) and motoring and/or sailing in the general direction of the finish mark. The race is shortened after signaling a postponement. The only allowable method to shorten the Jane and Gene Zimmer, Chicago to St Joe, St Joe to Chicago, Michigan City to Chicago, and Skipper’s Club Long Distance Races is using the “follow me flag” at the start. The Chicago to Michigan City race may use an alternate finish mark in addition to using the follow me flag at the start.

Setting the Finish Line

A properly set finish line is as important to the race as a properly set starting line. The finish line should be relatively short, about four to six boat lengths, and set perpendicular to the last leg of the race course. It is preferable, though not required under the RRS Rules, for boats to pass the finishing mark on the same side as the other marks of the course.



As Boats Finish

Be sure that crew persons are stationed for:

1. Timekeeping: Finish times are recorded in hours (per a 24 hour clock), minutes, seconds. As boats approach the finish line, the **time keeper** should **call out the hour and minute as each changes** – in advance of a boat finishing. Then when the **line sighter/sounder** “marks” a boat’s finish, the **time keeper** calls out just the seconds at which it occurred
2. Recording: Finish times, boat names, and sail numbers. Record finishes in the order of finishing, not the order in which the boats checked in.
3. Line sighting: The **line sighter/sounder** should call out the yacht's sail number and name, if known, as each yacht approaches the finish – in the order they appear likely to finish. Then when a boat crosses the line, make a short sound signal, or call “mark” and the boat’s sail number.

The RRS definition of *finish* states, "a yacht finishes when any part of her hull crosses the finishing line from the course side." Additionally, RRS Rule 28.1 states that "after *finishing*, she need not cross the finishing line completely." If a boat touches a finish mark after *finishing* (violation of RRS Rule 31), she is required to exonerate herself by returning to the course side of the finish line (RRS Rule 44.2), doing one penalty turn (RRS Rule 44.1), then crossing the finish line again. The Race Committee should record each time a boat crosses the finish line.

All protests should be recorded on the worksheets, and the display of any protest flags should be noted.

After the Race

1. Retrieve any inflatable marks that were set.
2. Record the finish times on the worksheets and verify according to the order of finish. Record all DNFs and Protests.
3. Return the equipment to the dock box at Burnham Harbor or arrange for the equipment to be delivered to the next Race Committee boat (especially when there is a race the next day).
4. It is not necessary to segregate the results by Section. The computer scoring will do this. However, do clearly state which are the JAM boats. Record the sail number and name of each yacht and its finish time (clock time) in hours, minutes, and seconds. Transmit the results to the MORF Secretary as soon as possible. Then send a copy of the completed work sheet and the list of starters in each Section to the MORF Secretary.

Reporting Race Results

Report the race results by email at morf@morfracing.org as soon as possible after the race. If you are unable to email the MORF Secretary by Sunday evening, call the secretary directly. To facilitate proper processing of the results, please include the following information:

- Your name
- Your preferred phone number
- Conditions (wind velocity, waves, direction)
- Which boats started with the Jib and Main Sections
- Date of the race
- Course used
- Starting area

If any start is postponed, include the starting time for each Section. In reporting the results, simply give the yacht name, the sail number, and the finish time for each yacht. For those yachts that started but did not finish, simply supply that information in lieu of a finish time. It is not necessary to order or sort the data in any way. It is, however, necessary to indicate which yachts, if any, started in the Jib and Main Section. You may indicate this either in connection with the finish times or as a separate list of Jib and Main starters.

If you were unable to get complete information about a yacht or its finish time, give other forms of identification such as hull color, approximate size, or the name of the yacht, as well as what yachts it was between or near at the finish.

You may report your results at any time of the day or night, but try to get them in by 19:00 on the day of the race. This will allow us to get the results on the webpage by Monday morning following the race. One final note: please indicate any protests lodged with the Race Committee boat stating the name of the protesting and protested yacht and whether any protest flags were displayed.

Constitution and By-Laws

Article I Name and Purpose

Section 1. Name

The name of this voluntary association shall be **MIDWEST OPEN RACING FLEET**. The organization is hereinafter referred to as the *club* or *MORF*.

Section 2. Purpose

The purpose of this club shall be to aid members in improving their sailing skills in off-shore yachts by providing a schedule of short course and long distance races conducted under the best handicap system available and to develop a high standard of seamanship by encouraging proper sailing methods.

Article II Membership and Dues

Section 1. Qualifications for Membership

Any person of lawful age, good moral character, and having an interest in sailing who is willing to accept the responsibilities of membership, as set forth herein is eligible for membership in the club.

Section 2. Classes of membership

The membership of the club shall consist of two Classes: Regular and Associate.

Section 3. Regular Members

Every yacht carried on the club's roster shall have at least one owner registered as a regular member. Regular members shall be entitled to full participation in all club affairs, including the right to hold office, and to vote for officers, or other matters brought before the membership.

Section 4. Associate Members

An Associate Member shall be a co-owner or family member of a yacht owner or non-yacht owner who agrees to promote the interests of MORF. Associate Members shall enjoy full participation in club affairs; except that associate members may not vote for officers, hold an elective office, or vote on proposals that will amend these by-laws. A yacht's co-owner shall have the right to vote in the absence of that yacht's regular member.

Section 5. Notice of Limits of Liability of the Club

Each yacht owner is responsible for the safety of his/her yacht, crew and guests, and by filling an application for membership in the club or by participating in any event, warrants and represents for the benefit of his/her crew, guests, participants, spectators and club, that his yacht is seaworthy including, but not limited to, the soundness of the hull, spars, rigging, sails, and all gear and equipment, that his/her crew is experienced and in good physical condition to safely and properly participate in the event entered.

Each yacht owner and crew member acknowledges that he/she participates in an event at his/her own risk, warrants and represents that he/she will comply with the applicable rules and regulations of the club, state and federal laws, and racing rules, whether general or of particular application to any event; and agrees to hold the club harmless from loss or liability arising from the participation by the yacht owner and crew members in any event.

Each yacht owner will have the sole responsibility to decide whether to start or to continue in any event. Inspection of any yacht by a representative of the club shall not reduce or affect the yacht owner's responsibilities, warranties and representations as described herein.

Each owner is solely responsible for the conduct of his/her yacht's crew, before, during, and after any event sponsored by the club. Any conduct deemed by the club as being unbecoming to any yachtsperson can result in expulsion.

Section 6. Dues and Fees

The executive board shall determine the amount of dues and fees.

Membership dues are payable by March 15 of each year. Measurement fees are payable at the time of measurement.

Article III Officers, Elections and Committees**Section 1. Officers**

The elective officers shall consist of a Commodore, Vice Commodore, Rear Commodore, Secretary, Treasurer, and Section Captains. The number of Section Captains elected shall be determined by the number of racing Sections active the preceding year; one Captain from each of the Sections. The term of office shall be for one year, commencing after the election at the annual awards dinner. These officers shall form the executive committee.

Section 2. LMSRF Delegates

The Commodore and a person designated by the executive board shall be the delegates of the club to the Lake Michigan Sail Racing Federation.

Section 3. Nominations

The Commodore shall appoint a nominating committee and chairman, who will assemble a slate of officers for the subsequent year. The secretary shall send to the membership the nominating committee's report along with the notice of the annual awards dinner, not less than 30 days before the dinner.

Section 4. Other Slates

In any election of officers, ten regular members may nominate an eligible candidate by filing with the secretary 15 days before the election, the names of such candidates and the offices to which they are to be nominated. The secretary shall then notify the membership of the nominations. Such notification shall be mailed to the regular members 10 days before the annual awards dinner.

Section 5. Election of Officers

The election of executive officers shall take place at the annual awards dinner. The candidates receiving the most votes for an office shall win that office. Election will be by secret ballot for offices with more than one nominee.

Section 6. Vacancy in Office

In the event of a vacancy in an executive office, the executive committee shall appoint a regular member to fill that office.

Section 7. Quorum

One-quarter (25%) of the paid, regular members shall constitute a quorum necessary to amend these by-laws at a regularly called business meeting. If, during a business meeting of the club, a proposal involving such an amendment is brought to the floor, the presiding officer shall direct the secretary to publish the proposal for consideration of the entire membership with the notice of the next business meeting.

Section 8. Committees

The club shall have the following standing committees:

- a. The Race Committee shall be chaired by the Vice Commodore. The Race Committee is charged with the complete administration of the racing program of the club, including publishing the Race Schedule and Sailing Instructions. However, the Race Committee will not administer areas concerned with measurement of yachts, or the hearing of protests.
- b. The Measurement and Handicapping Committee shall be chaired by the Rear Commodore and is charged with the administration of a measurement procedure compatible with the measurement rule; including issuing suitable measurement certificates to the yacht owners.
- c. The Protest Committee shall be chaired by an appointee of the Commodore and shall hear all properly submitted protests.
- d. The Publicity Committee shall be chaired by an appointee of the Commodore. The responsibility of the committee shall be to prepare the annual year book and to furnish to the media whatever material available for the promotion of the club.
- e. The Membership Committee shall be chaired by an appointee of the Commodore. The purpose of this committee shall be to recruit qualified sailors into the club.

The Commodore may establish other committees as needed for the welfare of the club.

Article IV Rule and Safety Requirements

Section 1. Rule Changes

Any proposal to change the handicapping rule shall be presented in time and voted on by the membership so it will become effective by May 1.

Section 2. Handicapping Rule

The PHRF system of handicapping is the official rating rule of the club. **THE MORF PHRF HANDICAPPING GUIDELINES** shall be made part of these by-laws. No certificate will be issued for monohull yachts rating less than 41 seconds per mile. Exceptions may be made by the Executive Committee and must be ratified by the fleet at the next regular business meeting.

Section 3. Safety Requirements

The special regulations governing minimum equipment and accommodations standards as modified by the LMSRF and MORF shall be in effect for the club for category 4 races.

MORF PHRF Handicapping Guidelines

The MORF PHRF Handicapping Guidelines is a system for assigning empirical or performance handicaps to mono-hull and multi-hull racing/cruising sailboats for racing in MORF events. The MORF PHRF handicap is the degree to which one boat design is potentially faster or slower than any other in seconds-per-time-allowance-mile. Handicaps are assigned and Rating Certificates are issued by the MORF Measurement and Handicapping Committee which is chaired by the Rear Commodore and consists of two representatives from each Section, the Section Captain and an alternate. The MORF Measurement and Handicapping Committee considers hull and appendage characteristics, rig and sail dimensions, US SAILING data, race data, and any other information relevant to a boat's performance in assigning a handicap to a boat. To be issued a MORF Rating Certificate, each boat shall meet the minimum accommodation, equipment, and safety standards.

Handicaps

MORF scores racing results whereby the corrected times are calculated using time allowance mileage. The time allowance mileage for a course is equal to the course length, in statute miles. By

vote of the fleet at the 2017 Winter Meeting, time allowance mileage for a Long Distance Series race course is equal to the course length, in nautical miles. All MORF PHRF handicaps are given in seconds-per-time-allowance-mile (sec/tam).

A Base Handicap (**BHCP**) in seconds-per-time-allowance-mile (sec/tam) is assigned to each boat type or Class by the MORF Measurement and Handicapping Committee. The BHCP for a boat type or Class assumes standard hull and interior, keel, rudder, and rig as originally designed and built with a standard propeller type and installation. The BHCP assumes a headsail with a 155% overlap and standard size spinnakers and mainsail as defined below. No credit is given for undersized sails. A One-Design (**ODR**) Base Handicap may be assigned to a boat type having a standard rig and/or sail configuration that were part of the boat's original design and construction, or constitute a nationally recognized one-design configuration. No adjustment to a boat's BHCP is made for boats racing Jib and Main unless the boat type has an ODR that includes an oversized spinnaker.

A Provisional Base Handicap may be assigned for one-off, custom, modified, innovative or new production boats until sufficient information is obtained to result in the assignment of a stable handicap.

A Final Handicap (HCP) is derived by adding adjustments (credits or penalties) to the BHCP. Please see below for the kinds of adjustments and associated values reported in seconds-per-time-allowance-mile (sec/tam).

Measurements and Verification of Hull, Rig, Sail Plan, and Interior Design or Layout

Assigning a BHCP and deriving the HCP requires measurement and verification of critical hull and rig parameters, sail dimensions, and a description of the interior layout and appointments. Measurements provide the necessary values that enable the MORF Measurement and Handicapping Committee to verify a boat's model or type and to establish, with reasonable confidence, which boats are standard and which are different or have been modified. Measurements are made in feet and tenth of a foot (e.g., 34.5 feet). MORF accepts the following:

1. Any current or still-accurate measurement-rating certificate, such as ORR, IRC, and MORC, which show actual physical measurements (not based on sister-ship measurements).
2. Actual physical measurements by a MORF handicapper.
3. A One-Design Class measurement certificate certified by the Class measurer.
4. A sail measurement certificate provided by a sail maker.

Rig measurements include:

J refers to the horizontal distance from front surface of mast centerline of the forestay extended to intersect the level of the sheer line or to most forward point on the deck or bowsprit to which a headsail may be tacked, whichever is greater.

SPL refers to the length of spinnaker pole from centerline of mast to outer end of pole when the pole is set in a horizontal athwart ship position.

TPS refers to the horizontal distance from the face of the mast to the point of attachment at deck level of the foremost tacking point of an asymmetrical spinnaker if tacked to the deck at the centerline or to the extreme forward end of any bowsprit or prod in its maximum extended position.

I refers to the vertical height of the fore triangle measured from the deck sheer line abeam the mast to the point of attachment of the forestay, or if a headsail is set forward of the forestay, to the highest attachment point from which the headsail may be hoisted, whichever is greater.

ISP refers to the vertical height of the spinnaker hoist measured from the deck sheer line abeam the mast to the highest point of spinnaker attachment.

P refers to the luff length of the mainsail measured from the top surface of the fixed boom to either: i) the lower edge of the upper mast band, or ii) the maximum hoist of the mainsail head measured to the top of the headboard, whichever is greater. If the mast is unbanded at the top, then P shall be measured from the top of the fixed boom to the maximum position that the mainsail head could extend with the installed halyard.

E refers to the foot length of the mainsail measured from the aft edge of the mast to either: i) the inner edge of the boom band, or ii) the maximum extension of the mainsail clew, whichever is greater. If the boom is unbanded, then E shall be measured from the aft edge of the mast to the maximum position that the mainsail clew could extend with the installed outhaul.

PY refers to the luff length of the mizzen (two masted boats only) measured same as P.

PE refers to the foot length of the mizzen (two masted boats only) measured same as E.

Sails that require measurement are the largest mainsail, largest jib, and the largest spinnaker. Mainsails with roaches larger than the default assumption must also be measured. Sail measurements include:

LP is the length of the perpendicular defined as the distance perpendicular from the luff to the clew of the largest jib or genoa headsail.

SL is the length of symmetrical spinnaker luff measured along luff tape from head to clew.

SMW is the symmetrical spinnaker maximum girth or width measured luff to luff.

ALU is the length of an asymmetrical spinnaker luff measured along the longest luff tape from head to tack.

ALE is the length of the asymmetrical spinnaker leech measured along the shortest leech tape from head to clew.

AMG is the asymmetrical spinnaker mid-girth measured from mid-point on the luff to mid-point on the leech.

AF is the length of asymmetrical spinnaker foot measured along foot tape from clew to tack.

HB is the maximum fore and aft dimension from the luff of the mainsail to the extreme aft edge of the leech measured across the widest part of the headboard.

MGT is the top mainsail girth, the length of the girth of the mainsail taken at 7/8 of the leach from the clew.

MGU is the upper mainsail girth, the length of the girth of the mainsail taken at 3/4 of the leech from the clew.

MGM is the mid mainsail girth, the length of the girth of the mainsail taken at 1/2 of the leach from the clew.

MGL is the lower mainsail girth, the length of the girth of the mainsail taken at 1/4 of the leach from the clew.

The interior layout and appointments must be fully described. When an interior is judged by the owner to be unusual or when it has been customized, photos may be used, but are not required.

Credits and Penalties

Credits and penalties, in seconds-per-mile, are added algebraically to BHCP for variations of or modifications to the "standard" hull, rig, sail plan, and interior layout. All modifications are handled on a case-by-case basis. Owners must report all modifications when they apply for or renew a handicap certificate. Mid-season modifications must also be reported and an updated certificate issued before the boat races with the modification.

The following adjustments are applied to all boats currently registered and racing with MORF Rating Certificates:

Standard Headsails

The maximum LP of any headsail shall be no greater than 155% of J. Headsails with an LP of 155.1% to 165% of J will be assigned a -3 sec/tam adjustment (penalty); and with an LP greater than 165% of J, a -6 sec/tam adjustment (penalty). No credit adjustment is given for any headsail smaller than the maximum allowed.

Roller Furled Headsails

A boat that carries a roller furling headsail and where the BHCP for the same boat did not include the roller furling headsail, may receive a +3 sec/tam adjustment (credit) if the drum is mounted above deck. In addition: i) no credit shall be given if the drum is mounted below deck; ii) the headsail LP shall not be greater than that allowed for a base handicap without penalty; iii) no additional credit is applied for a headsail smaller than the maximum allowed; iv) the headsail shall remain on the furler except during sail changes; and v) the credit for the roller furled headsail is awarded on an annual basis and will not be automatically applied for a MORF Rating Certificate renewal.

Staysails

Staysails are permitted subject to the following restrictions:

1. Staysail overlap, when hoisted, cannot extend aft of the maximum LP measurement allowed without penalty (i.e., 155% times J);
2. When used, the staysail must be tacked to the deck or the bowsprit and on the centerline of the boat; and
3. The staysail may not be tacked further forward of the mast than the J rig measurement.

There is no adjustment (credit) given to boats not using a staysail and there is no adjustment (penalty) given to boats using one.

Spinnakers

Both symmetrical and asymmetrical spinnakers are allowed. Asymmetrical spinnakers may be tacked to a spinnaker pole, a sprit, a prod, or to the deck. The spinnaker configuration shall be declared by the owner.

Symmetrical Spinnakers

The area of a symmetrical spinnaker is defined as $0.833 \cdot SL \cdot SMW$. The SMW of the base boat is assumed to be 180% of SPL. The SL of the base boat is assumed to be 0.95 times the square root of $ISP^2 + SPL^2$.

Asymmetrical Spinnakers

The area of an asymmetrical spinnaker is defined as $(ALU + ALE) \cdot (4 \cdot AMG + AF) / 12$. There is no limitation on the luff length. For asymmetrical spinnakers tacked to a pole, the area of the asymmetrical spinnaker shall not exceed the maximum area of a symmetrical spinnaker for the base boat.

Changing from Pole to Deck Tacked Asymmetrical Spinnaker

In the case when the owner of a boat that normally is rated with a symmetrical spinnaker tacked to a pole declares that only an asymmetrical spinnaker tacked on centerline will be used for MORF racing, a +6 sec/tam adjustment (credit) is given provided the area of the asymmetrical spinnaker does not exceed the maximum area of the symmetrical spinnaker for the base boat, and the boat is not racing

in a Jib and Main race event. The spinnaker pole can remain on the boat for use as a whisker pole but cannot be used when a spinnaker is set.

Oversized Spinnakers

Oversized spinnakers shall be assessed a -3 sec/tam adjustment (penalty) for each 12%, or fraction thereof, that the spinnaker area exceeds that of the spinnaker area for the base boat or, if the rig is modified based upon the MORF maximums, for the modified rig.

Mainsails

Mainsail girth measurements must comply with the following limits:

$HB < 0.04 * E$ or 0.5 foot, whichever is larger

$MGT < 0.22 * E$ $MGU < 0.38 * E$ $MGM < 0.65 * E$ $MGL < 0.90 * E$

The area of a mainsail is defined as $P * (HB + 2 * MGT + 3 * MGU + 4 * MGM + 4 * MGL + 2 * E) / 16$. Oversized mainsails shall receive a -3 sec/tam adjustment (penalty) for each 3% or fraction thereof that the mainsail area exceeds that of the mainsail area calculated using the maximum mainsail girth measurements shown above for the E and P rig dimensions of the boat (after any rig adjustment penalties are assessed as described below).

Full battened mainsails are allowed. There is no restriction on the material for the battens. Battens must be evenly spaced along the leech but do not have to be parallel to the boom. There may be no more than seven battens that shall not have any lines permitting shape adjustment underway except the usual leech line, foot line and mainsail sheet.

A +6 sec/tam adjustment (credit) is awarded for mainsail luff roller furling with no battens. A +3 sec/tam adjustment (credit) is awarded for mainsail luff roller furling with battens. A +3 sec/tam adjustment (credit) is awarded for an in-the-boom furled mainsail. The mainsail luff roller furling or an in-the-boom furling must be a production feature of a yacht to be awarded this credit.

Rig and Other Adjustments

Fore Triangle (I) Adjustments

For each 12% increase, or fraction thereof, a -3 sec/tam adjustment (penalty) shall be assessed for each infraction.

Spinnaker Tack Point (ISP, SPL or TPS) Adjustments

1. For boats that increase ISP, SPL or TPS, every 12% increase, or fraction thereof, a -3 sec/tam adjustment (penalty) shall be assessed for every occurrence. No credit will be given for SPL or TPS less than J.
2. In order to facilitate jibing, the TPS for an asymmetrical spinnaker may extend up to $J + 1.0$ without penalty provided that the area of the asymmetrical spinnaker is not greater than the maximum area of the symmetrical spinnaker for the base boat assuming the TPS is equal to J.
3. For boats that have converted from a spinnaker pole to a deck stepped asymmetrical spinnaker where the area of the asymmetrical spinnaker exceeds the maximum area of the symmetrical spinnaker for the base boat, the product of the actual ISP times TPS divided by the product of the base boat ISP times J, shall not exceed the amount of increase in the symmetrical spinnaker area. For each 12% increase, or fraction thereof, a -3 sec/tam adjustment (penalty) shall be assessed.

Mainsail (P, PY) Adjustment

For each 5% increase, or fraction thereof, a -3 sec/tam adjustment (penalty) shall be assessed.

Boom Length (E & EY) Adjustments

For an increase of 0.5% to 10%, a -3 sec/tam adjustment (penalty) shall be assessed. For an increase of 10.01% to 20%, a -6 sec/tam adjustment (penalty) shall be assessed.

Whisker Poles

A headsail may be sheeted or attached at its clew to a spinnaker pole or a whisker pole to push out the clew of a headsail, provided that a spinnaker is not set. There is no limitation on the length of a whisker pole. There is no adjustment (credit) given to Jib and Main boats not using a whisker pole and there is no adjustment (penalty) given to Jib and Main boats using one.

Auxiliary Power Propeller Adjustments

Two or three blade folding or feathering propeller not in an aperture: No adjustment.

Two bladed fixed propeller not in an aperture: +6 sec/tam adjustment (credit).

Three or more bladed fixed propeller not in an aperture: +9 sec/tam adjustment (credit).

Other propeller installations: +3 or +6 sec/tam adjustment (credit) on a case by case basis.

Failure to report and verify hull parameters or rig and sail dimensions within a season shall result in a -10 sec/tam adjustment (penalty).

Failure to verify dimensions in a successive season will inhibit the issuance of a certificate or invalidate an issued certificate.



Obtaining a MORF PHRF Handicap Rating

A MORF Rating Certificate indicating the HCP rating is provided for all boats registered to race in MORF events as part of the annual MORF membership fee. The HCP rating is valid for the duration of the sailing season unless a boat is modified or new sails are obtained after the rating was issued. Any modifications and/or new sails must be reported to the Rear Commodore and a sail maker's sail measurement certificate must be supplied or the sails must be measured before the modification and/or new sails can be used in a MORF race.

New Rating: Boats new to MORF and/or boats registered by a new owner must apply for a new rating. An application for a new rating must include complete, accurate information about the boat (builder/designer, model, construction date) and the hull, rig, and sail dimensions. Supporting documents such as a sail measurement certificates shall be submitted with the application.

Renewals: Boats with a valid MORF Rating Certificate from the previous season do not need to resubmit complete hull and rig information unless the boat has been modified. Any modifications to the hull, interior, appendages, or the rig must be reported and described in detail. Any new sails must be reported and sail measurement certificates must be provided, or the new sails must be measured.

Applying for New MORF Handicapping

With the recent changes in the MORF PHRF Handicapping Guidelines, one will need to apply on an annual basis for any of the new credits being offered for roller furling headsails, in mast mainsail furling, solid propellers, and for changing from a spinnaker pole to a deck tacked asymmetrical spinnaker. If you would like to take advantage of any of these credits, please fill out the MORF Handicapping Questionnaire, scan it and email it to the Rear Commodore. Alternately, you can include the form with your annual renewal. The Rear Commodore will calculate the applicable credits and issue a MORF Handicapping Certificate for the current year.

Appeals

An owner may request modifications to the HCP rating assigned to his/her boat or a competitor's boat. Appeals may be filed for the following reasons:

1. There is performance data that clearly demonstrate that an adjustment to the handicap is warranted.
2. There is clear evidence that the MORF Measurement and Handicapping Committee was not in possession of complete or correct data when the current handicap was assigned.
3. There is clear evidence that there have been unreported modifications made to the boat subsequent to the assignment of the current handicap. This type of appeal is usually the result of a successful protest to a Race Committee for initial action and under the current racing RRS Rules published by US Sailing.

Appeals must be presented in writing to the Rear Commodore. Appeals based on the performance of a boat relative to its competitors should be accompanied by a completed MWPHRF Appeals Form available at <https://www.mwphrf.org/index.php/information/appeal-a-handicap>. Appeals will be accepted at any time after the start of the current racing season and prior to the MORF winter meeting following the current racing season. While appeals may be accepted during the current racing season they are ordinarily not acted upon during the current season unless reasons 2 and 3 above apply. Typically appeals are acted upon during the period January 15 to March 15 prior to a given racing season. Only one appeal of the handicap may be filed each year for any given boat. However, if the appeal is based on modifications or evidence that incorrect data were used in assigning the handicap, it may be submitted for immediate action.



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Membership by Sail Number

Sail #	Boat Name	Boat Type	Rtg		Sail #	Boat Name	Boat Type	Rtg
129	Nyctosaur	J/105	87		42521	Sea Phoenix	Thomas 35 FR	75
15329	Kraken	Ericson 34T TM	144		42934	Whisper	Alsberg Express 34	96
23994	Planxty	J/30 ODR	135		45367	Gaucha	Beneteau First 36.7	75
267	Venteux	Beneteau First 36.7	75		50638	Esprit d'Écosse	J/105	87
27	Touring Machine	Catalina 275 Sport	180		50659	Mazal Tov	J/120	48
30007	Tempest	Frers 30	132		50870	Yukon	Beneteau First 35s5	138
30427	Starship	Cal 9.2	168		52051	Free Radical	Beneteau First 36.7	75
32121	Fastnet	Baltic 38 DP	96		52817	Liquid Lounge	Beneteau First 35s5	129
33	Handsome Pete	Beneteau First 10R	84		52845	Tide the Knot	Sunfast 35	108
345	Out of the Blue	T10	126		54951	Tenacity	Olson 34	105
34109	Shoe String	Olson 34	108		60780	Obsession	Endevour 42	151
365	Za Zen	Catalina 320 WK	159		6525	Cahoots	Peterson 34	120
40202	Truant	S2 9.1	132		97350	Free Agent	Schock 35	72
42234	Serenity	Beneteau First 42	78		999	War Canoe	Olson 30	102

Membership by Boat Name

Boat Name	Owners		Boat Name	Owners
<i>Cahoots</i>	Mike Ciechanowski		<i>Sea Phoenix</i>	Gary Knappenberger
<i>Esprit d'Écosse</i>	Ross & Judith McLean		<i>Serenity</i>	Arnold Hirsch
<i>Fastnet</i>	Tim Herboth & Tracy Stevenson		<i>Shoe String</i>	Jay Grizzell
<i>Free Radical</i>	Bob Nelson		<i>Starship</i>	Keith Mohill
<i>Gaucha</i>	Mark & Diane Bouckaert		<i>Tempest</i>	Hank Kalmus
<i>Handsome Pete</i>	David & Tracey Baker		<i>Tenacity</i>	Peter Cooper & Peter O'Malley
<i>Harmony</i>	Jon Hood		<i>Tide the Knot</i>	Bob & Connie Metzen
<i>Kraken</i>	Nick Drake		<i>Touring Machine</i>	Todd Gayley
<i>Liquid Lounge</i>	Doug & Wendy Sibery		<i>Truant</i>	Walter Kawula
<i>Mazal Tov</i>	Arne Fliflet		<i>Venteux</i>	Justin Kalb & Jon Van Norman
<i>Nyctosaur</i>	Mark Fruin		<i>War Canoe</i>	Dan Wallace
<i>Obsession</i>	Endevour 42		<i>Whisper</i>	Tom Barnes & Janet Holden
<i>Out of the Blue</i>	George Jankowicz		<i>Yukon</i>	Ralph Krauss
<i>Planxty</i>	Kate & Dennis Bartley		<i>Za Zen</i>	Bill Van Emburg

Membership by Section and Rating

Sec	Rtg	Boat Type	Sail #	Boat Name	Base Rating		Sec	Rtg	Boat Type	Sail #	Boat Name	Base Rating
4	48	J/120	50659	Mazal Tov	48		6	108	Sunfast 35	52845	Tide the Knot	108
4	75	Beneteau First 36.7	52051	Free Radical	75		6	120	Peterson 34	6525	Cahoots	120
4	75	Beneteau First 36.7	45367	Gaucha	75		6	126	T10	345	Out of the Blue	126
4	75	Beneteau First 36.7	267	Venteux	75		6	132	Frers 30	30007	Tempest	132
4	78	Beneteau First 42	42234	Serenity	81		6	132	S2 9.1	40202	Truant	132
4	84	Beneteau First 10R	33	Handsome Pete	81		6	135	J/30 ODR	23994	Planxty	135
4	87	J/105	50638	Esprit d'Écosse	87		7	144	Ericson 34T TM	15329	Kraken	144
4	87	J/105	129	Nyctosaur	87		7	151	Endevour 42	60780	Obsession	60780
6	96	Alsberg Express 34	42934	Whisper	96		7	159	Catalina 320 WK	365	Za Zen	159
6	96	Baltic 38 DP	32121	Fastnet	96		7	180	Catalina 275 Sport	27	Touring Machine	175
6	102	Express 35	43942	Harmony	102		9	75	Thomas 35 FR	42521	Sea Phoenix	72
6	102	Olson 30	345	War Canoe	102		9	87	J/105	50870	Yukon	87
6	105	Olson 34	54951	Tenacity	105		9	129	Beneteau First 35s5	52817	Liquid Lounge	129
6	108	Olson 34	34109	Shoe String	108		9	168	Cal 9.2	30427	Starship	168



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MORF MEMBERSHIP / RENEWAL APPLICATION

Regular Member \$250

Associate Member \$25
(Partner or Crew)

New Member \$125

Request \$15 MORF Bursary

Name:		Season:	
Address:			
City:	State:	Zip Code:	
Home Phone:	Work:	Cell:	
E-Mail:			

Volunteer

We always need help! Please
volunteer your services and
indicate your preferences:

Committee Boat

Preferred Date:

Contact me with available dates

Protest

I would be interested in serving as a member of a protest committee

If you are registering a boat, please complete or update the following to the best of your ability:

Boat Name: 03/11/22

Sail Number:

Harbor:

Primary Fleet Choice:

[Spinnaker (S) or Jam (J)]

Make/Model:	I:
Model Year:	J:
Length Overall:	P:
Waterline Length (LWL):	E:
Beam:	ISP:
Draft:	SPL:
Displacement:	TPS:
	LPG:

MORF requires that sails be measured. Please attach a copy of sail measurement certificates if available.

Check here and complete the rest of this application if you desire to take advantage of the MORF handicapping credits for roller furling headsails, in-mast roller furling, solid propeller and for changing from a spinnaker pole to a deck tacked asymmetrical spinnaker. YOU MUST REAPPLY FOR THESE CREDITS ANNUALLY. Email to the fleet at morf@morfracing.org

Keel: Full Length	Fin	Shoal Draft	Centerboard	Winged	Keel/Centerboard
Auxiliary Power:	Inboard	Outboard	Sail Drive		
Spinnaker Attachment:	Pole	Sprit or Prod	Fordeck	None	

Describe in detail all modifications to your boat which may have reduced or redistributed its weight, increased its sail area, or reduced its wetted surface. Any additions or alterations to a yacht that may affect its performance must be reported to the MORF Rear Commodore prior to starting the next race. Use additional paper if needed.

Waiver

I have read the Racing Rules of Sailing as adopted by the US SAILING Association and agree that in submitting this application I am bound thereby. In consideration of the opportunity to participate in the Midwest Open Racing Fleet (MORF) Races and being fully aware of the dangers that may befall mariners, each of the undersigned, for himself and his heirs, legal representatives, successors and assigns, hereby waives any and all claims which he, and any of them, may have against the Midwest Open Racing Fleet and its Board of Directors, members and agents involved in the organization, supervision and conduct of races. This waiver is not intended to preclude claims by an individual contestant against another contestant arising out of any alleged negligent conduct of said contestant. I agree to the conditions of the Races set forth in the current MORF Race Book and state that the yacht identified above will be outfitted, equipped and handled in accordance with these conditions and that the yacht will comply with the class rules while racing. I specifically agree that it is my responsibility to see that this yacht is seaworthy in hull, rig, and gear, and that she is competently operated. I knowingly assume the risks of yacht racing and agree that the decision to start and continue a race is solely my responsibility.

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per event or the equivalent.

**ONLINE PAYMENT CONSTITUTE A
SIGNATURE OF THIS WAIVER.**

X

Signature

Date

Send electronically to morf@morfracing.org

Payment with PayPal / credit card online at: <http://morfracing.net/wpmocha/join-morf>

If Yes, please describe (attach photos, if possible):

[illegible]

Commodores of MORF

2023 Todd Gayley	2001 Nick Schneider	1979 Dave Nagel
2022 Tim Herboth	2000 Charley Smart	1978 Bob Graham
2021 Mike Ciechanowski	1999 Donna Ulatowski	1977 Bob Sheldon
2020 Peter O'Malley	1998 Ed Tamminga	1976 Mark Mahowald
2019 Diane Bouckaert	1997 Thom McCluskey	1975 Mark Mahowald
2018 Judith McLean	1996 Bob Foley	1974 Mike Auster
2017 Bob Metzen	1995 Steve Roake	1973 Mike Auster
2016 Jeremy Alexis	1994 Paul Ulatowski	1972 George Buillet
2015 John Notch	1993 Joe Des Jardins	1971 Phil Lescohier
2014 Peter Cooper	1992 John Moravec	1970 Phil Lescohier
2013 David Ward	1991 John Mulesa	1969 Phil Lescohier
2012 Mike Abbey	1990 Vaile Scott	1968 Elmwood Barce
2011 Mark Bouckaert	1989 John Steacy	1967 Bob Keleher
2010 Tom Barnes	1988 Manuel Cordero	1966 Richard Haggerty
2009 Peter Cooper	1987 Tex Hull	1965 Justin Williams
2008 Bill Hood	1986 Dennis Bartley	1964 Al Perkins
2007 Bill Smith	1985 John Gottwald	1963 Bill Booth
2006 Carl Stineman	1984 Dick Newman	1962 Bill Booth
2005 Bob Alexis	1983 Rick Burkhart	1961 Lloyd Derrer
2004 Patti Gherardini	1982 Jack Amedio	1960 Lloyd Derrer
2003 Loren Thompson	1981 Lee Bennett	1959 Gil Houston
2002 John Knoepke	1980 Dick Dronsuth	



2023 MORF Officers and Section Captains

Tim Herboth Past Commodore	Fastnet	1400 N LaSalle Drive Chicago, IL 60610 fastnetracing@gmail.com	(H) 312-280-8981 (C) 312-802-2258
Todd Gayley Commodore	Touring Machine	1609 Warbler Drive Naperville, IL 60565 tgayley@wolfram.com	(C) 217-898-9456
David Baker Vice Commodore	Handsome Pete	1346 W Belmont Ave #4 Chicago, IL 60657 dave.j.baker@gmail.com	(C) 312-286-1112
Mark Bouckaert Rear Commodore	GaUCHO	4423 Black Partridge Ln Lisle, IL 60532 markb367@gmail.com	(C) 630-464-0632
Peter Cooper Secretary	Tenacity	28W 460 Lorraine Drive Winfield, IL 60190 pcooper@fnal.gov	(H) 630-231-5557 (C) 630-649-0807
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Ralph Krauss Captain Section 9	Yukon	1160 Vine Street New Lenox, IL 60451 rkrauss@prairiestate.edu	(H) 815-485-0214
Tracy Stevenson Captain Section 6/7	Fastnet	1400 N. LaSalle Drive Chicago, IL 60610 fastnetracing@gmail.com	(H) 312-280-8981
Jon Hood Captain Section 4/5	Harmony	975 AppleTree Ln. West Chicago, IL 60185 jonhood617@outlook.com	(C) 708-273-3155
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Dennis Bartley Protest Chairman	Planxty	1144 S Gunderson Oak Park, IL 60304 planxty312@yahoo.com	(H) 708-848-2819

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