

**THE LOCAL RULES OF THE  
CHICAGO T-10 ASSOCIATION**

***I. GENERAL***

- 1.1 The Chicago T-10 Class One Design Rules (the “local Rules” or “Rules”) are issued pursuant to authority in the “By-laws of The Chicago T-10 Association” (“Bylaws”). The local Rules shall incorporate the “T-10 One-Design Rules and Amendments” as promulgated from time-to-time by the National T-10 Class Association (the “National Class Rules”), except as they have been revised, supplemented, canceled, altered or amended herein.
- 1.2 The local Rules shall apply to T-10 one-design races sponsored by LMSRF Area III yacht clubs or the Fleet. All terms defined in the By-laws shall have the same meaning in these local Rules.
- 1.3 The local Rules may only be revised, supplemented, canceled, altered, amended or repealed, in whole or in part, in the same manner as that set forth in Article VII of the By-laws.
- 1.4 Violation of any of the local Rules shall be grounds for disqualification by a Protest Committee from the race in which the violation occurred. Any subsequent violation of the same Rule may result in loss of eligibility for any Fleet award. Further, if a boat is successfully protested (where disqualification has occurred) three times for rule violations in any given racing year (in any Chicago area race) then that boat will receive an automatic 25 point penalty (which can not be used in a throw-out) towards any boat of the year and/or any other championship series which the Chicago T-10 Association members compete.
- 1.5 Perpetual trophies (Lake Michigan Regional Championship. Fleet Championship) are the property of the Fleet and must be returned to a Fleet Officer no later than October 1 of any year, notwithstanding the fact that the same boat wins again. The Fleet will refurbish the trophy, update the plaques and present the trophy to the winners at the Annual Fall Fleet Meeting. If a perpetual trophy is awarded for a particular regatta (e.g. Regional Championship awarded at the N.O.O.D.). it shall be returned no later than thirty (30) days prior to the same event the following year.
- 1.6 “Charters” defined as and are permitted so long as the charter is (i) long-term, such as seasonal, (ii) there is a written charter agreement on the usual commercial terms, (iii) the chartered yacht is regularly raced in Fleet events and (iv) the charter arrangement overall is bona fide in the judgment of the Fleet Measurer. Exception to the above may be made by the Board of Directors for any person who, prior to 1990, was sole or part owner of a T-10 for at least five years and who currently complies with all applicable Fleet and Class requirements.

- 1.7 Regarding any T-10 which is materially damaged during the course of the current racing season, a Regular Member shall be eligible to charter on a short term basis, a substitute T-10 to be used until the damaged T-10 is repaired; provided, however, i) the Fleet Measurer approved the substitution in principle and the schedule for repairs; ii) the sails of the damaged T-10 are used for all races on the substitute T-10; and iii) the substitute T-10 is in compliance with the rules of The Fleet and of The National T-10 Class Association.

## ***2. EQUIPMENT, HULL, AND CREW***

- 2.1 (rule has been deleted by fleet vote).
- 2.2 By entering any T-10 in a Fleet-approved race, the owner shall be deemed to have certified that he or she has made no modifications to that T-10 which would necessitate re-measurement, including but not limited to fairing the keel and rudder to templates, unless such modifications have been measured and accepted by the Fleet Measurer.
  - (a) No more than one (1) crew member on board a T-10 may be a member of Group 2 or Group 3 as defined from time-to-time in publications of US Sailing, the current publication being ISAF. Such crew member shall not touch the helm during the first two hours of any race. Exception to the two-hour period at the start of a race may be made by the Board of Directors for any member of Group 2 or Group 3 who is a bona fide majority owner of a T-10 who has complied with all applicable Fleet and Class requirements.
  - (b) Exception to the two-hour period at the start of a race is herein made automatically for any member of Group 2 or Group 3 who, prior or to 1990, was sole or part owner of a T-10 for at least five years.
- 2.3 With respect to all persons aboard any T-10 during any race, the crew shall comply with the weight limit rule set by the National T-10 Class Association for sanctioned events or, if no such rule exists, the weight limit applicable to that season's North American Championship Regatta. This Rule 2.3 is not applicable during the Chicago-Mackinac Island Race.

## ***3. QUALIFICATIONS***

- 3.1 Fleet approved races shall include all races listed in the Area III Offshore Race Book and shown as having a separate start for T-10's, and additions or deletions which may be specified by the Board of Directors.
- 3.2 National Requirements:

- 3.2.1 All T-10's participating in Fleet-approved races, regardless of where they are moored, are required to have paid dues for the current year to the National T-10 Class Association.
- 3.2.2 Each T-10 must have the current year National T-10 Class Association decal affixed to the starboard aft end of the boom; however, failure to display the decal shall not be grounds for disqualification unless prior warning and adequate opportunity to make correction have been given.
- 3.3 Local Requirements:
  - 3.3.1 All Chicago area T-10's participating in Fleet-approved races are required to have paid Regular Membership dues for the current year to the Chicago Fleet. All T-10's regularly moored within twenty statute miles of the Chicago Harbor Light shall be considered Chicago area T-10's.
  - 3.3.2 Chicago area T-10's participating in Fleet-approved races must be skippered by a Regular Member or an Associate Member of the Fleet who normally crews on that particular boat.
  - 3.3.3 Any member of Group 2 or Group 3 can only skipper or helm boats which he/she is the titled owner or bona fide Charterer.
  - 3.3.4 Any owner, non-family partner of a T-10 or a bona fide charterer must be a paid-up Regular Member of the Fleet to be eligible to skipper a race.
  - 3.3.5 The skipper must also be a member in good standing of US Sailing.
- 3.4 The skipper need not be the helmsman.

#### **4. SAIL RESTRICTIONS**

- 4.1 This Article 4 defines restrictions on sail inventory (use and measuring thereof) for Fleet-approved T-10 one-design races, but does not revise any other provisions of the National Class Rules except to the extent they may be in conflict with this section.
- 4.2 National Class Rules Article 11.1 entitled "Sail Inventory" is amended as follows:

##### ***SAIL INVENTORY***

- A. The phrase "One-Design Sails" or "Class Sails" shall mean:
  - 1. 1. Mainsail
  - 2. 2. One-design class genoa (105%).
  - 3. 3. One-design class  $\frac{3}{4}$  ounce spinnaker.

The phrase "Supplemental Approved Sails" shall mean:

1. 1. Storm jib with area not exceeding 61.25 square feet (Area III Limit)
  2. 2. Storm trysail with area not exceeding 96.85 square feet (Area III Limit).
  3. 3. One-design class 1.5 ounce spinnaker.
- B. No more than one mainsail, two one-design class genoas and two one-design class  $\frac{3}{4}$  ounce spinnakers may be used in any Area III port-to-port race or the Mackinac Race. Supplemental Approved Sails may be used at any time. No more than one mainsail, two one-design class genoas, two one-design class  $\frac{3}{4}$  ounce spinnakers and one of each type of the Supplemental Approved Sails may be carried on board at any time.

## ***5. SAIL MEASURING***

- 5.1 The Fleet Measurer shall arrange an Annual Sail Measuring prior to June 10 at which time all sails intended for use in Fleet-approved races (excluding the storm jib and storm trysail) and not previously measured and approved will be measured for conformity with the National T-10 Class Association Sail Measurement Rules.
- 5.2 Each sail which is approved shall be marked near the tack in permanent ink with the hull number of the T-10, the month and year of acquisition, the date of measurement, and the Fleet Measurer's initials. A permanent register shall be kept of each sail approved for each T-10 at each measuring.
- 5.3 Sail(s) acquired after the Annual Sail Measuring for use in the current year may be so used after the Fleet Measurer has received written advice signed by the sail maker identifying the sail(s), and stating that the sail(s) conform to the National T-10 Class Association Sail Measurement Rules. In such cases, the sail(s) must be properly measured and marked at the next Annual Sail Measuring. This Section 5.3 does not revise or amend the sail acquisition restrictions contained in Section 5.4 below.
- 5.4 Sails acquired after the last race of the year may be used in races held prior to the next Annual Sail Measuring, but shall be subject to measurement at that time.

## ***6. RACING RULES***

- 6.1 RRS 44.1 is changed so that, except for infringements of Part 2 that occur within three boat lengths of a rounding mark, finishing mark, or boat-to-boat contact, only one turn, including one tack and one gybe, is required.