

SAILING vs. AUXILIARY PROPULSION

We at the Chicago Sailing are proud that graduates of our sailing classes are proficient sailors. And while CS classes include auxiliary engine operation, we emphasize sails as the primary method of sailboat propulsion. Graduates and renters must be capable of safely leaving and entering the harbor without relying upon an engine and capable of making a safe, secure landing at either a dock or a mooring under sail alone. Engines are expressly intended for the convenience of members only. Safe operation demands that engines are not be relied upon as the only means of propulsion.

Leaving and Entering Belmont Harbor

The following rules are intended to provide the maximum amount of safe control over these dangers. Consult Chicago Sailing's staff if you are uncertain about sailing conditions, your abilities to operate safely, or problems with equipment.

1. Each operator is responsible for the safe use of the vessel under his/her control. Operators attest to an appropriate working knowledge of sailing, their sailing skills, the expected sailing conditions, the vessel, its equipment and proper operational safety procedures. Operators must possess appropriate navigational skills, provide for adequate fuel, and fully comply with Federal, State, municipal and Chicago Sailing rules of operation.
2. Chicago Park District rules prohibit sailing inside harbors, EXCEPT in emergency situations.
3. Members are required to maintain at least one means of propulsion when leaving or approaching Belmont Harbor. This includes the ability to sail if the engine fails.
4. Raise and lower mainsails inside the fairway of the harbor only. Except in emergency situations, Chicago Sailing vessels are prohibited from transiting the mooring field and must remain at least 50' from any moored vessel. Jibs shall be ready for immediate deployment, but properly secured on deck.
5. Operators must maintain control over the vessel and be alert to other traffic.
6. Operators of Chicago Sailing's rented vessels are required to stay 300 yards away from shore at all times, except when leaving or approaching the harbor.
7. Within 300 yards, Belmont Harbor is to be transited directly on an East-West line.
8. Operators must call for assistance whenever safety is a concern. While awaiting assistance, it is the Operator's responsibility to remain either safely inside the harbor, or safely offshore.