



**Verve Inshore Regatta &
Tartan 10 North Americans
Chicago Yacht Club
August 21 - 25, 2023
Belmont Station, Chicago, IL
Sailing Instructions (SIs)**

*The Chicago Yacht Club Regatta Association is the Organizing Authority.
Chicago Yacht Club is the host.*

ABBREVIATIONS

[SP] Rules for which a standard penalty may be applied by the race committee without a hearing, or a discretionary penalty applied by the protest committee with a hearing.

[NP] Rules that are not grounds for a protest or request for redress by a boat. ***This changes RRS 60.1(a).***

1 RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 Appendices T and V1 shall apply.
- 1.3 [DP] Drones shall not be flown in the racing area except with prior authorization by the OA.
- 1.4 Sonar Class Rules shall not apply.
- 1.5 The Sailing instructions will provide boat handling rules for provided boat classes.
- 1.6 The T-10 North American Championship (NAC) will be also governed by the [T10 Class Rules](#), and the [T-10 NAC Regatta Regulations](#), except as any of these are altered by the Notice of Race (NOR) and NOR Addendum 1, or the Sailing Instructions (SI), and expressly approved by the 2024 T-10 Championship Committee.
- 1.7 [NP] Bow numbers may be assigned and supplied by the OA during check-in for certain fleets. If provided, bow numbers shall be retained on both sides of the hull throughout the event.

2 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted:

- 2.1 By 2000 on the day before a schedule change will take effect,
- 2.2 Before 0900 on the day the change will take effect or,
- 2.3 In the event of AP posted ashore, no later than 15 minutes before AP is lowered ashore.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board online at <https://yachtscoring.com/emenu.cfm?eid=16404>.
- 3.2 On the water, the race committee intends to monitor and communicate with competitors via VHF radio. See Addendum B for channel(s).
- 3.3 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 3.4 [NP] Errors and omissions in courtesy broadcasts are not grounds for a request for redress. ***This changes RRS 62.1(a).***



4 CODE OF CONDUCT

[DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed from the main flagpole at the northeast of the Belmont Station Barge. In addition, signals made ashore may be distributed, as a courtesy, to the email or text address listed in a boat's entry form. Failure to receive courtesy electronic communications shall not be grounds for a request for redress. ***This changes RRS 62.1(a).***

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP. ***This changes Race Signals.***

6 SCHEDULE OF RACES

All on shore events will take place at CYC Belmont Station:

Wednesday, August 21, 2024 - T-10 NAC Only

1400-1900	Onsite check-in & crew weigh-in
1600-1800	Sail measurement
1900	Opening ceremony & class membership meeting

Thursday, August 22, 2024

0800-0830	T-10 Supplemental crew weigh-in
0830	T-10 Competitors meeting
1025	T-10 First warning signal
	T-10 Daily awards after racing at CYC
1700-1900	J/70 class registration

Friday, August 23, 2024

0800-0830	T-10 Supplemental crew weigh-in
1025	T-10 and J/70 First warning signal
	T-10 Daily awards after racing at CYC
1700-1900	Sat/Sun classes registration (for classes other than T-10s)
1700-2000	Live Music: EXPO '76

Saturday, August 24, 2024

0800-0830	T-10 Supplemental crew weigh-in
	Final registration (for classes other than T-10s)
1025	First warning signal all classes
	T-10 Daily awards after racing at CYC
	Sponsored Pour and DJ after racing at CYC

Sunday, August 25, 2024

0800-0830	T-10 Supplemental crew weigh-in
1025	First warning signal all classes
1400	No warning signal after this time
	Awards & Closing ceremony after racing at CYC
	Sponsored Pour after racing at CYC

7 CLASS FLAGS & RACING AREA

See Addendum B for Class Flags, Initial Starting Sequences, and Racing Areas.



8 COURSES

- 8.1 The diagram(s) in SI Addendum A show the course(s), including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2 No later than the warning signal, the race committee signal vessel will display the course and the approximate compass bearing of the first mark.
- 8.3 When Long Mark 1 and Short Mark 1 are the same distance, only one mark will be set and it will be referred to as Long Mark.

9 MARKS

- 9.1 The starting mark will be described in Addendum B for each circle.
- 9.2 Rounding marks will be orange inflatable shapes or orange robotic marks.
- 9.3 Routine movement of robotic marks will not be grounds for redress. This includes marks returning to station after having been pushed away by a boat or competitor and collisions with marks that do not cause damage. RRS 31 still applies.
- 9.4 Finishing mark may be an inflatable or robotic mark per the mark descriptions in Addendum B.
- 9.5 Change marks will be yellow inflatable shapes.
- 9.6 Mark 1 may have an offset per the course diagrams in Addendum A. In the event that there is only a single windward mark, the single Mark 1 shall be left to port.
- 9.7 For courses LL, LS, and SS, Mark 2 will be a gate. In the event that the gate is not in place, the single leeward Mark 2 shall be left to port.

10 OBSTRUCTIONS

The following area(s) are designated as an obstruction:

- a) The area around the pumping stations (cribs) and the marks placed around them by the US Coast Guard. Boats shall not sail between the marks.

11 THE START

- 11.1 The Blue Circle races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 11.2 The Red Circle races will be started using Appendix U – Audible-Signal Racing System.
- 11.3 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark. A pin boat may be used for the port end of the starting line.
- 11.4 **[DP]** Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.5 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. ***This changes RRS 62.1(a).***
- 11.6 A boat that does not start within four minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. ***This changes RRS A5.1 and A5.2.***
- 11.7 The race committee may combine classes for a start by displaying both class flags at the warning.
- 11.8 The race committee may modify the starting sequence after the first race of the regatta for any subsequent races.
- 11.8 Any self-correction movement by a robotic mark on the starting line shall not be considered an improper action of the RC and not grounds for redress under RRS 62.1(a). ***This is added to RRS 27.2.***



12 CHANGE OF COURSE AT THE START

- 12.1 The Race Committee may signal a change of course for a class by displaying flag C (Charlie) at the preparatory signal with repeated sounds. The signal shall stay up until the start.
- 12.2 The signaled fleet will sail to the change mark.
- 12.3 If there is a subsequent change and the new mark is replaced, it will be replaced by an original mark. ***This changes RRS 27.1 and 33.***

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 To change the next leg of the course, the Race Committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 13.2 For the Red Circle, a course change of 10 degrees or less will not be signaled by the race committee. The course change will continue to use the active mark. ***This changes RRS 33(a).***
- 13.3 Offset marks, if used as provided in instruction 9.5, will not be set on a changed leg of the course.

14 THE FINISH

- 14.1 The finishing line is between a staff displaying a blue flag on the signal vessel and the course side of the finishing mark per the course diagrams in Addendum A.
- 14.2 Flag A displayed, with no sound signal, while boats are finishing means “No more racing today.”

15 PENALTY SYSTEM

Appendices T and V1 shall apply.

16 TIME LIMITS

- 16.1 The Finishing Window is 20 minutes after the first boat in its respective Class has sailed the course and finished. Boats failing to finish within the Finishing Window and not subsequently retiring, being penalized, or given redress will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. ***This changes RRS 35, A5.1, A5.2 and A10.***

17 HEARING REQUESTS

- 17.1 Protests and requests for redress shall be filed in person at the protest desk at Chicago Yacht Club Belmont Station or online at <https://yachtscoring.com/emenu.cfm?eid=16404> within the appropriate time limit.
- 17.2 A boat’s protest time limit is 60 minutes from the docking time of the Signal Boat for her circle. ***This changes T-10 NAC Regulation 14.3.***
- 17.3 Hearings will be held in person at CYC Belmont Station.

18 SCORING

- 18.1 The scoring system is as follows: Low Point Scoring.
- 18.2 Two (2) races are required to be completed to constitute a regatta for all classes, except the T-10 North American Championship where four (4) races are required to be completed.
- 18.3 A boat’s total score will be the sum of her scores for all races. No score will be discarded. ***This changes RRS A2.***
- 18.4 Classes whose starts have been combined will be scored separately.
- 18.5 Scoring inquiries shall be filed online at the event website at www.yachtscoring.com.
- 18.6 A score of TLE will receive the points equal to the number of finishers in her class plus two points but no more than points equal to that of DNF. ***This changes RRS A4.2 and RRS A5.***



19 SAFETY REGULATIONS

- 19.1 **[SP]** Each boat shall check in by sailing past the race committee signal boat, hailing or displaying her sail number, and receiving an acknowledgement from the race committee prior to her first race on each day of racing. A boat found to have broken SI 19.1 may receive a scoring penalty for her first race that day equal to 20% of the number of competitors registered in her class.
- 19.2 **[SP]** A boat that retires from a race shall notify the race committee either before leaving the course or, if that is impracticable, immediately after arriving ashore. A boat may notify the race committee using the designated VHF hailing channel. A boat found to have broken SI 19.2 may receive a scoring penalty in every race that day equal to 20 percent of the number of competitors registered in her class. ***This changes RRS 63.1.***

20 HAUL-OUT RESTRICTIONS

[DP] Keelboats shall not be hauled out during the event except with and according to the terms of prior written permission of the race committee.

21 RISK STATEMENT

Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The organizing authority will not accept any liability for material damage, personal injury, or death sustained in conjunction with or prior to, during, or after the regatta.

22 INSURANCE

Each participating boat shall be insured with a valid third-party liability insurance with a minimum cover of \$500,000 per incident or the equivalent. Competitors shall be prepared to supply proof of insurance upon request by the OA.

23 PRIZES

Prizes will be awarded in accordance with the NoR.

24 FURTHER INFORMATION

Patrick Burks - Regatta Manager

Chicago Yacht Club - 400 E Monroe St, Chicago, IL 60603 312-861-7777, Ext. 5562 (o)

regattamanager@chicagoyachtclub.org



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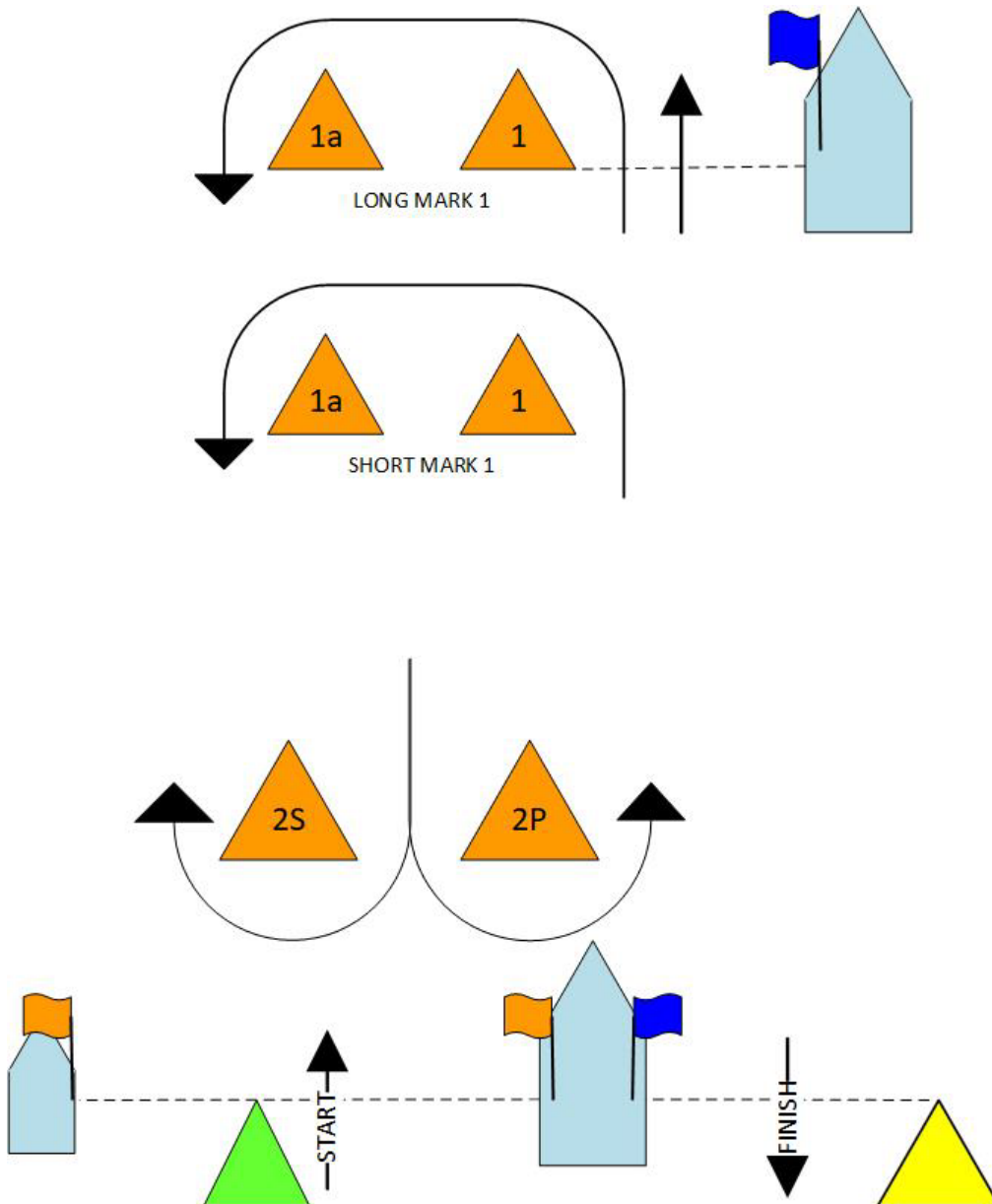




Addendum A Course Diagrams

Course Assignment	4 Legs	5 Legs
LL (Long, Long)	Start - Long Mark 1 - Mark 2 - Long Mark 1 - Finish	Start - Long Mark 1 - Mark 2 - Long Mark 1 - Mark 2 - Finish
LS (Long, Short)	Start - Long Mark 1 - Mark 2 - Short Mark 1 - Finish	Start - Long Mark 1 - Mark 2 - Short Mark 1 - Mark 2 - Finish
SS (Short, Short)	Start - Short Mark 1 - Mark 2 - Short Mark 1 - Finish	Start - Short Mark 1 - Mark 2 - Short Mark 1 - Mark 2 - Finish

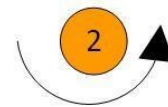
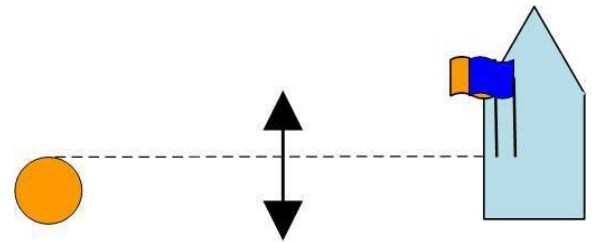
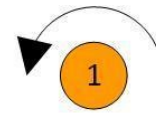
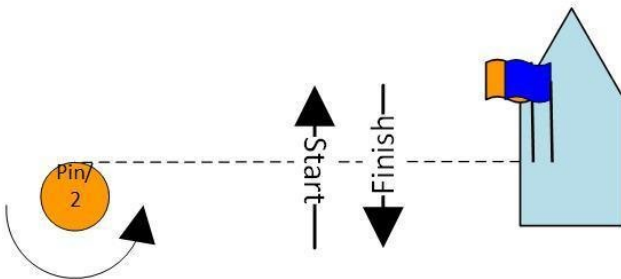
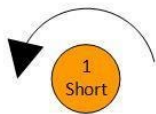
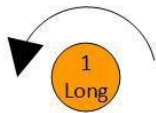
*Marks may be different shapes or colors than shown.
See Addendum B*





Course B – Windward/Leeward	
Signal	Mark Rounding Order
B4 - LL (Long, Long)	Start - Long Mark 1 - Mark 2 - Long Mark 1 - Finish
B4 - LS (Long, Short)	Start - Long Mark 1 - Mark 2 - Short Mark 1 - Finish
B4 - SS (Short, Short)	Start - Short Mark 1 - Mark 2 - Short Mark 1 - Finish

Course M - Windward/Leeward	
Signal	Mark Rounding Order
M4	Start – 1 - 2 – 1 – Finish
M5	Start – 1 - 2 – 1 – 2 – Finish
M6	Start – 1 – 2 – 1 – 2 -1 - finish





Addendum B

Class Flags, Initial Starting Sequences, VHF Channels, and Racing Areas

Red Circle

Courtesy Broadcasts: VHF 73

Approximately 1.2 nm at 60° from the Belmont Buoy

Approximate Coordinates – 41° 57.2'N 087° 36.4'W

Orange primary marks and Yellow change marks

Start pin will be an Orange robotic mark

Finish pin will be an orange robotic or inflatable mark

<u>Start</u>	<u>Class</u>	<u>Flag</u>
1	Etchells	Class Insignia
2	Colgate 26	Code Flag 6 (Six)
2	Shields	Class Insignia
3	Sonar	Class Insignia
4	Laser	Class Insignia

Classes whose starts have been combined will be scored separately.

Blue Circle

Courtesy Broadcasts: VHF Channel 72

Approximately 3.3 nm at 100° from the Belmont Buoy

Approximate Coordinates - 41° 56.7'N 087° 33.7'W

Orange primary marks and Yellow change marks

Start pin will be a pin boat or orange mark for the T10s. Start pin will be a green mark for the J-70s. The green inflatable will not be a mark of the course for the T10s and will not be set on Thursday.

Finish pin will be a yellow robotic or inflatable mark.

<u>Start</u>	<u>Class</u>	<u>Flag</u>
1	Tartan 10	Code Flag 0 (Zero)
2	J-70	Class Insignia

SI ADDENDUM C – RULES FOR HANDLING BOATS

CYC Sonar Fleet

1 GENERAL

While all reasonable steps are taken to equalize the boats variations will not be grounds for redress. This changes RRS 62.

2 PROHIBITED ITEMS and ACTIONS

Except in an emergency, to prevent damage or injury, or when directed otherwise by a race official or OA representative, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC or OA/ Bosun.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Attaching lines to the fabric of spinnakers.
- 2.10 Perforating sails, even to attach tell tales.
- 2.11 Adjusting or altering the tension of standing rigging (shrouds), excluding the backstay.
- 2.12 The use of electronic equipment, unless permitted by C3.1.
- 2.13 Using the spinnaker pole to wing out the foresail.
- 2.14 Marking directly on the hull, deck or lines with any sort of marker, including a pencil, or using any tape that will leave a residue / use of duct tape. Using tape that leaves a residue is a \$25 deduction from the damage deposit.
- 2.15 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor, by using the traveler, and by using the vang.
- 2.16 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard.
- 2.17 Hiking off lines other than working sheets. Halyards and control lines are not working sheets.
- 2.18 Over tensioning jib halyards.
- 2.19 Moving or removing mast blocks

3 PERMITTED ITEMS AND ACTIONS

The following are permitted:

- 3.1 Taking on board the following equipment:
 - (a) basic hand tools
 - (b) adhesive tape other than duct tape (lite colored electrical tape)
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pencil/pen
 - (e) paper

- (f) tell tale material
- (g) watch, timers and hand-held compass, competitor supplied VHF used in accordance with SI3, and small personal video devices such as GoPro.
- (h) Velcro tape
- (i) shackles and clevis/cotter pins
- (j) PDFs when not supplied by the OA

3.2 Using the items in 3.1 to:

- (a) prevent fouling of lines, sails, and sheets
- (b) attach tell tales
- (c) prevent sails being damaged or falling overboard
- (d) mark control settings on working sheets forward of any rope clutches.
- (e) make minor repairs and permitted adjustments
- (f) make notes
- (g) personal safety
- (h) changing the number of mainsheet or jib sheet purchases.

4 MANDATORY ITEMS AND ACTIONS

The following are mandatory:

- 4.1 Prior to racing, competitors are responsible for inspection of all assigned sails, running and standing rigging within arm's reach of the deck. All abnormalities shall be reported to the Bosun before leaving the harbor.
- 4.2 All competitors shall report all damage to the Bosun. This can be done verbally or via radio but shall be done after finishing and before starting the next race or before changing boats.
- 4.3 At the end of each sailing day:
 - (a) folding, bagging and placement of the sails as directed
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day
 - (c) securing helm
 - (d) securing the boat to its dock as directed
 - (e) releasing backstay tension
- 4.4 At the end of the day for a particular boat, cleaning the boat (cabin and decks), removing all trash, tape, and marks. Emptying the bucket of trash when ashore. Trash, including tape, left onboard may result in a cleaning fee of \$100.00.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.3 and 4.4 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

5 BREAKDOWN and TIME FOR REPAIRS

- 5.1 Before the warning signal of a race or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may hail and receive acknowledgement from the RC to signal breakdown or damage to the boat, her sails or injury to her crew and

request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RC boat and remain there, unless otherwise directed.

- 5.2 The time allowed for repairs will be at the discretion of the RC.
- 5.3 After its warning signal, a race will not be postponed or abandoned due to breakdown unless the breakdown was signaled as required by 5.1.
- 5.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. ***This changes RRS 62.***

SI ADDENDUM D - EQUIPMENT LIST

The following non-fixed items, to the extent provided by the OA, are to be carried on board at all times, in their designated place while sailing. Any loss shall be reported on the daily damage report.

Sails and Sailing Equipment:

- One Mainsail and set of battens
- One Jib (with 2 sheet blocks attached to clew)
- One spinnaker pole
- One VHF radio (supplied by OA)
- One continuous jib sheet
- Two Spinnaker Sheets
- Two twings
- One Tiller extension

Other Equipment:

- One Bucket
- One Sponge
- Three Dock lines
- One Fender
- One (orange) box for provided gear with whistle and day visual distress signal