



CHICAGO YACHT CLUB

presents the

VERVE

2006

SAILING INSTRUCTIONS

Verve Cup Regatta
August 16-20, 2006

Chicago Yacht Club

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Vice Commodore: Glenn D. Gustafson

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Thomas A. Merlin

Barbara Turnbull

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Verve Cup Headquarters

Chicago Yacht Club

Monroe Station

(312) 861-7777

www.chicagoyachtclub.org

*Chicago Yacht Club and our sponsors encourage you to
keep the waters we sail in clean for future generations.*

GENERAL INFORMATION

1. Verve Cup Regatta headquarters are located at the Monroe Station of the Chicago Yacht Club and will be open from 0730 to 2100 daily.
2. The legal drinking age in Illinois is 21. Minors will not be served and proof of age will be required. Intoxication or discourteous behavior may be grounds for expulsion from the event. SKIPPERS AND OWNERS WILL BE HELD RESPONSIBLE FOR THE ACTIONS OF THEIR CREW. A BOAT IS SUBJECT TO IMMEDIATE DISQUALIFICATION IF ANY OF ITS UNDER AGE CREW IS FOUND TO BE ILLEGALLY CONSUMING ALCOHOL.
3. Admission to all VERVE CUP REGATTA events will be open to all race participants and guests.
4. Docking information: The following rules will be in force for the 2006 contestant boats:
No boat on the seawall or in a raft shall be left unattended for more than one hour.
Chicago Yacht Club dock attendants shall assign mooring arrangements as indicated in Notice of Race 13. Please assist the Club attendants in their efforts.
Any boat seeking dockage at the Chicago Yacht Club must allow rafting as prescribed by the Dock Master. NO EXCEPTIONS.
5. The Verve Cup Regatta is made possible through corporate sponsorships. In consideration of that commitment, the only signage permitted at the shore site will be that associated with the event sponsorship. This includes flags, banners, promotions, etc.
PLEASE NOTE: Any commercial or editorial reference to this event must use the regatta's copyrighted name.

SCHEDULE OF EVENTS

Registration

Chicago Yacht Club, Monroe Street Station

Wednesday, August 16

between 1500 hours and 1800 hours

Thursday, August 17

between 1100 hours and 1900 hours

COMPETITORS MEETING will take place at 1830 hours at Monroe Station, Thursday, August 17.

FIRST WARNING, 1025 FRIDAY AND SUNDAY, 0955 SATURDAY.

PARTIES AND AWARDS AT CONCLUSION OF DAY'S RACING.

Chicago Yacht Club 2006 Verve Cup

SAILING INSTRUCTIONS

The Chicago Yacht Club Verve Cup Committee shall represent the Chicago Yacht Club as the Organizing Authority.

1. RULES

- 1.1 The Regatta will be governed by the rules as defined by the current Racing Rules of Sailing 2005-2008 (RRS) and US Sailing Prescriptions.
- 1.2 This Regatta is subject to advertising restrictions as defined in International Sailing Federation (ISAF) Appendix 1, Regulation 20.
- 1.3 The current ISAF Offshore Special Regulations for Category 4, as modified by the Organizing Authority, shall apply to all offshore boats.
- 1.4 Personal Floatation Devices. The wearing of personal floatation devices at the start and finish and throughout each race is recommended, but shall be at the skipper's discretion. This does not remove the USCG and ISAF requirements.

2. NOTICES TO COMPETITORS

Notices to competitors and scheduled protests will be posted on the Official Notice Board located in the main lobby of the Monroe Street Station.

Official notices and addenda will also be posted on the first floor of the Belmont Station.

3. CHANGES TO SAILING INSTRUCTIONS

Any change in the Sailing Instructions will be posted on the appropriate Notice Board before 0800 CDT on the day it will take effect, except that any change in the schedule of races will be posted by 2000 CDT on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the main flag pole, located northeast of the center of the Monroe Station clubhouse.
- 4.2 Code Flag "AP" with two sound signals (one when lowered) means "The race is postponed." The warning will be made not less than 75 minutes after "AP" is lowered. This amends RRS Race Signals. Courtesy broadcasts may apprise competitors of all developments. (See S.I. 19)

5. SCHEDULE OF RACES

- 5.1 Races, of which one must be completed to constitute a Regatta, are scheduled as follows:

Friday, August 18, 2006

Race 1 - First Warning 1025 CDT

Additional Race(s) - Immediately following Race 1

Saturday, August 19, 2006

First Warning 0955 CDT

See Special Sailing Instructions

Sunday, August 20, 2006

First Race - Warning 1025 CDT

Additional Race(s) - Immediately following
First Race

- 5.2 It is the intent of the Race Committee to run as many races as practical on Friday and Sunday. At the finish of a race, the Race Committee will indicate its intent to conduct a subsequent race by displaying Code Flag "R". ALL RACES WILL BE SCORED. This changes RRS Appendix A2.

- 5.3 After finishing the first race, competitors shall stand clear of the finish line and observe the starting area boundaries as stated in S.I. 10.4 until a new starting sequence has commenced. Several minutes before the warning signal of the next race, multiple horn signals will be sounded from the Race Committee Signal Boat. Courtesy broadcasts also will be made.

- 5.4 No starting sequence shall begin after 1400 hours CDT August 20, 2006.

6. CIRCLES, CLASSES, CLASS FLAGS AND STARTING TIMES

Information will be provided in S.I. Addendum #1 at registration indicating the assignment of Classes and Class Flags only. S.I. Addendum #2 is the assignment of Circles and initial starting order. **Please** note that on each circle some Classes will sail the short course and some will sail the long course. Class Flags shall be flown from each boat's backstay while racing.

7. RACING AREAS

The Racing Areas are shown in Illustration "A".

- 7.1 Circle A will be located approximately 4.5 statute miles at a heading of 45° from the Monroe Harbor entrance. The approximate coordinates are 41.55° north and 87.33° West, (near Starting Area 3).
- 7.2 Circle B will be located approximately 5.7 statute miles at a heading of 116° from the Monroe Harbor entrance. The approximate coordinates are 41.51° North and 87.31° West, (just Southeast of SA7).
- 7.3 Circle C will be located approximately 3.9 statute miles at a heading of 90° from the Monroe Harbor entrance. The approximate coordinates are 41.52° North and 87.32° West, (just east of the Four-Mile Crib).

8. COURSES

- 8.1 Courses for each race (except the Saturday distance race, if applicable), will be selected from Illustration "B". The official length of the Course shall be determined by the Race Committee and shall not be grounds for redress.
- 8.2 The Course selected will be signaled by International Code Flag with or before the warning signal. The magnetic bearing to the first rounding mark (Mark 1 or 1A) and the distance between the windward (Mark 1 or 1A) and starting line will be displayed from a sign-board.
- 8.3a **Leeward Mark Gate.** If a leeward mark gate is used, it will be signaled by the Race Committee Signal Boat by flying International Code Flag "G". If a leeward gate is **NOT** used, the leeward mark shall be left to port.
- 8.3b The leeward mark for the Great Lakes 70's class will be the original yellow starting mark. This mark shall be left to port. The mark may be moved 20-40 yards further out to facilitate mark roundings.
- 8.4 **Weather Mark Offset Mark.** If an offset mark is used, it will be signaled by the Race Committee Signal Boat by flying International Code Flag "O". The mark will be laid approximately 90° to port of the posted course heading from the weather mark. The distance will be about 100-150 feet. Both marks shall be left to port. If a change of course is signaled, **NO** offset mark will be placed near the reset weather mark.

9. MARKS

The starting mark for the Great Lakes 70's, J105 and Tartan 10 classes will be yellow inflatables which will be placed beyond the orange inflatables to be used by all other classes. Finish marks for Courses 3 and 5 upwind finishes will be orange and the finish mark for Courses 4 and 6 downwind finishes will be white. (See S.I. 12). All original rounding marks will be orange. Yellow marks will be used in S.I. 10.2 and may be used in S.I. 12.2.

New marks, when used in accordance with S.I. 11. (Change of next leg), will be yellow inflatables.

Offset marks, when used, will be red, white or orange balls or orange inflatables. All rounding marks shall be left to port, with the exception that any boat required to pass through the leeward gate may choose to round either mark. See Special Sailing Instructions for distance race for finish mark color.

10. THE START

- 10.1 Races will be started in accordance with RRS 26, with class order indicated. See Special Sailing Instructions for distance race. There may be a pause in the starting sequences between some starts so take note of the class flags that are displayed. Courtesy broadcasts may be made.
- 10.2 The Starting Line will be between a staff displaying an orange flag on the Race Committee Signal Boat at the starboard end and the port-end starting mark. It shall be located approximately 250 yards to leeward of the leeward mark. The leeward and gate marks have no significance on the first leg of the course.

The starting lines for the GL70's, Tartan 10 and J105 classes only will be between the starting line flag on the starboard end signal boat and a yellow inflatable placed outside of the port-end orange inflatable to be used by all other classes on that Racing Circle.

The Race Committee may set a guard mark attached to the stern of the Signal Boat. If a boat touches the guard mark, the Race Committee Signal Boat, or passes between them, she shall have touched a starting mark for purposes of RRS 31.

- 10.3 Before the start of the first race each day, each boat shall sail slowly past the stern of the Race Committee Signal Boat and display her sail number and be acknowledged.
- 10.4 Boats not involved in a starting sequence shall keep clear of the starting area and of all boats preparing to start.

The starting area is defined as an area extending 150 yards to windward and to leeward of the starting line and the same distance at either end.

- 10.5 All boats must display sail numbers for which they have been registered. Failure to have all sails properly numbered will result in the boat being scored Did Not Finish (DNF). This amends Appendix A3 and A5.

11. CHANGE OF THE NEXT LEG OF COURSE

- 11.1 **Change of course before a start.** In the event of wind shifts after the start of one or more classes,

the Race Committee will postpone and re-set Mark 1 and/or 1A for classes not yet started. The change will be signaled by the Race Committee as follows:

The Race Committee Signal Boat will signal a postponement to reset the starting line and weather mark(s). Code flag "C" will be displayed along with the magnetic bearing to the new weather mark. Intermittent sound signals may continue until one minute prior to the warning signal for the next class to start. The new Mark 1 or 1A will be yellow. Code Flag "C" will continue to be displayed to each class for whom the yellow Mark 1 or 1A applies as either their original or changed windward mark.

- 11.2 **Change of course after a start.** A change of course will be signaled in accordance with RRS 33 near the mark beginning the leg being changed by a Race Committee boat that will display code flag "C", the magnetic bearing to the new mark, the flag(s) for the classes to which the change of course applies and sound a signal periodically. If no class flag(s) is displayed, the course change will apply for all classes. The change will be signaled before the leading boat of a class has begun the leg, although the new mark may not yet be in position. The new mark will be yellow, but subsequent course changes will alternate between orange and yellow marks.
- 11.3 If the course includes a "leeward gate," the Race Committee will attempt to relocate the gate mark to conform with the new windward leg.

12. THE FINISH

- 12.1 The Finish Line for Courses 4 and 6 downwind finishes will be between a staff displaying an orange flag on a Race Committee Boat and the white finishing mark. The finish line will be on the opposite side of the Race Committee Signal Boat from the starting line. The leeward mark and gate have no significance on the last leg of the course.
- 12.2 The Finish Line for Courses 3 and 5 windward finishes will be between a staff displaying an orange flag on a Race Committee Boat and a port end finishing mark, which will be of a color other than the near-by windward rounding mark(s). The weather mark and offset mark have no significance on the last leg of the course. The Finish Line will be located approximately 200 yards to windward of the weather mark. **Boats sailing both the short and long courses shall finish to windward of Mark 1A. (THE LONGER MARK.)**
- 12.3 See Special Sailing Instructions for distance race finish.

13. PENALTY SYSTEM

The Two Turns Penalty (RRS 44.2) or the Scoring Penalty (RRS 44.3) may be taken at the option of the offending boat. The choice of penalty must be made immediately following the incident. The decision shall not be subject to redress. The Race Committee shall be informed of any action taken immediately upon completion of the race. RRS 44.1 will still apply

14. WITHDRAWAL

Boats that retire from a race or do not intend to start a subsequent race shall promptly notify the Race Committee before leaving the race course.

15. TIME LIMIT

The time limit for each class will be three hours for the windward/leeward courses. If one or more boats finish within the time limit, all other boats finishing after the time limit expiration will be scored the number of finishers plus two (2). This changes RRS 35. See Special Sailing Instructions for distance race.

16. PROTESTS AND REDRESS REQUESTS

- 16.1 A boat intending to protest or seek redress shall notify the Race Committee of the sail number(s) of the boat(s) being protested immediately after finishing and shall receive specific acknowledgement. Failure to comply with this instruction shall render the protest invalid. This modifies RRS 61.
- 16.2 Protests shall be submitted on forms which can be obtained from the Protest Committee Secretary. Protests must be filed within one hour of the docking of the Race Committee Signal Boat for the circle, unless the time is extended by the Protest Committee.
- 16.3 Scoring queries may be initiated using a Scoring Inquiry form or a formal request for redress form by filing within **one hour** of the posting of the preliminary results of the final race of the day for each boat's respective section.
- 16.4 The Protest Committee Secretary shall post a Notice of all protests and requests for redress filed by the end of the official protest period along with an initial schedule of hearings which will be updated as needed. This shall constitute the only Notice as required by RRS 63.2. Each party to a protest will be assigned an electronic pager which will be activated indicating the impending hearing. The failure of a yacht to attend a scheduled hearing shall entitle the Protest Committee to proceed with the hearing without that party being present.

16.5 Protest Mediation. The Protest Procedure is modified to allow a prehearing involving one judge and the parties to the protest. If, within 10 minutes, an agreement can be reached by all parties on a resolution of the protest no hearing will be held. If the participants agree that the protested or protesting boat(s) infringed a rule, then that boat shall be penalized as prescribed by Racing Rule 44.3c except that the infringing boat shall be assessed a 40% scoring penalty. A pre-hearing will not be reopened. These procedures change RRS 60.1(b), 63.1, 63.6 and 66.

17. SCORING

17.1 The Low Point Scoring System, found in RRS Appendix A4 will apply, except that the first place finisher of each race shall be accorded .75 points. Appendix A2 is modified as there will be no throw-outs and the boat's total score will be the sum of her results for all races. One race constitutes a Regatta. The distances for scoring purposes will be as calculated by the Race Committee.

17.2 PHRF boats shall be scored in accordance with time on distance and the LMPHRF Handicap Certificate in effect on August 7, 2006.

17.3 The Verve Cup will be presented to the offshore class winner whose division featured the closest, most competitive racing throughout the Regatta. This will be determined by comparing the finish positions of the first and fifth place boats. The average corrected time differential between these boats will also be evaluated in determining the Verve Cup winner.

18. RADIO COMMUNICATIONS

18.1 A boat shall monitor only her assigned courtesy radio channel, except in the event of an emergency. The Race Committee will not respond to

transmissions from competitors except to acknowledge a boat's retirement, notification of protest, or request for assistance in an emergency.

18.2 Boats shall not receive or make any type of transmission or communication which would provide a competitive advantage that is not available to all competitors.

19. COURTESY BROADCASTS

The Race Committee will attempt to report all visual signals displayed by the Signal Boat (except the shapes denoting the Warning, Preparatory and Starting Signals) on VHS Channel 78 for Circle A, Channel 73 for Circle B and Channel 79 for Circle C. Such broadcasts are intended solely as a courtesy to the competitors and do not replace the visual signals which govern the conduct of the race. Errors or omissions by the person(s) making such courtesy broadcasts shall not be grounds for redress.

20. INSPECTIONS

The Race Committee reserves the right to inspect a boat at any time without any prior notification to assure compliance with class rules or safety requirements.

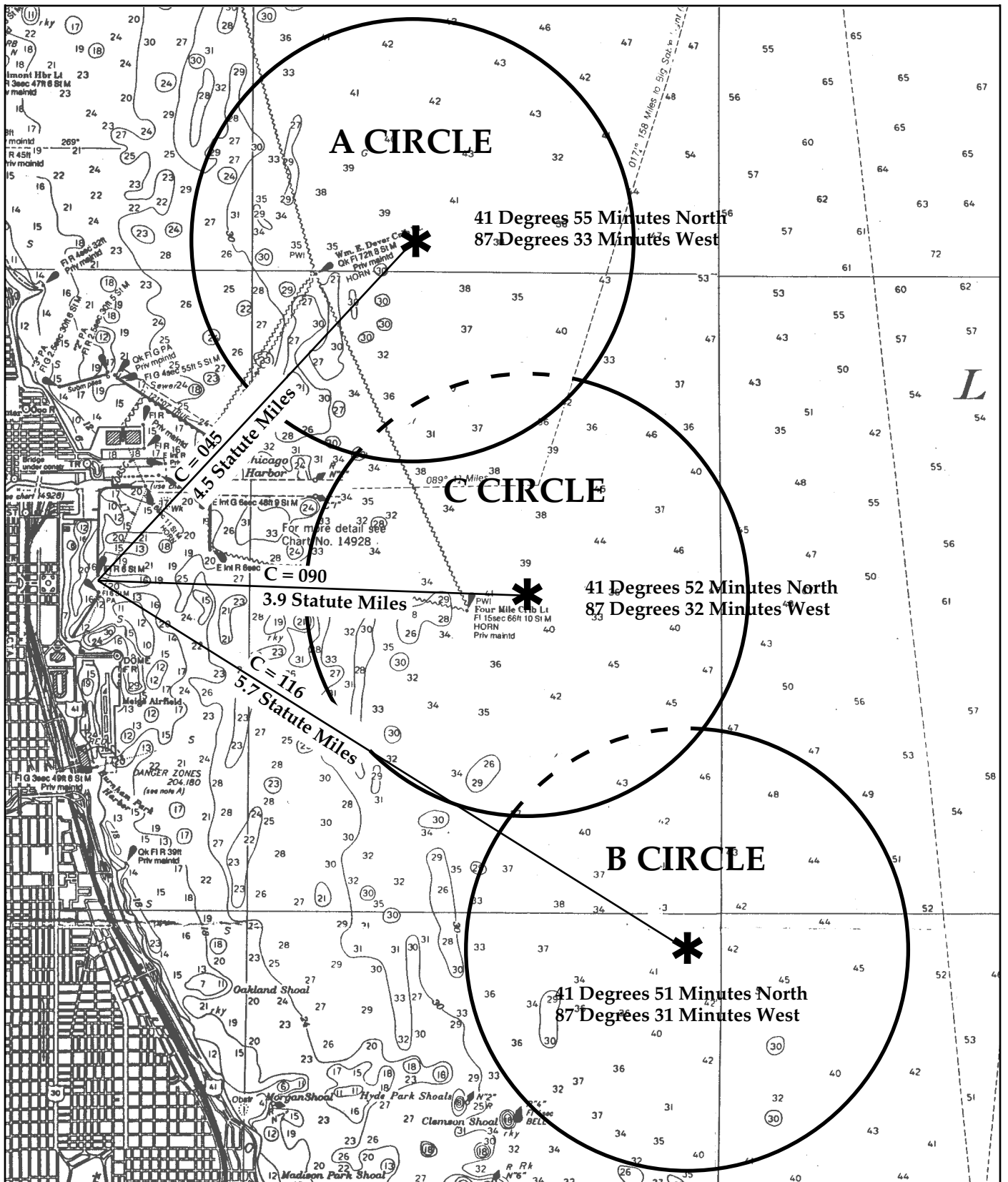
21. PRIZES

21.1 Individual Race Prizes will be awarded to boats finishing first, second and third by class. In the event the schedule is not followed, the Organizing Authority has the authority to amend this distribution.

21.2 Prizes for first, second and third overall in the series will be awarded upon completion of the regatta. The Verve Cup will be awarded to the Offshore boat as determined by S.I. 17.3.

RACE AREAS

Illustration A



RACE COURSES

Illustration B

RACE COURSES

The courses sailed shown in the diagrams below apply to the “short” and “long” courses. The rounding order for the “short” courses shall be identical with the “long” courses, except that yachts shall round marks 1 and O or 1A and OA, respectively.

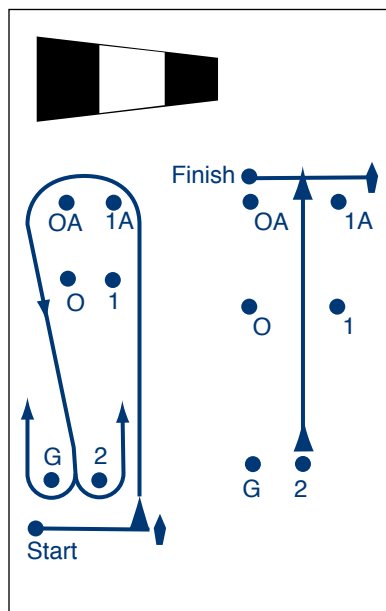
The starting and finishing lines for downwind finishes shall be the same for both the long and short courses. The finishing line for the courses finishing to windward shall be approximately 200 yards to windward of mark 1A. (The shorter course).

The leeward gate (mark G) may be adjusted at the discretion of the Race Committee to keep the course square.

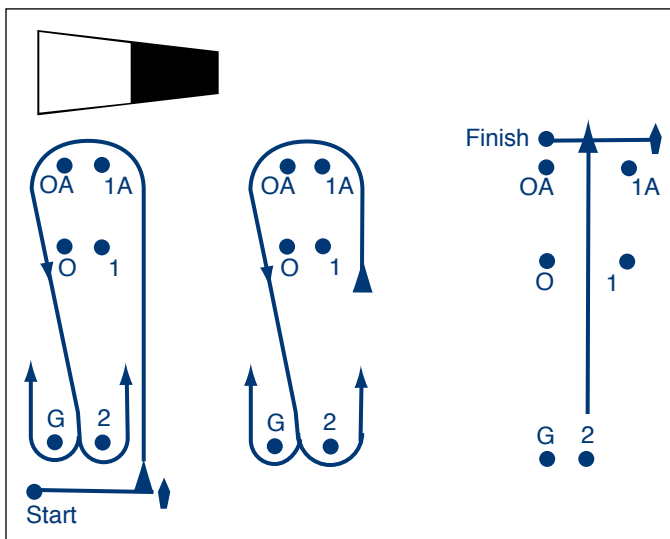
Marks G and 2 are not marks of the course on the first windward leg.

COURSE 3 (3 Legs)

Windward-Leeward-Windward: The marks shall be rounded in the following order: 1, O (Offset), 2 or G, Finish (or 1A, OA, 2 or G, Finish). Marks 1, 1A, O, OA, and 2 must be left to port. Mark G, if rounded, must be left to starboard. A yacht must pass between marks 2 and G before rounding either of them. Marks 1 and O are not marks of the course for yachts sailing the “long” course.

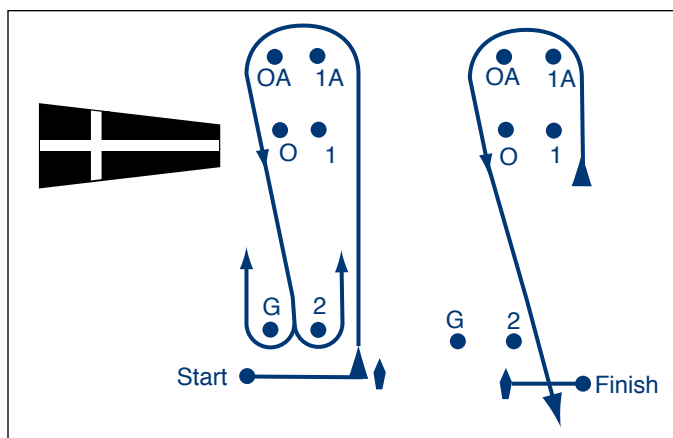


COURSE 5 (5 Legs)



Windward-Leeward-Windward-Leeward-Windward: The marks shall be rounded in the following order: 1A, OA, 2 or G, 1A, OA, 2 or G, Finish (or, 1, O, 2 or G, 1, O, 2 or G, Finish). Marks 1A, 1, OA, O and 2 must be left to port. Mark G if rounded, must be left to starboard. A yacht must pass between marks 2 and G before rounding either of them. Marks 1 and O are not marks of the course for yachts sailing the “long” course.

COURSE 4 (4 Legs)



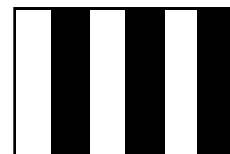
Windward-Leeward, Twice Around: The marks shall be rounded in the following order: 1A, OA, 2 or G, 1A, OA, Finish (or, 1, O, 2 or G, 1, O, Finish). Marks 1A, 1, OA, O and 2 must be left to port. Mark G, if rounded, must be left to starboard. A yacht must pass between marks 2 and G before rounding either of them. Marks 1 and O are not marks of the course for yachts sailing the “long” course. Marks 2 and G are not marks of the course on the last (finishing) leg of the race.

COURSE 6 (6 Legs) may be selected: Windward-leeward 3 times around. See Course 4.

If a leeward mark gate is used, it will be signaled by the Race Committee boat by flying the International Code Flag “G”.

(The G flag is 6 vertical stripes, alternating between yellow & blue.)

If a leeward gate is NOT used, the leeward mark shall be left to port.



If an offset mark is used, it will be signaled by the Race Committee Boat by flying International Code Flag “O”.

(The O flag is yellow & red divided in half diagonally left to right)



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