



Organizing Authority (OA) – Liberty Yacht Club

Sailing Instructions

1. RULES

- 1.1. The regatta will be governed by the rules as defined in the current edition of The Racing Rules of Sailing (RRS), including the US SAILING prescriptions, the current PHRF regulations, as administered by the PHRF-MA and The J/105 Class Rules (CR), with the exception of provisions under 1.2.
- 1.2. For the J105 Class, RRS rule 87, CR 7.1 amended in the sailing instructions to allow for one junior crew.
 - 1.2.1. Junior crew shall be defined as a crew member under the age 15 whose weight shall not be included in overall crew weight limit.
- 1.3. Should there be a conflict between the sailing instructions and the Notice of Race (NOR), the sailing instructions will take precedence. This rule changes RRS rule 63.7.

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the event website: www.yachtscoring.com
- 2.2. Notices regarding race cancellations or postponements due to weather, will be made via text message (or other blast communication) to all registered skippers.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any change to the sailing instructions will be posted on the event website before 0900 on the day it will take effect.
- 3.2. Any change to the schedule of races will be posted on the event website before 2000 on the day before it will take effect.
- 3.3. The Race Committee (RC) may make changes to these sailing instructions verbally on the water via VHF Ch 63, at its sole discretion.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed at the Lightship at Liberty Landing Marina, NJ.
- 4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than one hour' in the race signal AP description. This rule changes RRS Signals.

5. SCHEDULE OF EVENTS

Friday, September 8

1830-2000 - Gosling's Greeting / (Lightship)

Saturday, September 9

0900-1030 Check-in, Dinner ticket and shirt sales at Liberty Landing Marina Lightship
1030 Skippers meeting – Aboard deck of LYC Lightship
1225 Warning signal for the first race of the day
1800 Post Race Party – 6pm – 8pm (Surf City)

Sunday, September 10

0800-0900 Coffee and bagels Liberty Landing Marina Lightship
1025 Warning signal for the first race of the day
1530 Awards – or approx. 1hr after finish of last race, aboard LYC Lightship

- 5.1. It is the intention of the RC to run as many races as possible. Code Flag 'A' displayed either at or soon after the finish indicates that there will be no further racing that day. Also, it is the RC's intention not to have a warning signal after 1600 on Saturday or 1400 on Sunday, if practical.

6. CLASS FLAGS

- 6.1. The class flag for starting purposes for the J/105 class will be the #1 pennant.
- 6.2. The class flag for starting purposes for the PHRF Spinnaker class 2 will be the #2 pennant
- 6.3. The class flag for starting purposes for the PHRF Spinnaker class 3 will be the #3 pennant
- 6.4. The class flag for starting purposes for the PHRF Non-Spinnaker class will be the #4 pennant
- 6.5. Any Additional Classes will have sequential pennant numbers assigned, i.e., #5, #6, etc., as posted by Friday in the yacht scoring scratch sheet.

7. RACING AREA

- 7.1. Races will be held in Upper Hudson Bay. Appendix 1 shows the approximate locations of the starting areas.
- 7.2. The Upper Hudson Bay is a commercial and recreational area; there will be ferries, barges, tugboats, and other commercial and recreational vessels transiting the area.

7.3. The RC will be located on a yacht either near the Bay Ridge Flats south of Governors' Island (start area #1) or Jersey Flats north of Robbins Reef (start area #2) and will announce their position over VHF channel 63 approximately 30 min prior to the first warning signal.

8. THE COURSES

8.1. There will be two course boards located on the RC signal boat at the starting line no later than the first class's warning signal. The course to be sailed by each class will be posted on either of the two course boards depending on the type of course to be sailed, as described in 8.2.

8.2. The courses may be windward-leeward utilizing inflatable drop marks and/or government marks or multi-directional using government marks.

8.2.1. For windward-leeward courses, the RC will post on the signal boat at the starting line, the classes along the top, a W2 or W4 indicating number of legs, the windward and leeward marks to be rounded, and the approximate bearing and distance to the windward mark. Distance will be in NM and bearing in degrees magnetic. An example of a windward leeward course is diagrammed in SI Appendix 2.

Large Course board example – W/L courses

CLASS	I	II		
COURSE	W2	W4		
WINDWARD MARK	F	W		
NM	1.41	.75		
MAG	237	180		
LEEWARD MARK	L	L		

Class #

For multi-directional type courses, the Race Committee will post on the RC Signal boat at the starting line the sequence of marks to be sailed. The government mark designations are listed in SI Appendix 1. NOTE: Classes are listed along the top of the Board, mark designations in each column.

Small Course board example – Multi-directional courses

CLASS/MARK	III	IV		
1	F	E		
2	I	C		
3	D	K		
4	FIN	D		
5		FIN		

Class #

Mark designation

8.2 Courses may also be announced via VHF radio on channel 63.

8.3. All marks shall be rounded to port for windward-leeward courses and multi-directional type courses.

9. MARKS

9.1. For windward-leeward courses, rounding marks will be inflatable buoys or government aids to navigation buoys whose locations are indicated in the appendix 1 course chart.

9.2. The starting and finishing mark(s) will be the course mark(s) near the RC boat. (a yellow or orange inflatable buoy.)

10. THE START

10.1. The starting sequence will be signaled in accordance with RRS 26.

10.2. The starting line will be between a staff displaying an orange flag on the RC signal boat and the course side of the starting mark.

10.3. For all classes, a boat starting later than four (4) minutes after their starting signal may be scored DNS. This rule changes RRS A4 and A5.

10.4. The RC may or may not roll the starts. The RC will notify the fleet via radio its intention as to whether they will roll the starts.

10.5. The Starting Area shall extend along the Starting Line in both directions for 100 yards. Boats whose Preparatory Signal has not been made shall keep clear of the Starting Area and of all boats whose Preparatory Signal has been made.

10.6. Without infringing upon the foregoing rule, each boat should, prior to the Warning Signal of her class, sail by the Signal Boat and give a verbal check-in so that she will be assured of being recorded as a starter. There is to be no check-in via radio.
The Race Committee will not acknowledge boats attempting to do so.

11. RECALLS

11.1. The race committee may courtesy hail boats identified as on the course side at the start by sail number or boat name on VHF CH 63. Any actions of the RC with respect to such courtesy hails is not a basis for redress. This rule changes RRS 62.1(a).

12. CHANGE OF THE NEXT LEG OF THE COURSE

12.1. For W/L courses: to change the next leg of the course, the RC may lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. If there is a course change that requires a new mark, that new mark will be a yellow & back inflatable ball buoy. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

12.2. A race may be shortened at any mark of the course by an RC boat flying code flag "S". In such case, the finish line will be between the course mark and the "S" flag on the RC boat.

13. THE FINISH

- 13.1.** The finishing line will be between a staff displaying a blue flag on the RC signal boat and the course side of the finishing mark. Note Well: The finishing mark may be on the opposite side of the RC signal boat than the starting mark and the flags may be on either side.

14. PENALTY SYSTEM

- 14.1.** Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty unless the incident occurs in the Zone in which case the Two-Turn Penalty applies.

15. TIME LIMITS

- 15.1.** Time limit for each race will be two (2) hours for the J105 and Spinnaker classes, and three (3) hours for the Non-spinnaker class.
- 15.2.** For one design classes, boats failing to finish within 15 minutes after the first boat sails the course in accordance with RRS 28, and finishes, will be scored DNF without a hearing. This rule changes RRS 35, 63.1, A4 and A5.
- 15.3.** For the PHRF Spin and Non-spin classes, Boats failing to finish within 30 minutes after the third boat sails the course in accordance with RRS 28, and finishes will be scored DNF without a hearing. This rule changes RRS 35, 63.1, A4 and A5.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1.** Intention to protest for a rule of Part 2 and the boat being protested shall be as follows:
- 16.1.1.** A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her protest will concern an incident in the racing area that she was involved in or saw, she shall hail "protest" and conspicuously display a red flag at the first reasonable opportunity for each. She shall display the flag until she is no longer racing, and
 - 16.1.2.** Signal the Race Committee on the VHF Channel 63 at the finish of a race, until acknowledged by the Race Committee. This rule modifies rule 61.1(a).
- 16.2.** Arbitration will be held in accordance with Appendix T with the following additions:
- 16.2.1.** Add to Appendix T2 - Arbitration meeting may be held online via zoom or similar technology.
- 16.3.** One representative from each boat will meet with an arbitrator unless the protestor requests that the protest be withdrawn.
- 16.4.** The arbitrator will not be a member of the protest committee that hears the protest but will be permitted to observe the testimony given and offer testimony.
- 16.5.** Boats may not protest other boats for breaches of: retirement from race notification or safety equipment. The penalty for breaking these rules is at the discretion of the Protest Committee and may be less than disqualification. This rule changes rule 60.1(a).

17. SCORING

- 17.1. The scoring system will be the Low Point System and each boat's regatta score will be the total of that boat's scores in all the races. There will be no excluded races. This rule changes RRS A2.
- 17.2. One race will constitute a series.

18. SAFETY REGULATIONS

- 18.1. It is recommended that USCG approved personal flotation devices (PFD) be worn by all crew aboard at all times.
- 18.2. Any boat withdrawing before the start or retiring from a race shall notify the race committee as soon as possible on VHF channel 63.
- 18.3. Security Zones – The USCG has established a 150-yard security zone around Ellis and Liberty Islands as shown in Appendix 4. Additionally there is a 100-yard security zone around all US Naval or Coast Guard vessels. These security zones are considered obstructions on the racecourse and no boat is allowed to sail inside the security zones. Any boat observed by RC to sail inside a security will receive a DSQ. Protests may be filed by other competitors as well. If on station, security Zones are marked with white buoys with orange bands and diamonds.
- 18.4. Weather Protocols – In accordance with the USCG Marine Event Permit, there may be no racing if the wind gusts to speeds greater than 25 knots, there is lightning, thunderstorms or visibility is less than 1 nautical mile. A race may be postponed or abandoned if any of these conditions exist. If a race is abandoned for weather, teams will be notified via VHF Ch 63 and may be directed to proceed to the berthing areas.
- 18.5. Boats interacting in NY Harbor with vessels not racing are cautioned to observe the USCG Commandant Instruction M16668.2D, Navigation Rules and to yield right of way to vessels restricted in their ability to maneuver, especially to tugs, ferries, and barges (See Rule 9, "Narrow Channels" among others.) Any boat observed to impede such traffic will receive a DSQ.

These rules are available online for review at

<https://www.navcen.uscg.gov/?pageName=NavRulesAmalgamated>

19. EQUIPMENT

- 19.1. Substitution or repair of damaged or lost equipment must comply with or conform to the class rules.
- 19.2. Yachts shall observe the recommendations of the ISAF 2018 Safety Equipment Requirements (SER) for racing "Near Shore".
- 19.3. For non-spin class boats, the luff of all headsails must be attached to forestay , i.e., no code-zero nor gennakers are allowed.

20. ADVERTISING

- 20.1. Pursuant to CR 2.8 and ISAF Regulation 20, ISAF Advertising Code, including ISAF Regulation 20.5.6(a), advertising shall be permitted on boats so long as it does not interfere with the performance of the boat or crew, is in good taste, and is not of an overtly sexual nature.

21. HAUL-OUT RESTRICTIONS

21.1. All boats shall be launched by 1700 hours by September 8, 2023 and must remain in the water through the end of the regatta. Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the Race Committee.

21.2.

22. RADIO COMMUNICATION

22.1. Each boat shall carry a radio capable of transmitting and receiving on VHF channels 9, 13, 16, 63 and 72. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones. Courtesy broadcasts to the fleet will be on VHF channel 63.

22.2. The courtesy broadcast channel may be changed on the water. Multiple courtesy broadcasts on VHF channel 63 stating the change to the new channel will be made prior to the change.

22.3. Assistance from Race Committee - The Race Committee may respond to any questions from sailors even after the race has started and any such answers from the race committee will not be considered outside assistance. Any RC answers are not grounds for protest or redress.

23. PRIZES

23.1. Regatta prizes will be awarded to the top 3 boats for each class having 5 or more boats. Only a 1st place prize will be awarded to each class with less than 5 boats.

23.2. Prizes will be awarded at the Lightship at Liberty Landing Marina, after the conclusion of racing on Sunday.

24. DISCLAIMER OF LIABILITY

24.1. Competitors participate in the regatta entirely at their own risk. See rule 4, of the RRS Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

24.2. By registering for this event, the person-in-charge of each boat agrees to be bound with all rules that govern this event, they will inform all crewmembers of the conditions stated herein for their participation and with the following:

24.2.1. My crew and I recognize that sailing is an activity that has an inherent risk of damage and injury, sickness and disease (including communicable diseases such as COVID-19) associated with it. We have read rule 4, Decision to Race, and hereby acknowledge and agree that we are participating in this event entirely at our own risk.

24.2.2. I acknowledge and agree that neither the organizing authority, host club nor the race committee nor their members will be responsible for: a) any damage to the entered boat or my other property, or b) any injury, sickness or disease (including communicable diseases such as COVID-19) to my crew or me, including death, sustained as a result of our participation in this event.

24.2.3. I hereby waive all claims, which I, or any heir, representative, successor, or assignee, may have against Liberty Yacht Club and its officers, trustees, members, committees, employees or agents, sponsors or any other organization or official, arising out of or in any way connected with participation in such race or activity with respect to personal injury, sickness or disease (including communicable diseases such as COVID-19) or property damage suffered by my crew or me as a result of our participation in this event, whether on the water or on shore, and hereby release the race organizers from any liability for such injury, sickness or disease (including communicable diseases such as COVID-19) or damage to the fullest extent permitted by law.

24.2.4. I have taken all necessary steps to ensure that my crew and I and my entered boat are adequately prepared for all possible contingencies, including carrying and using appropriate safety equipment as may be required by law, racing rules and that a prudent seaman would consider advisable. I agree to be bound by all rules that govern this event. I will inform all crewmembers of the conditions stated herein for their participation in such racing.

25. DAMAGE TO EQUIPMENT

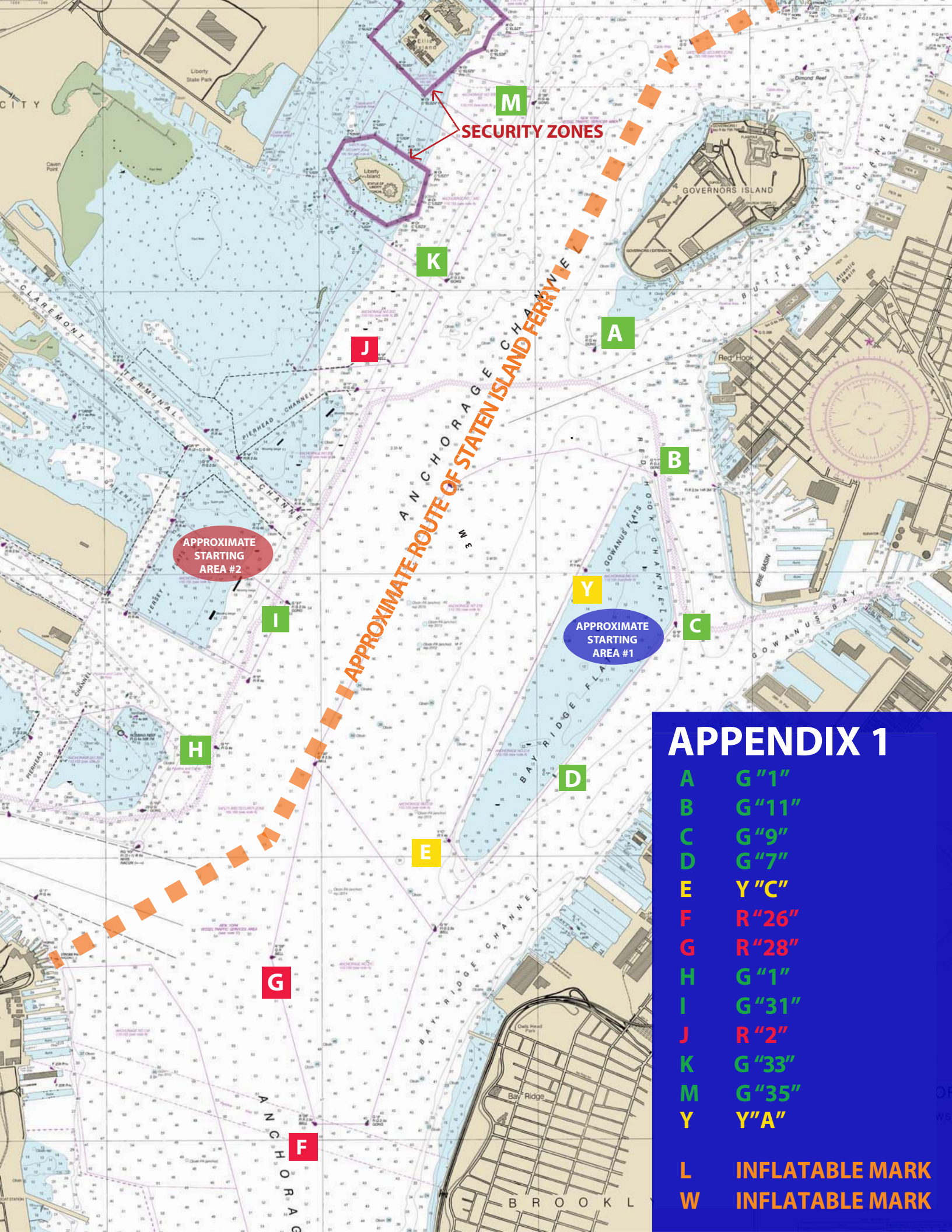
25.1. Entry fees do not cover any damage by competitors to RC signal and mark boats and club equipment. If damage to any equipment, including volunteer boats, is caused by a competitor, the competitor and boat owner will repair, replace, or pay the replacement cost in a timely manner. This requirement also includes damage to marks, lines, and other equipment. Competitors who cause damage must seek RC permission to continue in the event.

25.2. It is expected that all yachts maintain insurance coverage sufficient to cover any potential damage.

26. COVID-19 PROTOCOLS

26.1. Skippers and crews shall comply with the State, Local and Liberty Landing Marina's Covid-19 Protocols as required. A breach of this rule shall not be grounds for protest by a boat. This rule changes RRS 60.1(a). 10.2 Please be advised that due to the current COVID-19 situation, there may be increased protocols in place and limited amenities available at LYC and Liberty Landing Marina.

SEE ATTACHED APPENDICES 1 & 2



SECURITY ZONES

APPROXIMATE STARTING AREA #2

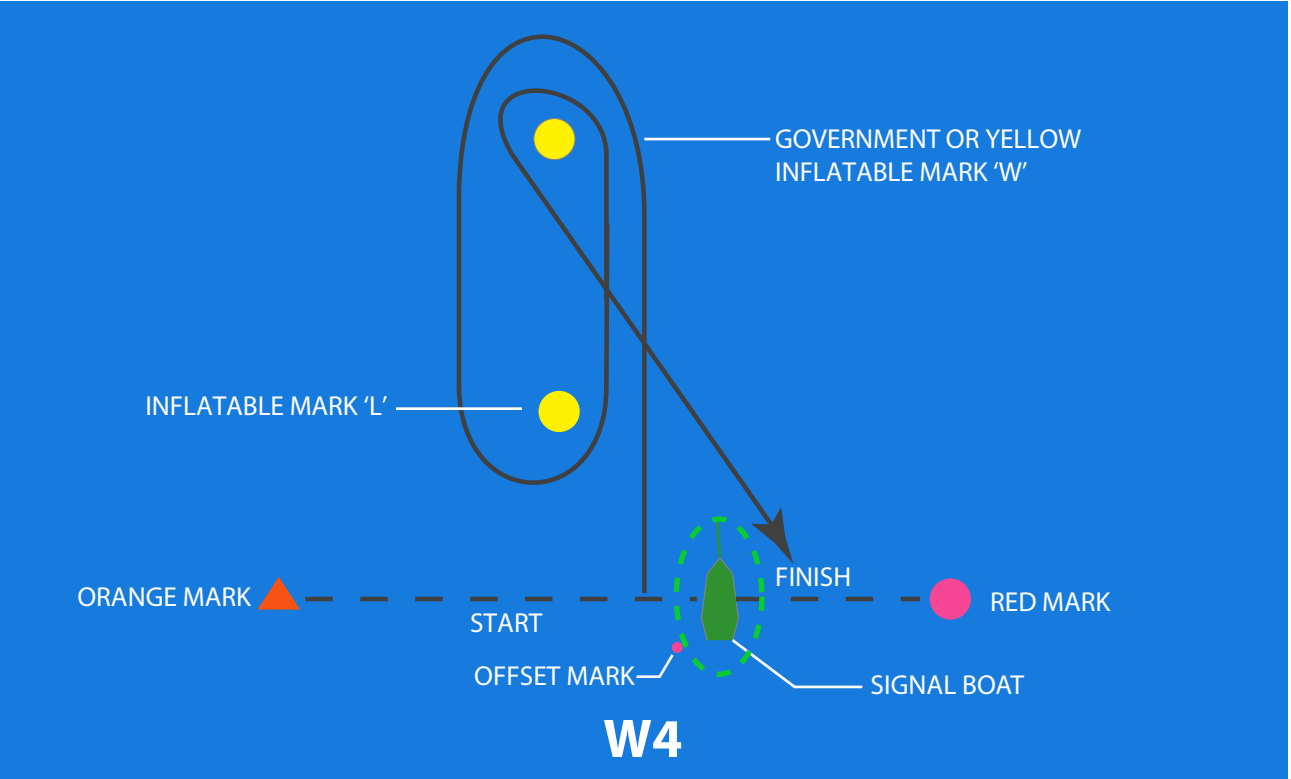
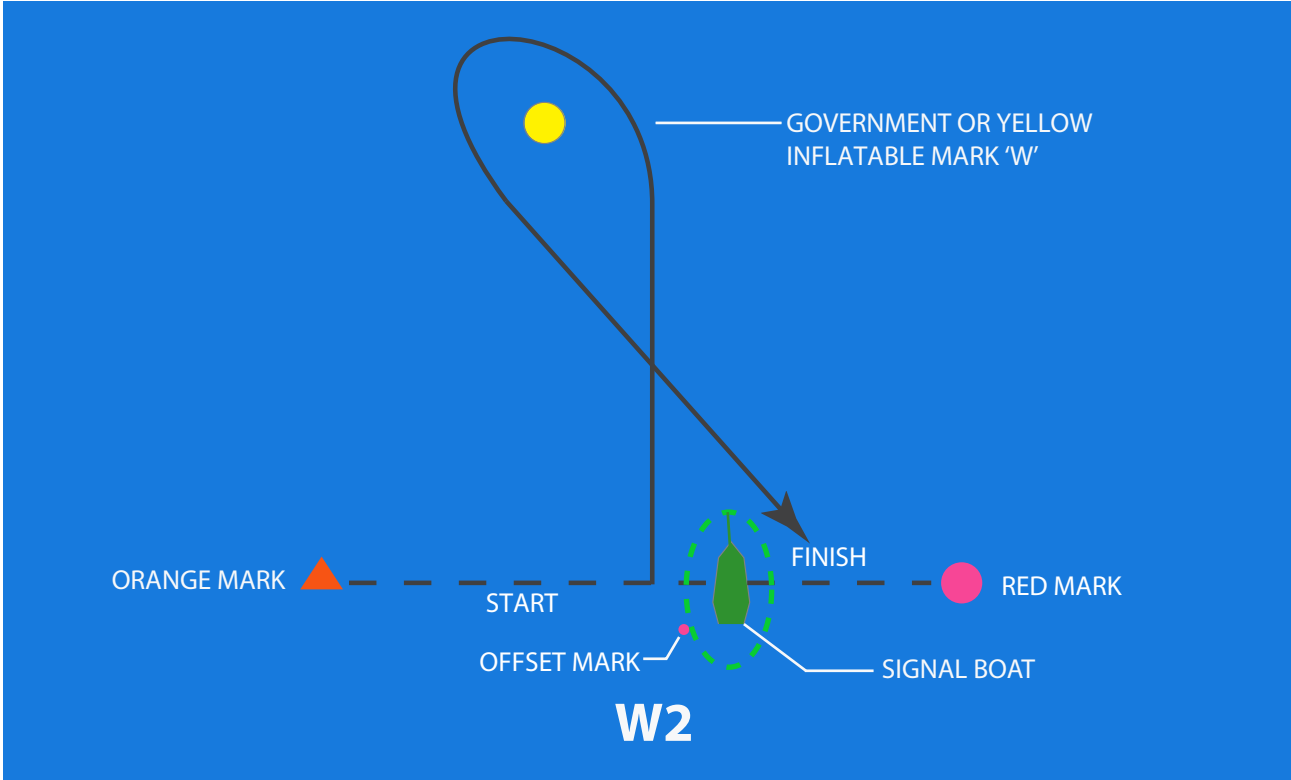
APPROXIMATE STARTING AREA #1

APPENDIX 1

- A G"1"
- B G"11"
- C G"9"
- D G"7"
- E Y"C"
- F R"26"
- G R"28"
- H G"1"
- I G"31"
- J R"2"
- K G"33"
- M G"35"
- Y Y"A"

- L INFLATABLE MARK
- W INFLATABLE MARK

Windward/Leeward Courses



RC SIGNAL BOAT'S "FOOTPRINT" INCLUDES IT'S ANCHOR LINE AND AND OFFSET MARK IF PRESENT.