



Wednesday Twilight Race Series - 2024

Organizing Authority (OA) – Liberty Yacht Club

Sailing Instructions

1. RULES

- 1.1 The race series will be governed by the rules as defined in the current edition of the *Racing Rules of Sailing*, including the US Sailing Prescriptions; the current PHRF regulations, as administered by the PHRF-MA; and any class rules for any one-design classes.
- 1.2 Should there be a conflict between the sailing instructions and the Notice of Race (NOR), the Sailing Instructions will take precedence. This changes RRS rule 63.7.
- 1.3 One design classes shall race under PHRF rules.
- 1.4 Club-owned one-design boats which are identical in equipment and do not maintain the same crew from year to year may share one PHRF certificate.
- 1.5 Weight and crew limits pertaining to PHRF certificates will be waived for the series.
- 1.6 Individuals participating through other clubs may be subject to additional rules; if there is a conflict, these Sailing Instructions herein shall take precedence.
- 1.7 All boats shall provide one regular crew member for one race to serve on RC. It is the responsibility of the skipper to provide the RC their designated volunteer along with their contact information at least one week prior to the race. A boat failing to comply with this rule will receive a DNS for the next race.

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 Yacht Scoring to all registered participants. It is the intent of the RC to announce *Racing, No Racing, Delayed Racing, or Racing TBD on water*, by 1640 on the day of racing.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any change to the sailing instructions will be posted on the event website no later than the day before it will take effect.
- 3.2. The Race Committee (RC) may make changes to these sailing instructions orally on the water via VHF Ch 63, at its sole discretion.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will only occur at times when RC conducts land based starts in lieu of on a signal boat
- 4.2. All pre-race on signals will be via electronic means. (see 2.1 and 2.2)
- 4.3. No other Signals shall be made ashore.

5. SCHEDULE OF EVENTS

- 5.1 Skipper's meeting 4/17/24 1930hrs. Location: Zoom (or similar) meeting

Series 1 - **5/1***, **5/8***, 5/15, 5/22, 5/29, 6/5, 6/12

(The first two races of series 1 will be tune-up races and will not count towards overall series or season score)

Series 2 – 6/19, 6/26, 7/3, 7/10, 7/17, 7/24, 7/31

Series 3 – 8/7, 8/14, 8/21, 8/28, 9/4, 9/11, 9/18

Awards Party - 9/25

* Tune-up races do not count towards overall nor series scoring.

- 5.2 The warning signal for the first start will be made at 1810 for Fleet Races.
- 5.3 In Pursuit Races, the first start will be at 1815. All remaining boats shall start at their designated times after.
- 5.3 If time permits, there may be more than one race in a night, but no race shall start later than 8:00pm. Code Flag 'A' displayed either at or soon after the finish indicates that there will be no further racing that day.

6. CLASSES

- 6.1 Boats will be placed in classes (designated by roman numerals (I, II, III, etc.) at the discretion of the Race Committee. A listing of entrants by class will be available online on www.YachtScoring.com.
- 6.2 Depending on the number and composition of entries, it is the intent of the organizing authority to have the fleet divided into 4 classes and as follows: Spinnaker A, Spinnaker B, Non-spinnaker, and One-Design.
- 6.3 If there are 4 or more Yachts of the same design, they may be offered their own class.
- 6.4 It will be the discretion of the RC on the day of racing to decide if they have their own start and order.

7. RACING AREA

- 7.1 Races will be held in Upper Hudson Bay. Appendices 1A & 1B show the approximate location of the starting areas and marks. Appendix 2 shows windward/leeward courses.
- 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 boat or on land along the New Jersey side of Hudson River, either near the entrance to Morris Canal, or between Ellis Island and the Statue of Liberty. The RC will announce their position over VHF channel 63 approximately 10 min prior to the first warning signal. See Appendix 1A for approximate start/finish locations.

8. THE COURSES

- 8.1 Fleet Style Races:
 - A. The course to be sailed for all classes will be posted on a course board located on the RC signal boat at the starting line no later than the first class's warning signal.
 - B. The races will be a combination of windward, leeward, and/or reaching courses using government and/or inflatable marks. *All marks shall be rounded to port unless marked by a "/S".*
 - C. The Race Committee will post on the RC Signal boat at the starting line the sequence of marks to be sailed. The mark designations are listed in Appendix 1A & 1B. NOTE: Classes are listed along the top of the board, marks along the left side.
 - D. In the event the RC wishes to set a course that uses marks NOT on the chartlet in Appendix 1A or 1B, then RC shall write on the course board the government mark to be rounded and make an announcement over the VHF radio prior to the start of the race..

COURSE BOARD EXAMPLE (MARKS READ LEFT TO RIGHT)

↓CLASS/MARK→	1	2	3	4	5
I	E	C	E	FIN	
II	C	E	B	C	FIN
III	Bs	FIN			

- 8.2 Pursuit Style Races:
 - A. The course to be sailed for all classes will be announced via VHF channel 63 by the RC. See Appendix 3 for Pursuit Courses.

9. MARKS

- 9.1 For Fleet Races, the starting and finishing Mark will be an orange inflatable buoy approximately 500' from the RC boat. If an alternate mark is used, RC will announce this change on the water.
- 9.2 Course Marks shall be government marks or a pink/red inflatable mark labeled 'W'.
- 9.3 Approximate locations of all government Marks are shown on the course sheets in Appendices 1A&1B.

10. THE START

10.1 Fleet Race Start

- A. If RC is on water and in a signal boat, the intent is to have a Fleet Style Race.
- B. The starting sequence will be signaled in accordance with RRS 26.
- C. A boat starting later than 5 minutes after her starting signal may be scored a DNS. This changes RRS A4 and A5.
- D. It is the RC's intent to roll starts. (The warning signal for the second or subsequent classes will be the starting signal of the previous class).
- E. The starting line will be between a staff displaying an orange flag by the race committee and the course side of the starting mark. See Appendix 1A for potential starting locations.
- F. The Starting Area shall comprise all water within 100 yards of the Starting Line. 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.
- G. Without infringing upon the foregoing rule, each boat should, prior to the Warning Signal of her class, sail by the Signal Boat and give an oral check-in so that she will be assured of being recorded as a starter.
- H. **There is to be no check-in via radio.** The Race Committee will not acknowledge boats attempting to do so.
- I. Classes may have a combined start if the Race Committee chooses, in order to maximize time racing.

10.2 Pursuit Race Start

- A. If RC is on land and not on a signal boat, the intent is to have a Pursuit Style Race
- B. The starting line shall be between the orange flag staked on shore at the northeast corner of the NJ Terminal peninsula and the Morris Canal Entrance Mark (GC "1"). See Appendix 1A.
- C. At approximately 1800 hrs, RC will announce a course (See Appendix 3)
- D. **There is to be no check-in via radio.** Check-in will occur when a boat crosses the start line.
- E. Each Boat shall cross the starting line at their designated start time favoring the Morris Canal Mark GC "1" within approximately 3 boat lengths. If more than one boat is starting at the same time, (ie: J80's or True North) care should be taken to keep clear of the shallower areas close to shore.
- F. A Boat's Start occurs at the times designated in appendix 3, regardless of when she crosses the starting line.
- G. A boat shall start at its designated time, regardless of whether boats before her have crossed the starting line
- H. A boat that is not racing shall not change the starting times of the boats that are racing.
- I. A boat that has crossed the starting line before her designated time shall be considered OCS.
- J. **CAUTION: boats should monitor depth of water when starting in this area as depths get shallow closer to shore line, especially during low tide. Lack of depth for any given boat shall be considered an obstruction.**
- K. **In addition, boats shall give right away to all commercial traffic entering and exiting the canal.**

11. RECALLS

- 11.1 The race committee may courtesy hail boats identified as on the course side (OCS) at the start by sail number or boat name on VHF radio CH 63. Any actions of the RC with respect to such courtesy hails or lack thereof is not a basis for redress. This changes RRS 62.1(a).
- 11.2 If a boat is OCS after the starting signal (whether hailed by RC or not) she shall sail across the starting line's *extensions (outside of starting pin or Signal Boat, not through the starting line)* so that her hull is completely on the prestart side of the line before she starts.

12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 A Fleet style race may be shortened at any mark of the course by an RC boat flying code flag "S". In such a case, the finish line will be between the course mark and the "S" flag. There will be no changes to Pursuit Race courses after the Start.

13. THE FINISH

- 13.1 The finishing line will be between a staff displaying an orange flag by the RC boat and the course side of the finishing mark. (Notes: the same inflatable mark shall be used for both starting and finishing unless announced by RC on the water.)
- 13.2 Boats shall clear the finishing area as soon as reasonably practicable.
- 13.3 In the event that the finishing line position changes, the finish line shall be between the RC boat and an alternate mark described in Section 9.1.
- 13.4 In the event the RC is not on Station, the finish line shall be between Mark A and the government mark RN "WR2A" located in Morris Canal. Boats shall pass Mark A to Starboard approximately within three boat lengths. See Appendix 1A. Boats shall record the time of day (Hr:Min:Sec) when their bow crosses the line and submit to RC via Info@LibertyYachtClub.org as soon as possible. Please also note the names of boats finishing directly before and after.
- 13.5 For Pursuit Race Finishes, the finish line shall be between the orange flag staked on shore at the northeast corner of the NJ Terminal peninsula and the Morris Canal Entrance Mark (GC "1"). Boats shall leave Mark A to Starboard. See Appendix 1A.
- 13.6 **CAUTION: boats should monitor depth of water when finishing around Morris Canal entrance as depths get shallow closer to shore line, especially during low tide. Lack of depth for any given boat shall be considered an obstruction. In addition, boats shall give right away to all commercial traffic entering and exiting the canal.**

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 Fleet race will be two (2) hours for all Classes, or shorter if 15.2 applies.
- 15.2 Boats failing to finish within 30 minutes after the first boat sails the course in accordance with RRS 28, and finishes, may be scored DNF without a hearing. This rule changes RRS 35, 63.1, A4 and A5.
- 15.3 In Pursuit Races, if the first mark is not rounded by any boat 1 hour after the first start, RC may, at its discretion, abandon the race. RC will notify competitors via VHF 63 of its intentions.

16. PROTESTS AND REQUESTS FOR REDRESS

PROTESTS ARE STRONGLY DISCOURAGED in this race series. However if you feel you absolutely must place a protest please follow the protocols set forth below:

- 16.1 Intention to protest for a rule of Part 2 and the boat being protested shall be as follows:
 - A. 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*
 - B. Signal the Race Committee on the VHF Channel 63 at the finish of a race, until acknowledged by the Race Committee. This modifies rule 61.1(a).
 - C. Boats that have completed penalty turns to exonerate a protest Signal the Race Committee on the VHF Channel 63 at the finish of a race, until acknowledged by the Race Committee.
- 16.2 Arbitration will be held in accordance with Appendix T with the following additions:

- A. Add to Appendix T2 - Arbitration meeting may be held via teleconference at mutually agreed upon date/time.
- 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 changes rule 60.1(a).
- 16.6 Issues between Club owned boats may be decided by the Club Owner/Manager. The Club Owner/Manager may also represent any of his or her boats in other disputes.

17. SCORING

17.1 GENERAL

- A. Each boat finishing a race and not thereafter retiring, being penalized or given redress will be scored as follows:

<u>Finishing place</u>	<u>Points</u>
First	1
Second	2
Third	3
Fourth	4
Each place thereafter	+ 1 point
DNS, DNF, NSC, OCS, RET	# of boats at starting area +1
DNC, DSQ, DNE	# of boats at starting area +2

- B. Rule A5.3 shall apply for each *Series*. A boat that came to the starting area but did not *start*, did not *sail the course*, did not *finish*, retired or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area. A boat that did not come to the starting area at all (DNC) shall be scored points for the finishing place two more than the number of boats that came to the starting area.
- C. Scoring in place. Should it be necessary to Abandon or Shorten the race, the RC may choose to 'score in place'. For scoring purposes, full course times will be extrapolated from each boat's average speed for their portion of the course completed in their current location at the time the RC finishes them. Note: Section 15 Time limits apply to the full course time.
- D. If RC is not on station when a boat completes the course, the boat shall record their own time as they pass the alternate finish. (See 13.3) The finish time shall be reported to the RC as soon as practical.
- E. Race ties will be scored using RRS rule A7. Season ties will be broken using RRS rule A8.1. RRS Rules A1, A3, A5, A6, A9 and A10 also apply.

17.2 SERIES SCORING:

- A. The scoring system for each *Series* will be the Low Point System of Appendix "A" of RRS. and each boat's Series score will be the total of that boat's scores in all the races.
- B. Each Class will be scored separately.
- C. In order to be eligible for a *Series*, a boat must have checked in with RC at the starting area for at least 75% of the completed races listed in the series. (Practice races count toward qualification, but not toward Series score)
- D. There will be one excluded (or throw out) race for every 7 races in a *Series* a boat is scored.
- E. The *Series* score for each boat will be the sum of her race scores (excluding throw-outs, if any) The qualified yacht with the lowest series score is the winner, and others will be ranked accordingly.

- F. In Fleet Races, all boats not in a one-design class will be scored using their current PHRF-MA handicaps and based on a time on time format.
- G. In Pursuit Races, boats shall be scored in the order that they finish.
- H. If a boat has entered any race in a series, she shall be scored for the whole series.

17.3 SEASON SCORING:

- A. The scoring system used for the *Season* will be the Low Point Average System. The Low Point Averaged System assigns a race score to a boat only for those races in which she competes. In the *Season* scoring, there is no score for a DNC. A boat can miss some of the races without penalty, provided she sails in sufficient races to qualify for the series. Therefore, she is not placed at a disadvantage if she cannot compete in all the races. Each Class will be scored separately.
- B. To qualify for inclusion in the final *Season* results, a boat must compete in at least 75% of the total completed race nights. (Practice races count toward qualification, but not toward season score)
- C. There will be one-throw out race for every 7 races a yacht is scored. An excluded (or throw-out) race counts as a race to qualify a boat for a series score but not as one of her scored races.
- D. The *Season* score for each boat will be the sum of her race scores (excluding her throw-out races) divided by the number of races for which she is scored. The qualified boat with the lowest score is the winner, and others are ranked accordingly.

18. SAFETY REGULATIONS

- 18.1 USCG approved personal flotation devices (PFD) for all crew members shall be on board at all times.
- 18.2 Any boat withdrawing before the start or retiring from a race shall notify the race committee via VHF as soon as possible.
- 18.3 Security Zones – The USCG has established a 150-yard security zone around Ellis and Liberty Islands as shown in the Attached Course Sheet of Appendix 1A. Additionally there is a 100-yard security zone around all US Naval or Coast Guard vessels and the Staten Island Ferry. These security zones are considered *obstructions* on the racecourse and no boat is allowed to sail inside the security zones. If on station, Security Zones are marked with white buoys with orange bands and diamonds. If present, these markers define the security zone. Any boat observed to enter Security Zones may receive a DSQ from the RC or subject to protest by another boat.
- 18.4 Safety Zone: All boats must avoid any potential impact with RC boats. The RC may place an anchor line float or marker within approximately 15 yards in front of the RC. Any boat entering this area may be scored ZPF and computed penalty per the procedure described in RRS 44.3c.
- 18.5 Any contact with the Race Committee boat or mark boat is an automatic DSQ and potentially withdrawn from the series at RC's discretion.
- 18.6 A boat that damages or drags a mark may be scored a DSQ by the Race Committee (see also item 25 damages to equipment).
- 18.7 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 while on the water for weather, teams will be notified via VHF Ch 63 and may be directed to proceed to their berthing areas. If a race is postponed or abandoned for weather prior to heading out to the race area, teams will be notified via Yacht Scoring as described in 2.2.
- 18.8 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. Any boat that impedes such traffic or receives 5 horn blasts, may receive a DSQ at the discretion of the Race Committee.

19. EQUIPMENT

- 19.1 Yachts shall observe the recommendations of the ISAF 2018 Safety Equipment Requirements (SER) for racing "Near Shore".
- 19.2 Substitution or repair of damaged or lost equipment must comply with or conform to the class rules for those yachts racing in one-design classes.

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 There are no haul-out restrictions.

22. RADIO COMMUNICATION

- 22.1 Each boat shall carry a radio capable of transmitting and receiving on VHF channels 9, 13, 16, 63, 68, 72, 78A. Except in an emergency, a boat shall neither make nor receive radio transmissions while racing not available to all boats. This restriction also applies to all modes of communication on mobile telephones, tablets, etc.
- 22.2 Courtesy broadcasts to the fleet will be on VHF channel 63 however 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 and all references to channel 63 herein shall subsequently refer to the new channel.
- 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 by any means grounds for protest or redress.
- 22.4 Boats shall not hail Race Committee during any starting sequence.
- 22.5 If a Boat decides to retire from racing, or between races, she shall inform RC as soon as reasonably possible.

23. PRIZES

- 23.1 A 1st place prize will be awarded to the top boat for each Class.
- 23.2 Prizes will be awarded at the end of each series. Season Prize will be awarded the week after the end of the last series.

24. DISCLAIMER OF LIABILITY

- 24.1 Competitors participate in the regatta entirely at their own risk. See rule 3 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:

A) 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 RRS rule 3, Decision to Race, and hereby acknowledge and agree that we are participating in this event entirely at our own risk.

B) 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.

C) 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.

D) 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 any LYC owned or donated boats or equipment. If damage to any equipment, including 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 includes but is not limited to damage to marks, lines, and other equipment. Competitors who cause damage must seek RC permission to continue in the season.

End of Sailing Instructions

**Appendices 1A, 1B, 2, 3A-F
(Course charts and pursuit race starting times)
shall be a separate document**