



Manhattan Sailing Club

Silver Jubilee Season 1987-2012

2012 Sailing Instructions For J/24, J/105 & PHRF Weekly Races

1. Spirit of the Racing Program - Manhattan Sailing Club organizes races to benefit Members and further the recreational renaissance in New York Harbor. The spirit of this Program is "camaraderie ahead of competition." The Club wishes to create a relaxed, friendly and inclusive atmosphere where Members can enjoy their Club and improve their skills.

2. Rules - All races will be governed by The Racing Rules of Sailing and the prescriptions of the United States Sailing Association. Alterations to these rules may be made by these Sailing Instructions.

3. Eligibility - J/24 Races are open to Club J/24s. J/24s are assigned to "Racing Team Captains" who are responsible for their boat and crew. Skipper members may apply to be a Racing Team Captain. J/105 Races are open to Member-owned J/105. PHRF Races are open to any sailboat in the harbor with a current PHRF certificate. To request to enter, complete the entry form at www.myc.org.

4. Entry Fees - The Entry Fees for J/24 and J/105 races is \$300 per series. The Entry Fee for PHRF races is \$20 for each race started.

5. Crew Requirements - J/24 Races are a Member-only program. Non-Members are not permitted to race unless written permission is received in advance from the Membership Director. Approved guests will be posted at the Registration Table prior to racing. Only Members with Skipper Privileges are permitted to helm during J/24 Races.

6. Notices to Competitors - Notices to Competitors will be posted on the Floating Classroom and at www.myc.org. Any change in the sailing instructions will be posted before 5:00 PM on the day it will take effect, except that any change to the schedule of races will be posted at least one day before. Changes to the Sailing Instructions after the start of the season will appear in purple type.

7. Signals Ashore - Signals made ashore will be displayed from the Floating Classroom. Code Flag "AP" with 2 sound signals (one sound signal when lowered) means "The race is postponed, do not leave the harbor." The time of the warning signal will be made known before the lowering of "AP."

8. Schedule

Monday J/24 Races

Spring Series: May 14, 21, June 4, 11, 18 & 25

Summer Series: July 9, 16, 23, 30, August 6, 13 & 20

Fall Series: August 27, September 10, 17, 24, October 1 & 8

Tuesday J/24 Races

Spring Series: May 15, 22, 29, June 5, 12, 19 & 26

Summer Series: July 10, 17, 24, 31, August 7, 14 & 21

Fall Series: August 28, September 4, 11, 18, 25, October 2 & 9

Wednesday J/24 & J/105 Races



Spring Series: May 16, 23, 30, June 6, 13, 20 & 27
Summer Series: July 11, 18, 25, August 1, 8, 15 & 22
Fall Series: August 29, September 5, 12, 19, 26, October 3 & 10

Thursday PHRF Races

Spring Series: May 17, 24, 31, June 7, 14, 21 & 28
Summer Series: July 12, 19, 26 August 2, 9, 16 & 23
Fall Series: August 30, September 6, 13, 20, 27, October 4 & 11

6. Divisions & Class Flags – The Divisions in order of starting & Class Flags are:

Monday

- 1 - MSC J/24 Developmental Fleet – Yellow Class Flag
- 2 - Learn to Race Fleet—Red Class Flag

Tuesday

- 1 - MSC J/24 Gold Fleet – Yellow Class Flag
- 2 - MSC J/24 Silver Fleet – Red Class Flag

Wednesday

- 1 - MSC J/105 Fleet – White Flag with J/105
- 2 - MSC J/24 Gold Fleet – Yellow Class Flag
- 3 - MSC J/24 Silver Fleet – Red Class Flag

Thursday

- 1 - PHRF Fleet – Blue Class Flag
- 2 - Corporate Sailing League – Yellow Class Flag

Each J/24 shall fly a Class Flag on their backstay at least 3 feet above the stern pulpit to identify their fleet. The Gold Fleet shall fly this yellow flag <http://www.apsltd.com/p-7561-keelboat-yellow-flag-velcro.aspx> or something identical. The Silver Fleet shall fly this red flag <http://www.apsltd.com/p-7560-keelboat-protest-flag-velcro.aspx> or something identical.

9. Racing Area - The racing area will be in the lower Hudson River and Upper Bay of New York Harbor.

10. Courses and Marks - J/24 courses will be windward-leeward. The first leg is away from the cove in which the clubhouse is located. All marks will be orange inflatable cylinders and shall be rounded to port (see Appendix A). J/105 and PHRF courses will be around government marks (see Appendix B). The course number for each class will be displayed from the race committee boat at the warning signal.

11. Sail Limitations - Code Flag "Y" means "150% genoas may not be used by the MSC J/24 Class". Code Flag "Z" means "150% genoas & spinnakers may not be used by the MSC J/24 Class."



12. Starting & Sequence - The J/24 Starting Line will be between an orange flag on the Honorable William Wall and a round yellow inflatable buoy. The J/105 and PHRF Starting Line will be between an orange flag on the Honorable William Wall and a round white inflatable buoy.

First signal will be at 6:30pm. The sequence will be as follows:
10 minutes before start - Attention Signal – "A" Flag up (horn)
5 minutes before start - Warning Signal - Class Flag up and "A" flag down (horn)
4 minute before start - Preparatory Signal – "P" Flag up - (horn)





1 minute before start – “P” Flag down - (horn)
Start - First class flag down second class flag up - (horn)

The second start on Tuesday & Wednesday will be 5 minutes after the first start.

4 minute before start - Preparatory Signal – “P” Flag up - (horn)

1 minute before start – “P” Flag down - (horn)

Start - Second class flag down third class flag up - (horn)

The third start on Wednesday will be 5 minutes after the second start.

4 minute before start - Preparatory Signal – “P” Flag up - (horn)

1 minute before start – “P” Flag down - (horn)

Start - third class flag down - (horn)



13. **Individual Recalls** - Individual recall is signaled by the "Jolly Roger." This changes RRS Signals. When the individual recall is signaled, the Race Committee will attempt to hail the sail number via VHF CH 69.



14. **Shortening Course** - When shortening the course Code Flag “S” will be displayed with one sound signal from the clubhouse. The lead boat will then proceed direct to the Finishing Line and cross in the direction from the last mark. All other yachts shall follow the same course. Changes to the course will also be announced on VHF CH 69.



15. **Finishing** - The Finish Line will be between an orange flag on the Honorable William Wall and the starting buoy.

16. **Time Limit** - J/24s & J/105s not finishing within 20 minutes of the first boat in their division will be scored as DNF. PHRF boats not finishing within 30 minutes of the first boat will be scored as DNF. A boat that fails to cross the starting line within 10 minutes of her starting signal shall be scored DNS. The Race Committee may end any race at any time for darkness or weather and all non-finishers will be scored one more point than the number of finishers.

17. **Protests** - Competitors are encouraged to resolve situations among themselves. The Program's spirit is "camaraderie ahead of competition" and the Club discourages protests. If a boat chooses to protest, protest flags are not required but the Race Committee must be notified in the proper manner. The protesting team must deliver a written protest to the Club by noon the following day.

18. **Special Rules** - The following special rules apply:

18.1 - **No Contact Rule** - If a J/24 contacts any other vessel or government mark, the J/24 shall immediately retire from the race and notify the Race Committee on VHF CH 69. Contact between a J/24 is defined as any hull, stanchion, pulpit or spar coming together. A team does not have to retire if crew fends off in light air and prevents contact or if sails touch another boat. Failure to retire following contact will result in suspension from the next week of racing on the first occasion and suspension from the series on the second occasion.

18.2 - **360 Degree Turn** - A boat that may have broken a rule of Part 2 while racing may take a penalty at the time of her incident. The penalty must be taken promptly, after getting well clear of other boats as soon as possible after the incident. Her penalty shall be one 360 degree turn instead of a 720 degree turn.

18.3 - **Right of Way for Commercial Traffic** - All commercial vessels shall have right of way over racing sailboats. If a racing sailboat crosses the bow of a commercial vessel and that vessel alters course or speed as a result, the sailboat may be disqualified by the Race Committee. If any sailboat decides to take the stern of a commercial vessel, all sailboats even or behind must also take the stern of the commercial vessel. If a commercial vessel slows or comes to a stop when approaching sailboats and one or



more sailboats took the stern, all other sailboats must continue to take the stern so as to provide a clear path forward for the commercial vessel. The race committee may disqualify a yacht at its discretion without a hearing for any interference with commercial vessels.

18.4 – Radio Communication - The Race Committee will monitor and communicate on VHF CH 69. Radio communication should be kept to a minimum. The Race Committee is allowed to respond to questions from boats even after the race has started and any responses will not be considered outside assistance. However, sailors are responsible for knowing the rules and incorrect or misinterpreted information from radio transmissions is not grounds for protest and does not circumvent the sailing instructions.

18.5 - Use of Engines Before Start - Motors may be used up until one minute before the starting signal.

18.6 - Crew Transfers - After departing the dock or mooring, J/24s may not accept any more crew onboard.

18.7 - Breakdowns - Boats will be scored their finishing position regardless of breakdowns. Teams are responsible for their boats and for working with club staff to effect repairs.

18.8 - Security Zones - The USCG has established a 150-yard security zone around Ellis and Liberty Islands and a 100-yard security zone are around all US Naval or Coast Guard vessels. These Security Zones are obstructions and no boat is allowed to sail inside. Any boat racing which enters a Security Zone shall immediately change course to exit the Security Zone without progressing forward in the race. Once out of the Security Zone and well clear of other boats, the boat must immediately take a 720 degree penalty turn. The Race Committee or on-water umpire may inform yachts by VHF CH 69 when they are near or have violated a Security Zone. If the boat does not immediately take its 720 degree penalty turn, the Race Committee shall score her as DSQ without a hearing.

19. MSC J/24 Equipment - MSC J/24s are provided for club teams and the following rules shall apply:

19.1 - Modification to Boat - Teams shall not modify the J/24s or cause them to be modified in any way except for modifications approved in advance by Manhattan Sailing Club. Teams shall not cut any lines, sheets or halyards on the boat.

19.2 - Cleaning the Bottom & Rudder - Teams shall not scrub the bottoms or rudders. However, each J/24 may be hauled and pressure washed at Liberty Landing Marina once during the summer series and once during the fall series. Teams are responsible for all arrangements and costs. Tuesday & Wednesday Team Captains should set a mutually agreed upon schedule. The hauling must be completed during weekdays before 5 p.m. and scheduled with the Dock Master.

19.3 - Adjustment to Stays & Lifeline - Teams may adjust the sidestays and backstays once per series with approval and oversight of the MSC staff. If the standing rigging is adjusted, the proper pines, rigging and chafe tape must be used. Teams shall not adjust lifelines.

19.4 - Lines & Sheets - Teams may use their own sheets provided that the MSC supplied equipment is carried while racing and the boat is returned to original condition after racing. Teams shall carry all equipment, including extra sails, stored on the J/24 and not take any equipment off before the race.

19.5 - Tape & Markings - Teams shall not apply tape or make any marks on the boat, spars or poles.

19.6 - Pre-Departure Check - Teams are responsible for ensuring that all equipment is onboard and functioning prior to leaving the dock.

19.7 - Reporting Loss or Damage - Teams shall report any damage or loss of equipment, however slight, after securing the yacht ashore. The report must be made in writing in the Repair Report Binder.



19.8 - Damage to Club J/24s - The Team Captain is responsible for their assigned race boat at all times. The cost for repairing any damage to J/24s caused by a collision shall be split equally by both Team Captains unless the Team Captains agree otherwise. The maximum liability for each Team Captain shall be \$2,000 each and \$4,000 combined. If you were in charge of a boat involved in a collision which caused one or more boats to be removed from club service for repair, then your Skipper Privileges and your team's race privileges are also suspended until all affected boats are repaired and restored to service for all members (similar to if this happened to your own boat).

20. Gold & Silver Fleets - At the end of each series, a ranking will be created with boats in the following order: Gold fleet in order of finish in the previous series followed by Silver fleet in order of finish in the previous series, except the top three finishers in the Silver fleet move above the bottom 3 finishers in the Gold fleet. Any new teams are added to the bottom of the ranking. Then the fleet is split in two with equal number in Gold and Silver, but if equal is not possible, than 1 more in Gold than Silver. If a Gold team cannot race or qualify for one series, they may apply to the club to maintain their position in the Gold fleet and such application shall state the reasons and qualifications. The club will review the application and make a decision.

21. Scoring & Standings - The Low Point Scoring System will be used with overall standings determined by average finish. Any boat scoring DNF, DNS, BKDN, DSQ or other special finish will be given one more point than the number of finishers with no additional penalty points assigned (i.e. if only 1 boat finishes the race, everyone else will be scored as 2nd). If a team does not leave the dock on a specific week, they will be given a BYE and no score counted. To qualify for a series, a team must participate in at least 5 races (races not completed due to weather or other circumstances count as a participation date for all teams). If 5 or more races are completed in a series, teams which participate in 6 or more races will be allowed to drop their worst finish including finishes of DNF, DNS, BKDN & DSQ. If less than 5 races are completed, there will be no drop race.

22. PHRF Ratings & Calculations - Yachts in the PHRF classes must have a current PHRF-MA certificate. A PHRF-MA certificate application can be obtained at www.phrfma.org. A copy of the certificate must be fax to MSC at 212-786-1743 or mailed to: Manhattan Sailing Club, 385 South End Ave #6H, New York, NY 10280. For all PHRF classes, the time on time scoring system will be used.

23. Awards - Prizes will be awarded to the top finishers at the end of every night. For fleets with 4 or fewer boats, only first place will receive a prize. For fleets between 5 and 7 boats, the top 2 boats will receive a prize. For fleets between 8 and 14 boats, the top 3 will receive a prize. For fleets larger than 15, the top four will receive a prize.

24. Post Race Q&A - When weather and scheduling permits, the club will attempt to stage a Question and Answer session after the Awards Ceremony where representatives of the winning J/24s in Gold and Silver Fleets explain how they won and answer questions from other Members.

24. Flotation Devices - Each boat shall have the correct quantity and type of USCG PFD's required on board. The entire crew must wear USCG, ISO, SOLAS or CE approved personal flotation devices designed to go around the torso and shoulders at all times while racing. Flotation devices being worn must be visible to the race committee. Breaking this rule will result in disqualification by the race committee.

25. Advertising - Advertising on sails and hulls is only allowed with prior written approval of the Manhattan Sailing Club.



Appendix A - J/24 Race Courses

Mark 1
set in Hudson River
either upwind or
downwind and farther
away from clubhouse

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Wind
first leg either up-
wind or downwind

During race, you only
need to pass through
starting/finishing line if
you intend to start or
finish. Otherwise, line
can be disregarded.

Mark 2
set in cove behind
clubhouse and
closer to the club-
house

