



## 2018 J/24 Sailing Instructions

1. Spirit of the Racing Program - The spirit of this Program is “camaraderie ahead of competition.” The Club wishes to create a relaxed, friendly, safe and inclusive atmosphere where Members can enjoy their Club and improve their skills.
2. Rules - All races will be governed by the rules as defined in *The Racing Rules of Sailing*.
3. Eligibility - J/24 Races are open to Club J/24s which are assigned to “Racing Team Captains” who are responsible for their boat and crew. Skippers may apply to be a Racing Team Captain at [www.myc.org](http://www.myc.org).
4. Entry Fees - The Entry Fees for J/24 races is \$300 per series.
5. Crew Requirements - Racing at the Club is Members-Only. Non-Members are not permitted to race unless written permission is received in advance from the Club Office. There is a \$25 guest fee per race. A guest may only race at the club twice per year.
6. Notices to Competitors - Notices to Competitors will be posted at the clubhouse. 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 at the clubhouse. 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

Tuesday Series	Wednesday Series:	Thursday Series:
Spring: May 15, 22, 29, June 5, 12, 19, 26	Spring: May 16, 23, 30, June 6, 13, 20, 27	Spring: May 17, 24, 31, June 7, 14, 21, 28
Summer: July 3, 10, 17, 24, 31, August 7, 14	Summer: July 11, 18, 25, August 1, 8, 15, 22	Summer: July 5, 12, 19, 26, August 2, 9, 16, 23
Fall: August 28, September 4, 11, 18, 25, October 2, 9	Fall: August 29, September 5, 12, 19, 26, October 3, 10	Fall: August 30, September 6, 13, 20, 27, October 4 & 11
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 rounded to port (see Appendix A). The course number 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." Code Flag "Z" means "150% genoas & spinnakers may not be used."



12. Starting & Sequence - The Starting Line will be between an orange flag on the Honorable William Wall and the course side of a round yellow inflatable buoy. The 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 - Yellow 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)

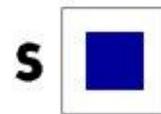
Start - Yellow flag down - (horn)



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 68.



14. Shortening Course - When shortening the course Code Flag "S" will be displayed with one sound signal from the clubhouse and/or a chase boat. 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 68.



15. Finishing - The Finish Line will be between an orange flag on the Honorable William Wall and the starting buoy. The finishing buoy may not be in the same location as it was for the start.

16. Time Limit - J/24s not finishing within 20 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 (approx 20 minutes after sunset) or weather and all non-finishers will be scored one more point than the number of finishers.

17. Honor System - If you are certain a boat has fouled you, the skipper, and only the skipper, may verbally request they do a 360 degree turn. If another skipper hails you requesting a turn, you are honor-bound to do so. Failure to honor this request, even if you believe you are in the right, will result in disqualification. If you require another boat to do a turn, you must report this to the RC at the finish. The RC will keep a publically displayed list in the clubhouse of who required turns and how many times. You do not want to be on this list.

18. 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.

19. - 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.

20 - Right of Way for Commercial Traffic - For the sake of our races, 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 take 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.

21 - Radio Communication - The Race Committee will communicate on VHF CH 68. 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.

22 - Use of Engines Before Start - Motors may be used to get to the pre-start side of the course up until one minute before the starting signal.

23 - 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.

24 - 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 68 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.

25 - 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 68. 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 fend off in light air (i.e., there is no wind to create steerage) 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.

26 - Modification to Boat - Teams shall not modify the J/24s in any way except for modifications approved in advance by Manhattan Yacht Club. Teams shall not cut any lines, sheets or halyards. Teams may use their own sheets provided that the MYC 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. Teams may adjust the side-stays and backstays once per series with approval and oversight of the MYC staff. Teams shall not adjust lifelines. Teams shall not apply tape or make any marks on the boat, spars or poles. Teams are responsible for ensuring that all equipment is onboard and functioning prior to leaving the dock.

27 - Cleaning the Bottom & Rudder - Teams shall not scrub the bottoms or rudders. However, each

J/24 may be hauled and pressure washed at Liberty Harbor or Liberty Landing Marina once per series. Teams are responsible for all arrangements and costs.

28 - 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.

29 - Damage - The Team Captain is responsible for their race boat at all times including if they allow another person to steer their boat if they are there or not there. The cost for repairing any damage shall be split as determined by Club precedent by Team Captains involved. The maximum liability for each Team Captain shall be \$3,000.

30 - Determining Cause of Damage - When boats touch and cause damage, all teams involved shall immediately retire from the race and proceed to the docks. All teams shall wait for the Race Committee to return and then be interviewed to determine the facts leading to the cause of the collision and damage. The RC shall then submit the facts to the a committee appointed by the Commodore to determine fault and recommend penalties. The at-fault skipper and crew will be suspended from racing until all boats are returned to service.

31 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.

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

33. Flotation Devices - The entire crew must wear USCG approved personal flotation devices designed to go around the torso and shoulders at all times while on the water. Flotation devices being worn must be visible to the race committee. Breaking this rule will result in disqualification by the race committee without hearing. This changes RRS 1.2, 27.1, and Signals.

34. Advertising - Advertising on spinnakers is permitted only with prior written approval of the Manhattan Yacht Club.

35. No-Crashes - If a skipper crashes a boat, and it is significant and needs to be hauled, the entire crew will be suspended from racing for 7 weeks (1 series). If it is just a small crash with damage, the entire crew is suspended for 4 weeks. During this time, the entire team shall volunteer for race committee instead of racing.

Appendix A - J/24 Course Sheet

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

↑  
↓  
**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

