



LADY LIBERTY REGATTA 2023 Sailing Instructions

1. Spirit of the Lady Liberty Regatta

The purpose of the regatta is to promote international goodwill through friendly competition and to encourage women's sailing and achievement.

2. Rules

The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS), including the US SAILING prescriptions, except the prescriptions to rules 60, and 63.2, shall not apply. This changes RRS 63.7. Please refer to the RRS regarding Protests, Redress, Hearings, Misconduct, and Appeals. The right to appeal is not denied.

3. Crew

This is an amateur event for women sailors with no prize money. All sailors shall compete for honor and a trophy. Unlimited crew substitution of similar weight is allowed during the regatta.

4. Notices to Competitors

Notices to Competitors will be posted at the clubhouse. Any change in the Sailing Instructions will be posted before 0930 hours on the day it will take effect, except that any change to the schedule of races will be posted at least one day before by 1800 hours. Changes to the Sailing Instructions after the start of the Regatta will appear in [purple type](#).

5. 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."



6. Radio

Competitors should bring their own VHF Radio. Race Committee (RC) will be on VHF Channel 68.

7. Boats

Manhattan Yacht Club will provide race-ready J/24s for all teams. This shall include mainsail, 100% jib and 150% genoa. Teams shall use the J/24s as provided by the club and shall not bring any extra or special equipment with them while racing. Teams shall not adjust the shrouds, backstays or lifelines.

Teams shall not cut any lines, sheets or halyards. Teams shall sail with all equipment on the boat and shall not remove any extra equipment or sails from the boat. Teams shall not apply any tape or make any marks or writing on the boat, spars or poles. Teams are not permitted to scrub the bottoms or rudders of the boats. The engine must remain on the engine bracket and is considered a part of the boat. A special national spinnaker shall be provided to each team and they shall bring this with them from boat to boat.

7.1 Competitors shall report any damage or loss of equipment, however slight, to the Manhattan Yacht Club Boat Manager immediately after securing the boat ashore. The penalty for breaking this instruction may be disqualification from the race most recently sailed.

8. Format of Racing

The regatta will consist of a single series of up to eight races sailed over two days. Unless directed otherwise by the Race Committee, teams will rotate boats after each race. Boat assignments will be published after the initial boat draw.

9. Schedule of Races

9.1 The Schedule of races is as follows:

Thursday, September 7, 2023

1400 – 1600 - Practice sailing permitted in harbor (optional)

1600 – Practice race (optional)

1900 – Skipper's Meeting and Boat Draw as part of the Opening Ceremony on the Honorable William Wall in NY Harbor.

Friday, September 8, 2023

1200 – Start of sequence for Race 1

After each race, teams will return to dock to change boats. All times after the first start each day are estimates. The Race Committee will announce the exact start of the next race after the last boat crosses the finish line.

1400 – Approximate start of sequence for Race 2

1600 - Approximate start of sequence for Race 3

Saturday, September 9, 2023

1200 – Start of sequence for Race 4

1400 - Approximate start of sequence for Race 5

1600 - Approximate start of sequence for Race 6

Sunday, September 10, 2023

1200 – Start of sequence for Race 7

1400 - Approximate start of sequence for Race 8

9.2 On Friday & Saturday, no start will take place after 1700. On Sunday, no start will take place after 1600.

9.3 Races that are not sailed on any day can be made up on other days.

10. Racing Area

10.1 Attachment A shows the location of racing area and USCG Security Zones.

10.2 Races will be held in Upper Hudson Bay. All races will start and finish from our floating clubhouse, the Honorable William Wall (Willy Wall), which is permanently anchored north of Ellis Island. 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.

11. Courses and Marks

Courses will be windward-leeward. Inflatable marks will be set by the RC. Because the starting location is fixed, races may start upwind or downwind. The first leg is away from the cove in which the floating clubhouse (the Willy Wall) is located. All marks will be orange inflatable cylinders buoys, 4 feet high and rounded to port (see Attachment B). The starting and finishing marks will be a yellow sphere. The course number will be displayed from the Willy Wall at the warning signal.



Course 1 Signal



Course 2 Signal



Course 3 Signal

12. Sail Limitations

12.1 If the RC displays Code Flag “Y” before the warning signal 150% genoas may not be u

12.2 If the RC displays Code Flag “Z” before the warning signal, Spinnakers may not be us



13. Starting & Sequence

The Starting Line will be between an orange flag on the NE corner of the Honorable William Wall and a round yellow buoy on the course side.

The races will be started by using RRS 26. (Ten minute sequence.) The Class flag will be a yellow flag.

14. Individual Recalls

Individual recall is signaled by the “Jolly Roger.” This changes RRS Signals. When the individual recall is signaled, the RC will attempt to hail the sail number via VHF CH 68. However, the following shall not be grounds for redress: failure to hail any boats, the timeliness of the hail, failure to hear the hail, and the order of boats hailed. This changes RRS 41 and 62.1



15. General Recall

General recall is signaled by the Code Flag “First Substitute”. The RC will attempt to but is not required to hail a general recall via VHF CH 68.



16. Shortening Course

When shortening the course Code Flag “S” will be displayed with one sound signal from the clubhouse and/or a chase boat stationed at the new last mark. The lead boat will then proceed directly to the Finishing Line and cross in the direction from the last mark. All other boats shall follow the same course. Changes to the course will also be announced on VHF CH 68. This changes RRS 32.2.



17. The Finish

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.

18. Penalty System

18.1 360 Degree Turn – A J24 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 J24s as soon as possible after the incident. Her penalty shall be one 360 degree turn instead of a 720 degree turn. This changes rule RRS 44.1.

18.2 Contact Penalty – We work hard to preserve the quality of our fleet. Please operate your vessel in a manner which avoids all crashes. If two or more J/24s touch in any manner during the regatta and cause any damage to any boat, all J/24s involved shall retire immediately from the race or the upcoming race. If two or more boats touch without any damage, then all boats involved shall do a 360 degree penalty turn before continuing to race (please note – if you touched another boat and were in the wrong according to the racing rules of sailing, you must do two penalties). Contact between a J/24 is defined as any hull, stanchion, pulpit, spar or outboard engine coming together.

18.3 Security Zones – The USCG has established a 150-yard security zone around Ellis and Liberty Islands, and a 100-yard security zone is around all US Naval or Coast Guard vessels. These Security Zones are obstructions and no J24 is allowed to sail inside. Any J24 racing that 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 J24s, the J24 must immediately take a 720 degree penalty turn. The RC may put a special mark to designate the Southwest corner of the Security Zone.

18.4 The RC or on-water umpire may inform J24s by VHF CH 68 when they are near or have violated a Security Zone. If the J24 does not immediately exit the Security Zone and take its 720 degree penalty turn, the RC shall score her as DSQ without a hearing.

19. Time Limit

The time limit for each race will be 2 hours (120 minutes) for the first boat to sail the course and finish (as defined in rule 28.2). Boats not finishing within twenty (20) minutes after the first boat sails the course and finishes, and not thereafter retiring, being penalized or given redress, will be scored TLE (Time Limit Expired) without a hearing and will be assigned points equal to the number of boats sailing the course and finishing within the time limit plus 1 point. This changes rules 35, A4, A5.1, and A5.2.

20. Protests

Given the spirit of the Lady Liberty Regatta, competitors are encouraged to resolve situations among themselves and MYC discourages protests. We request each team use sportsmanship to communicate and decide situations without the need for a third party. If a boat chooses to protest, protest flags are not required but the RC must be notified in the proper manner. This changes RRS 61.1(a2). The protesting team must deliver a written protest to the RC within 1 hour after the completion of the last race of the day. Hearing request forms will be available outside of the MYC clubhouse. Hearings will take place in the sailing school office.

21. Scoring & Standings

21.1 The scoring system is as follows: The Low Point Scoring System as defined in RRS Appendix A and as modified by these Sailing Instructions. Any boat scoring DNC, DNS, OCS, UFD, BFD, NSC, DNF, RET, or DSQ will be given one more point than the number of series entrants with no additional penalty points assigned.

21.2 If five or more races are completed, teams may drop their worst score. All scores may be dropped. This changes RRS A2.1.

21.3 The completion of one race shall constitute a valid regatta.

22. Right of Way for Commercial Traffic

For the sake of our races, all commercial vessels shall have right of way over racing J24s. If a racing J24 crosses the bow of a commercial vessel and that vessel alters course or speed as a result, the J24 may be disqualified by the RC. If any J24 decides to take the stern of a commercial vessel, all J24s even or behind must also take the stern of the commercial vessel. If a commercial vessel slows or comes to a stop when approaching J24s and one or more J24s take the stern, all other J24s must continue to take the stern so as to provide a clear path forward for the commercial vessel. The RC may disqualify an J24 at its discretion without a hearing for any interference with commercial vessels.

23. Radio Communication

23.1 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.

23.2 Assistance from RC – The RC may respond to any questions from sailors even after the race has started and any such answers from the RC will not be considered outside assistance. This changes RRS 41.

24. 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.

25. Breakdowns

J24s will be scored their finishing position regardless of breakdowns. Teams are responsible for their J24s and for coordinating repairs with club staff.

26. Retiring

A boat that retires from a race shall notify the RC as soon as possible on VHF CH 68.

27. “Life Jackets Mandatory Rule”

The entire crew on all racing boats must wear, at all times, some type of personal flotation device, which goes around the torso and shoulders. “Fanny packs” or inflatable devices attached around the waist do not qualify. The PFDs shall be worn according to manufacturer’s direction. PFDs worn around the waist shall not satisfy the purpose of this rule. If crewmembers do not bring their own PFD, they will use the PFD’s provided on each boat. All flotation devices must be easily visible to the RC and the inability of the RC to see a PFD will mean it was not worn properly. This changes RRS 1.2.

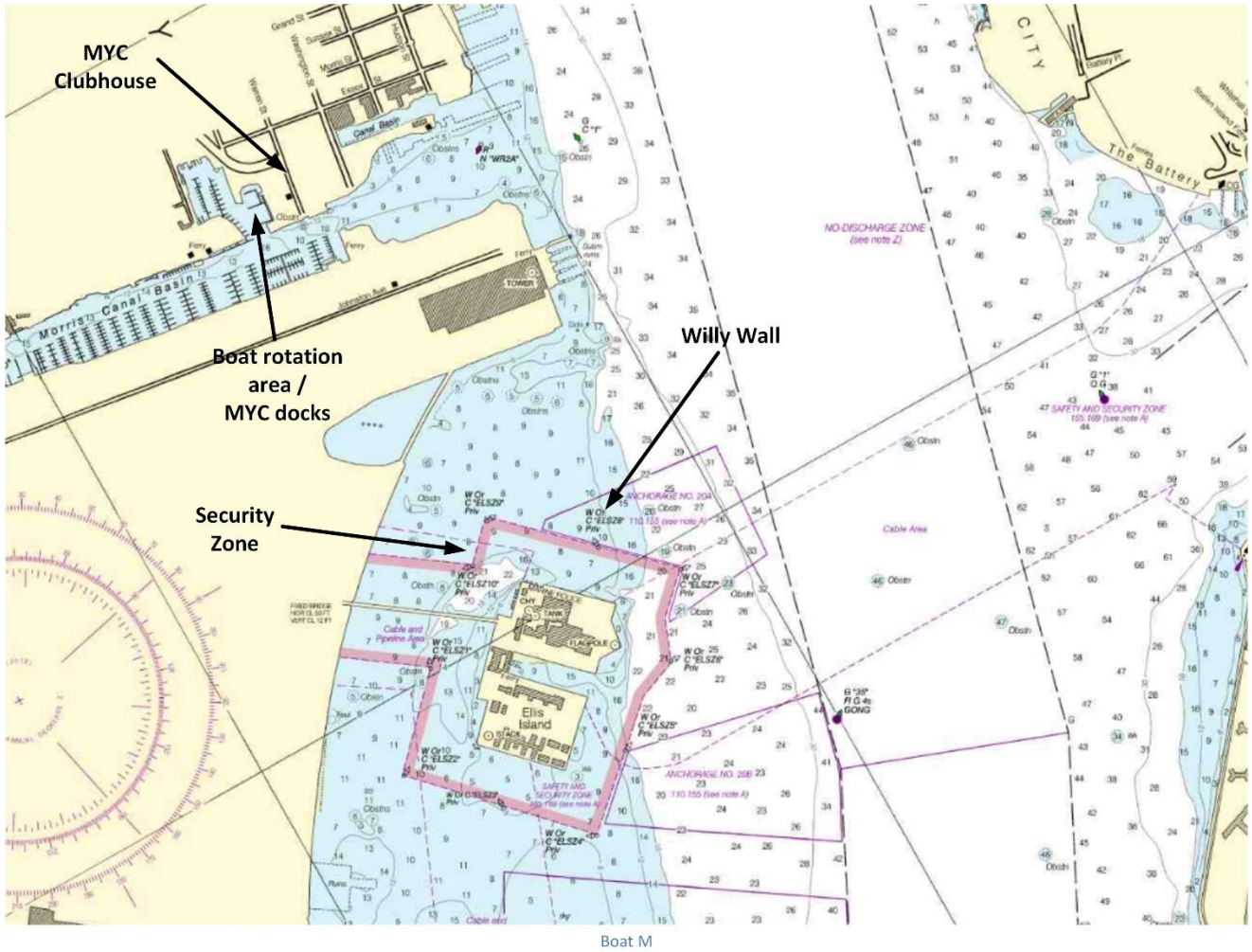
28. Weather Protocols

There may be no racing if the wind gusts to speeds greater than 25 knots, there is lightning or thunderstorms. 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 68 and may be directed to proceed to the docks.

29. Boat Rotation Protocol

After each finish, yachts shall proceed back to the Manhattan Yacht Club docks to change boats. Teams shall dock their boat in the slip designated for that boat number. After the final boat finishes the race, the start time of the next race will be announced by the RC on VHF CH 68.


Attachment A – Sailing Area



The chart is not to scale,
Purple lines indicate the USCG designated security zones.

Attachment B - Courses

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

