

# Atlantic Highlands Yacht Club

ATLANTIC HIGHLANDS, NJ



RACING



OFFICIAL

SAILING INSTRUCTIONS



# ATLANTIC HIGHLANDS YACHT CLUB

ATLANTIC HIGHLANDS, NJ

# 2017

# AHYC 2017 RACE COMMITTEE

**Peter Chirlian – Chair**

Phone: 973-975-4730

E-mail: peter.chirlian@armanta.com

**George Tay – Treasurer**

Phone: 732-872-1306

E-mail: georgetay1@verizon.net

**Tom Gardner – Rear Commodore**

Phone: 917-324-8296

E-mail: hawkmoon@yahoo.com

**Bob Behringer – Protest Chair**

Phone: 732-571-0559

E-mail: rebehringer@comcast.net

**Elaine Haher – J24 Fleet Captain**

Phone: 732-822-2882

E-mail: elaine.haher@ericsson.com

**Peter Rathemacher – PHRF Rep.**

Phone: 732-546-6107

E-mail: t35yellowtail@gmail.com

**Chris Stone – J24 District 4 Governor**

Phone: 201-602-8958

E-mail: cjstonearch@comcast.net

**Art Olsen - Blue Water Co-Chair**

Phone: 732-872-4810

E-mail: US78@aol.com

**Diane Kropfl – Ms. Race Co-Chair**

Phone: 732-872-9190

E-mail: dkropfl@att.com

**Karen Tay – Blue Water Co-Chair**

Phone: 732-768-0941

E-mail: karenetay@aol.com

**Vic Simon – Sandy Hook Bay Catamaran Club**

Phone: 973-419-1695

E-mail: rotcivnomi@aol.com

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**Bob Curtiss**

Phone: 908-447-5801

E-mail: r-curtiss@comcast.net

**Rich Reibrich**

Phone: 732-291-8255

E-mail: rreibrich@aol.com

**Kay Curtiss**

Phone: 908-309-8305

E-mail: r-curtiss@comcast.net

**Jeff Smith**

Phone: 732-236-1368

E-mail: jeffsmithphoto@gmail.com

**LuAnn Rathemacher**

Phone: 732-778-5335

E-mail: luannsr@gmail.com

**Donna Syers**

Phone: 732-749-0266

E-mail: donnasyres@yahoo.com

# GENERAL CONDITIONS

## **1. PURPOSE**

*The purpose of the Atlantic Highlands Yacht Club racing program is to promote good fellowship among sailing yachtsmen, and to encourage the sport of sailboat racing. The race committee will manage the program with this purpose in mind, promote the sport by encouraging and providing training for new and existing racing participants, and by rewarding participation through recognition awards.*

## **2. SAFETY**

Sailing is an activity that has an inherent risk of damage and injury. Competitors in these events are participating entirely at their own risk. See RRS 4, Decision to Race. The Atlantic Highlands Yacht Club (Officers, Race Committee, Protest Committee, Sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in these events. By participating in these events, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this to the fullest extent permitted by law.

It is recommended that all participating PHRF Division yachts meet the Minimum Equipment Recommendations adapted from the Yacht Racing Association of Long Island Sound (see Attachment D in this booklet). Every boat must have an operating VHF radio. The J/24 class must comply with all rules of the IJCA and meet minimum Coast Guard requirements except as herein amended:

It is allowed for either skipper or crew to have their upper body extending under the upper lifeline, provided that the boat is fitted with a lower lifeline which complies with the requirements of the IJCA.

## **3. AWARDS**

Yachts demonstrating the best performances will be recognized with the presentation of trophies at the annual awards banquet to be held after the conclusion of the racing season.

In keeping with tradition, the focal point of the season will be the competition for the **High Point Trophies**. These trophies will be presented to the overall winner in each fleet as detailed in **Article 19 (Scoring)**. Additionally, in recognition of the difficulty and dedication involved in qualifying for and winning these awards, the yachts' name and skipper will be displayed on a perpetual plaque in the clubhouse.

## **General Conditions (continued)**

Trophies will also be presented to the winners of each Wednesday series and weekend series/race as follows: 1st, 2nd, and 3rd place when 5 or more boats are entered, 1st and 2nd when 4 boats enter and 1st when only 3 boats enter.

Additional trophies may be presented in recognition of outstanding performance/sportsmanship as determined by the race committee.

## **4. RATINGS**

All PHRF contestants must have a valid 2017 rating from PHRF Mid-Atlantic. To obtain a new rating certificate or a renewal of an existing certificate, individuals should complete and submit the appropriate application, which can be found at <http://www.phrfma.org/forms/>. Applications are not complete unless accompanied by any fees required. New ratings for boats not in the PHRFMA database will typically be issued within 45 days of a complete application being received. Note that membership to US Sailing is required to log into the PHRF site.

Questions? Contact our Club's PHRF representative, Pete Rathemacher at 732-546-6107 or [t35yellowtail@gmail.com](mailto:t35yellowtail@gmail.com)

## **5. PROHIBITED AREA**

G "13" FI G 4s GONG and G "11" FI G 2.5s GONG off Sandy Hook must be passed on the channel side. Additionally, all skippers are reminded that there exists a security zone in the area of Earle Naval Pier. The western entrance of the breakwater shall not be used on Wednesday evenings before a race so that it is kept clear for charter fishing boats entering the harbor.

## **6. RULE REMINDERS**

Entrants are strongly encouraged to use engine power whenever failure to do so would risk hampering the movement of large vessels in restricted channel or the risk of collision might endanger any boat. Time and circumstances of engine use must be reported to the Race Committee immediately after the yacht has completed her finish.

**6.1 COMPLIANCE.** Reminder: PHRF-MA requires that a boat sail "in the configuration that comes standard from the manufacturer." If a competitor believes that too many interior furnishings have been removed from a competing vessel, then said vessel may be subject to a protest. By participating in an AHYC PHRF-MA sanctioned event, owners and/or captains agree to permit measurers—and the Race Committee or their representatives—to board their boats, unaccompanied, for the purpose of inspection, measurement or compliance, at any time during an event or within 24 hours before or after an event.

## **7. COURTESY**

The use of bay and ocean waters are privileges extended to all boaters. As such, courtesy while racing should be a prime concern.

## **8. LAUNCH USE**

Skippers are required to pick up and drop off their crews at the AHYC float during peak times of launch operation. No more than 3 people from each racing yacht will be transported by the club launch Wednesday nights.

# SAILING INSTRUCTIONS

## 1. RULES

AHYC regattas and individual races will be governed by the The Racing Rules of Sailing 2017-2020 and the US Sailing prescriptions hereto, except as modified by these general conditions and sailing instructions. In case of any conflict between these general instructions and any race instructions, individual or series, the race or series instructions will prevail.

## 2. PARTICIPATION

**2.1 ELIGIBILITY.** All PHRF Yachts must have a valid 2017 PHRF-MA rating. All J/24s sailing in the J/24 division must have a 2017 transom sticker and must comply with all class rules as amended by Fleet 128. The primary helmsman must be a member of the International J/24 Class association. All racers must be in good standing with the Atlantic Highlands Yacht Club. All AHYC yachts must comply with Article 18 (Race Committee Duty).

**2.2 ENTRIES.** Eligible Yachts must be entered by completing the online registration form at [https://www.regattanetwork.com/clubmgmt/applet\\_club\\_events.php?CLUB\\_ID=2310](https://www.regattanetwork.com/clubmgmt/applet_club_events.php?CLUB_ID=2310) prior to the planned race or regatta, accompanied by the appropriate registration fee. AHYC yachts must sign up for race committee duty with registration or prior to their first race.

**Late registrations will only be accepted provided that:**

- the yacht identifies herself as a late entry to the race committee on the water and
- the yacht completes her registration, including all applicable fees, and signs up for committee duty within one (1) hour of the docking of the committee boat.

Yachts which fail to comply with the above **WILL NOT BE SCORED.**

### 2.3 PHRF DIVISIONS

An individual division shall be made up of at least three starting yachts. In cases where there are less than three yachts, the PHRF divisions shall be scored as one division.

**PHRF “A” Divisions:** All sails as per PHRF-MA By-Laws.

**PHRF “B” Divisions:** Main with one (1) jib or genoa or working jib as per PHRF-MA By-Laws.

## 3. NOTICES

Notices will be placed in the Notices section of the Newsroom and Results page of the Event Webpage on Regattanetwork.

**3.1 VHF COMMUNICATION.** The Race Committee will monitor VHF Channel 69.

## 4. CHANGES IN SAILING INSTRUCTIONS

Any change in the sailing instructions will be posted before 1900 hours on the day before it will take effect except that a change in the schedule of races will be posted by 1900 hours on the day before it will take effect or as stated in individual regatta sailing instructions. Changes will also be sent out via e-mail.

## 5. SIGNALS MADE ASHORE

Signals made ashore will be displayed on the AHYC Race Committee boat at the AHYC floating dock.

## ***Sailing Instructions (continued)***

### **6. SCHEDULE OF RACES**

See page 27 in this booklet. Any changes will be posted on the Notice Board on Regattanetwork.

### **7. RACING AREA**

The racing area will be in the vicinity of Sandy Hook Bay or as specified in regatta sailing instructions.

### **8. THE START**


**8.1** Races will be started in accordance with racing rule 26, with division starting in the order posted on the Committee Boat. If only one PHRF-B start is posted, PHRF-B1 and PHRF-B2 divisions shall start together. If only one PHRF-A start is posted, PHRF-A1 and PHRF-A2 divisions shall start together. As a courtesy, a pre-warning signal will be sounded about one minute prior to the first warning signal, unless the postponement flag is flown. If any division is cancelled due to lack of entries, it will not be posted and the following divisions start will be advanced accordingly.

**8.1.1** Class Flags are as Follows, 3 (B-1), 4 (B-2), J/24, 1 (A-1), 2 (A-2), and 5 (Multihull). If any class flag are not available, the Race Committee may change any class flag by making an announcement on VHF 69 prior to the first race of the day.

**8.2** The Starting line will be between an orange flag on the committee boat and a fixed mark. If an orange inflatable mark has been dropped, this will replace the fixed mark for the J/24 fleet only.

**8.2.1** Any barging mark floating from the RC Boat shall be considered part of the RC Boat.

**8.3** A yacht whose warning signal has not been made shall keep clear of the starting area.

**8.4** If conditions warrant, the use of personal floatation devices will be required. This will be signaled with code flag “Y”  in accordance with RRS. 27.1.

### **9. POSTPONEMENT**

Postponement shall be signaled by answering pennant “AP” followed by two (2) sound signals. “AP” will be lowered with one (1) sound signal, one (1) minute before the next signal is to be made. If the postponement is to be followed by a starting sequence, the next signal following the postponement will be for the next class to start had there been no postponement.

### **10. RECALLS**

**10.1** Individual recalls will be signaled with the display of code flag “X” and a hail of the yacht’s sail number. The race committee WILL ATTEMPT to contact the yacht on VHF channel 69. Failure of a yacht to hear the hail of her sail number shall not be grounds for redress.

**10.2** General recalls will be signaled by code flag First Substitute and two (2) sound signals. The start for the division being recalled will move to the end of the starting sequence. First Substitute will be lowered with one (1) sound signal, one (1) minute before the start of the next division. The start of the next division will remain in the same five minute sequence had there been no recall.

## ***Sailing Instructions (continued)***

**10.3** If there is a general recall in the last fleet to start, general recall will follow Rule 29.3 in the RRS. The First Substitute will be flown instead of the class flag. The preparatory signal will be 1 minute after the previous start and the First Substitute will be lowered, signaling the start in lieu of the class flag.

### **11. THE FINISH**

The finishing line will be between an orange flag on the committee boat and a fixed mark. If an orange inflatable has been dropped this will replace the fixed mark for the J/24 fleet only or as directed by the NOR and/or the SIs.

### **12. TIME LIMIT**

Regardless of the time of the start, the time limit for each division will expire six (6) hours after the start, except for the Wednesday Night Series for which the time limit will be two and one half (2-1/2) hours from the start of that division or as directed by the NOR and/or the SIs.

**12.1 For Wednesday Night Series Only**, Boats still racing when the time limit expires will be scored number of finishers+1. This changes **RRS 35**. If there are no finishers within the time limit, the race shall be abandoned.

### **13. THE COURSE**

The course shall be posted from the committee boat. Three types of courses may be posted:

**13.1 POINT TO POINT.** The committee boat will post a SERIES of letters designating the marks to be used during the race. Each letter represents a mark as listed in Attachment "C." A series of letters followed by a "P" indicates that the marks preceding will be passed to PORT; an "S" indicates that the preceding marks will be passed to STARBOARD. Course will be posted on a white board from the committee boat.

**13.2 PREDETERMINED.** The committee boat will post WIND DIRECTION FOLLOWED BY A COURSE NUMBER, which will represent a predetermined course as listed in attachment "A".

**13.3 OLYMPIC CIRCLE.** The committee will post a mark of the olympic circle (JA...JH) followed by a course NUMBER (3, 5, 6, 2X, 3X). The mark posted will represent the windward mark and the number will represent a course configuration as described in Attachment "B". All marks are to be left to port.

### **14. MARKS**

Marks are listed in Attachment C on page 23 of this booklet. Differences between listed and actual latitude and longitude shall not be grounds for redress.

### **15. ALTERNATIVE PENALTIES**

The Two Turn Rule 44.1 of The Racing Rules of Sailing, will apply.

### **16. WEDNESDAY NIGHT SERIES**

**16.1** The PHRF and J/24 divisions will allow one throw-out in any series where four (4) to seven (7) races are scored. Two throw-outs will be allowed if eight (8) races are scored. One race constitutes a series. On the night where a competing yacht in the series does not race because she is serving as the Race Committee Boat she shall receive her AVERAGE SCORE for



## ***Sailing Instructions (continued)***

each race conducted that night in her division. The AVERAGE SCORE shall be the sum of her scores in all other races in that series, including any OCS, DNS, or DSQ, divided by the total number of races in the series less the number of races missed while she was Committee Boat. The AVERAGE SCORE shall be computed first, then the appropriate number of “worst” scores will be thrown out.

**16.2 MAKE UP RACES.** The first make up race will count for the first cancelled or abandoned race of the season. The second make up race will count for the second cancelled or abandoned race of the season. There will be no more than two make up races.

**16.3 SHORT HANDED SERIES.** Two PHRF (B) and one J/24 division; one start at 6:00 pm. These will not count towards high point or Eggers trophy. Boats 32 feet or less race double-handed; boats greater than 32 feet may race with three (3) people.

## **17. PROTESTS**

**17.1** Protests are to be made by red flag only, in accordance with The Racing Rules of Sailing 61. Notice of intention to protest shall be given to the race committee immediately after finishing.

**17.2** Protests shall be written on standard US Sailing protest forms and logged with a member of the race committee or placed in the Protest Box up in the Club within one (1) hour after the docking of the Race Committee Boat.

**17.3** The date and time of the protest hearing will be posted on the club house notice board.

**17.4** The protest committee will attempt to hear trophy regatta protests the same day and will convene at regular intervals to hear all other protests.

**17.5** Video or photographic images taken from the committee boat during Wednesday night races will not be admissible as evidence in a protest.

## **18. RACE COMMITTEE DUTY**

All AHYC racing yachts must sign up to serve as committee boat at least once during the racing season and are responsible for providing a replacement if they are unable to fulfill their obligation. Credit will be given to the racing yacht that serves as race committee as detailed in Section 16. A boat will be absolved of their committee boat obligation if the Race Officer has sufficient race committee for that race and informs the yacht scheduled for committee duty at least 48 hours in advance. Skippers must sign up for Race Committee Duty prior to registering for a race.

## **19. SCORING**

**19.1** Individual races will be scored using low point scoring, Appendix A4 of the Racing Rules of Sailing. Series will be scored in accordance with Appendix A2 of the Racing Rules of Sailing.

**19.2** Series ties will be broken in accordance with The Racing Rules of Sailing Appendix A8.

**19.3 HIGH POINT COMPETITION.** The High Point Trophies will be awarded to the AHYC yacht from each eligible division based on their performance over the season.

**DIVISION ELIGIBILITY:** A high point trophy will be awarded for each division where at least 10 eligible races are sailed, and scored as a division. Yachts competing for a high point award will be assigned to an eligible division, based on rating, by the race committee at the end of the racing season. Two otherwise ineligible divisions may be combined to form a single division, for the purpose of this award, at the discretion of the race committee.

## **Sailing Instructions (continued)**

**RACE ELIGIBILITY:** For inclusion in the high point scoring, a race must have a minimum of 3 entries. Yachts that do not comply with the event entry requirements (i.e. Complete form and pay fee) are not considered entries.

**ACCRUING INDIVIDUAL RACE POINTS:** In each *eligible* race, a yacht will accrue points based on the following formula (credit for serving as race committee will not be counted):

Race Points = ((Number of yachts beaten + 1) / Number of *entries* in each race) times 100.

*Examples* – 2nd place in a field of 3:      Score = (1 +1)/3 = .667 x 100 = 66.7

                  4th place in a field of 8:      Score = (4+1)/8 = .625 x 100 = 62.5

**MINIMUM RACES TO SAIL FOR A YACHT TO QUALIFY:** In order for a yacht to qualify for the high point award, it must have sailed in at least the minimum number of qualifying events, as established for that class. (See section 19.3.1 and 19.3.2)

**NUMBER OF TOTAL RACES INCLUDED IN OVERALL HIGH POINT SCORE:** The total number of individual race points to be included shall be 60% (rounded down) of the total races scored for that division, for the entire season. It is permissible for points accrued while racing in a differing division to be included, provided all points were earned in *eligible* races.

**THE HIGH POINT SCORE:** A yacht's high point score shall be the sum of her best "n" individual race points. Where "n" is the number of races to include, as determined for that division. (See above.) The yacht with the highest score will be awarded the high point trophy for that division.

**TIES:** All ties will be broken with the award of fractional bonus points as follows:

1 point      – 1st place

1/8 point    – 4th place

1/2 point    – 2nd place

0 points     – 5th thru last place

1/4 point    – 3rd place

**19.3.1 PHRF QUALIFYING RACES.** A yacht must enter a minimum total of 10 races. All races must meet the race eligibility requirements as outlined above. These may be a mix of weekend and Wednesday events.

However, a yacht *must* enter at least 3 of the following weekend races:

Ambrose Light

Blue Water (Counts as 2 races for entry qualification)

Ocean Race

Scotland Light

With any remainder selected from:

Spring Series

4 races

Summer Series

4 "

Moonlight Series

4 "

No Light Series

4 "

**19.3.2 J/24 QUALIFYING RACES.** A yacht must enter a minimum total of 17 races. All races must meet the race eligibility requirements as outlined above.

Event

Planned races

Blue Water Regatta

5

Spring Series

8

Summer Series

8

Moonlight Series

8

No Light Series

8

# AHYC RACE COMMITTEE GUIDE

## INTRODUCTION

The race committee on the water is the most important part of running a successful race. The competitors expect good race management, and will hand out plenty of grief when the job gets messed up. Everyone at AHYC gets their turn at running a race, and nobody seems to get it EXACTLY right. This is mainly due to a lack of practice (once a year is not enough) but it is also due to a lack of preparation and in some cases, a lack of knowledge. Follow this guide and you will be successful. Preparation and organization are the keys.

## STAFFING THE COMMITTEE

Make sure you have enough people aboard. Four people works best:

- Line spotter
- Signal hoister
- Sound signals/Time keeper
- Data recorder

You may also wish to have a separate time keeper. The time should be kept by at least two people with one watch serving as a back up in case something goes wrong. The line spotter and sound signaler usually can handle that job. Make sure that one person of the team is the “in charge” guy to properly direct and delegate assignments.

## PLAN ON BEING EARLY

You should have your boat at the club float at least 1½ hours before the start of the first race. Plan on leaving the dock 1 hour before the start of the first race.

## INVENTORY THE RACE EQUIPMENT

Make sure you have the following:

- Clip board/scratch sheet/pencil
- Race instructions
- Marks chart
- Flags:
  - Race committee flag
  - Class flags, 1, 3, and J/24 on staffs
  - Preparatory “P” flag on staff
  - “X” flag (blue cross on white) on staff
  - 1st substitute (blue and yellow pennant) on staff
  - “AP” flag (pennant with red and white vertical bars)
  - Orange “Line” flag
  - Flag holder for mounting on stern rail
- Course board
- Air horn

## **Race Committee Guide (continued)**

And from your own boat:

- Hand bearing compass
- VHF radio (channel 69)

### **SET UP YOUR BOAT**

Hoist the race committee flag on the main halyard. Tie the orange flag... this is the line flag... to the port shroud. Affix the "AP" pennant to a halyard to be ready for instant use. Fasten the set of flag holders to the stern rail. Remember, the starting sequence timing is based upon the visual display or removal of the flags. Be prepared to raise each flag staff quickly from horizontal to vertical to **display** the flag on it, **then** place it in the holder. When removing the flag, **remove it from the holder first keeping it displayed vertically**, then be prepared to quickly move it from vertical to horizontal to **lower** it. Have the "X" and the 1st substitute flag poles handy for display after the start in the event of either individual or general recalls.

### **HARBOR START**

Make one long sound signal as the boat leaves the dock. Note the wind strength and direction and begin selecting courses. Proceed to the SF mark.

### **NO WIND AT START**

If there is no wind by the time the starting sequence is to begin, do not anchor (bob around like the rest of us), and signal a delay of race by hoisting the "AP" flag followed by two sound signals. This signal should be made at the time of the warning signal (five minutes to start). When the wind fills in, set the starting line and post the courses. If at the time of the warning signal you are not yet ready, (late getting out, trouble setting the line) you should also signal a postponement.

### **SET THE STARTING LINE**

This is where most racing sailors mess up, simply because they rarely use their anchors!

The correct configuration of the line is:

- Committee boat on starboard end
- Pin at port end
- Line square to the WIND

The length of the line should be at least 1.5 boat lengths for each boat in the largest division. Example: 12 boats in PHRF A averaging 35 feet.  $12 \times 35 \times 1.5 = 630$  feet. Most committees set a line which is too short. When in doubt, make it longer.

To set a square line, start at the pin and take a wind shot and note the heading, then add 90 degrees. This will be your heading away from the pin. Turn the boat to starboard up to the new heading and motor away from the pin, steering carefully to keep the pin behind you and the boat on the proper heading. When you have traveled a sufficient distance, slow down, turn the boat 90 degrees to port (or head to wind) power into the wind another 100 feet or so, then set the hook. When anchoring remember to pay out about 150 feet of scope. Recheck the line using a hand bearing compass with an attached wind vane and alternately sight the wind

## **Race Committee Guide (continued)**

and the pin. The difference should never be more than 100 or less than 80 degrees. You can move the boat up or back by taking up, or paying out anchor scope. A perfect line will favor the port end by 5 degrees. This should always be your goal.

If after adjusting with the anchor rode, you find that the line is still more than 10 degrees out of square, reset the hook as needed, or pull it up altogether and start all over. It is better to delay and start late than to hold a race with a very bad line.

**IF YOU NEED TO ADJUST THE LINE (INCLUDING THE POSITION OF THE LINE FLAG AND YOUR BOAT) AFTER THE WARNING SIGNAL HAS BEEN MADE, YOU MUST FIRST SIGNAL A POSTPONEMENT, ADJUST THE STARTING LINE, THEN RESTART THE SEQUENCE FROM THE WARNING (5 MIN) SIGNAL.**

### **SELECT AND POST THE COURSE AND STARTING SEQUENCE**

Select the PHRF course from the AHYC marks chart based on wind direction and strength. For the PHRF race, use the J/24 marks (JA...JH) if necessary to facilitate an upwind start. Races should always be started upwind. If you are running a Wednesday night race, use the pre-determined courses from Attachment "A" for both J/24 and PHRF in the sailing instructions. If there is to be a "B" division start, post a separate, shorter course for them so they are not out all night. Tie the course board on the starboard lifelines and mark the appropriate courses on the board. Post the J/24 course as communicated by the J/24 Fleet Captain. For Wednesday night races, post the Starting Sequence based on the number of Series Entries, and the number of yachts racing that night. If a division has no participants that night, do not post that division in the start sequence.

**IF YOU NEED TO CHANGE THE COURSE DUE TO WINDSHIFT FOR ANY DIVISION WHICH HAS NOT YET STARTED YOU MUST FIRST SIGNAL A POSTPONEMENT, POST THE NEW COURSE, THEN RESTART THE SEQUENCE FROM THE WARNING (5 MIN) SIGNAL.**

### **VERIFY THE STARTING YACHTS**

As the course is being posted, have two people (one to spot, the other to record) verify all yachts in the starting area and check off on the scratch sheet. Record name and sail number of any not listed. Record the wind strength and direction, and the courses to be sailed on the scratch sheets. Use the remaining time (you were early right?) to double check you set-ups and review assignments.

### **STARTING ASSIGNMENTS**

**Line spotter:** Sit or stand behind the shroud with the orange flag and sight the pin, in line with the shroud. You will hail any yachts over the line early. Also keep and verify the time. Indicate to the data recorder when each recalled yacht has started properly.

**Sound signals:** You are the main time keeper. Sound horn/gun. Count down time for rest of team. Call for signal flags. Raise "X" flag for individual recall.

**Data recorder:** Record recalled yachts. Check when each restarted properly.

**Signal hoister:** Display and lower flags.

## **Race Committee Guide (continued)**

### **EXAMPLE STARTING SEQUENCE**

About one minute before the first warning signal sound 2 short blasts on the horn as a courtesy “Pre-Warning” signal. At five minutes before the start of the first division begin the starting sequence. This sequence will be a five minute rolling start for all fleets as shown in this example of the 6:30 PM Start.

6:24 – Pre-warning.....	2 sound signals
6:25 – Warning B .....	“3” flag <b>displayed</b> .....1 sound signal
6:26 – Preparatory B .....	Preparatory Flag “P” <b>displayed</b> .....1 sound signal
6:29 – One minute warning.....	Preparatory flag “P” <b>lowered</b> .....1 long sound signal
6:30 – Start B, Warning J/24 .....	“3” flag Lowered, “J/24” flag <b>displayed</b> .....1 sound signal
6:31 – Preparatory J/24 .....	Preparatory flag “P” <b>displayed</b> .....1 sound signal
6:34 – One minute warning.....	Preparatory flag “P” <b>lowered</b> .....1 long sound signal
6:35 – Start J/24, Warning Div. A-1.....	“J/24” flag Lowered, “1” flag <b>displayed</b> .....1 sound signal
6:36 – Preparatory A-1 .....	Preparatory flag “P” <b>displayed</b> .....1 sound signal
6:39 – One minute warning.....	Preparatory “P” <b>lowered</b> .....1 long sound signal
6:40 – Start Div. A-1 .....	“1” flag <b>lowered</b> .....1 sound signal

### **INDIVIDUAL RECALL**

If one or more IDENTIFIED yachts are over the line early:

- 1) Display the “X” flag
- 2) Sound 1 horn signal
- 3) Hail yachts that are over early using their sail numbers
- 4) Announce sail numbers on VHF CH 69

Lower “X” flag:

- 5) When all recalled yachts have returned to the prestart side of the line  
Or
- 6) Four minutes have elapsed, simultaneous with the lowering of the preparatory “P” flag for the next division.

### **GENERAL RECALL**

If a number of UNIDENTIFIED yachts are over early:

- 1) Display 1<sup>st</sup> substitute (Blue + Yellow pennant)
- 2) Sound 2 horn signals
- 3) One minute after start **display** Preparatory flag
- 4) If this is **NOT** the last division, at 4 minutes from the previous starting signal
  - Lower the 1st substitute flag
  - Lower the preparatory flag and sound one long horn signal
- 5) One minute after lowering these two flags, lower the class flag, one horn signal

## **Race Committee Guide (continued)**

The recalled division goes to the back of the line. The sequence continues for all other divisions.

If there are no other divisions to start, the recalled division starts 5 minutes from the previous start. **Use the 1st substitute in place of the class flag and lower it AT THE START instead of after 4 minutes.**

If the cause of the general recall was due to a pile up at one of the ends of the line, chances are that the wind has shifted thereby favoring that end. In this case, you should adjust the line for the next start. Signal a postponement—two sound signals and the “AP” pennant displayed. Reset the line and proceed with starting the next fleet as indicated in the starting sequence.

### **POSTPONEMENT (DELAY)**

- 1) Display the “AP” pennant. (Red + White vertical bar pennant)
- 2) Sound 2 horn signals

When postponement is to be ended...

- 3) Lower AP
- 4) Sound one horn signal
- 5) After one minute give warning sound signal and display class flag for next fleet

### **STARTING 2nd AND 3rd J/24 RACES**

Obtain the new course from the J/24 fleet captain immediately after the finish of the first race and post it prior to starting the sequence.

As soon as possible after the course has been posted start the sequence for the J/24 fleet as follows:

Pre-warning.....	2 sound signals	
0:00 – Warning .....	“J/24” flag <b>displayed</b> .....	1 sound signal
0:01 – Preparatory.....	Preparatory flag “P” <b>displayed</b> .....	1 sound signal
0:04 – One minute warning .....	Preparatory flag “P” <b>lowered</b> .....	1 long sound signal
0:05 – Start.....	“J/24” Flag <b>lowered</b> .....	1 sound signal

### **FINISHING ASSIGNMENTS**

**Line spotter:** Sit or stand behind the shroud with the orange flag and sight the pin in line with the shroud. As each yacht crosses the line sound 1 horn.

**Data recorder:** Record the elapsed time (or time of day) in hours, minutes, and seconds. Note any protests.

**Sound signaler:** Relay time to data recorder.

It may be wise to reconfigure the finish line so the PHRF boats finish squarely with their last course. Hopefully, the J/24s will finish first so you will be able to do this.

## **AFTER THE RACE**

**Immediately bring the scratch sheet back to the club and give it to the Race committee Member-in-charge so he can compile the results.** Please make sure that all race equipment is stored in an orderly fashion on the race committee boat. If the dry-erase board is used, make sure it is clean and that all the markers are returned. Try to leave everything in BETTER condition than when you found it.



# SAILING INSTRUCTIONS

## ATTACHMENT A

### PREDETERMINED COURSES

**NOTE:** The following information has been compiled to be used as a reference only.  
The skipper of each competing yacht is ultimately responsible for determining his/her course.

**FLEETS:** Racing Fleet A, B

**COURSES:** 1 & 4 = Wind speed 5-8 knots from Direction Posted  
2 & 5 = Wind speed 9-12 Knots from Direction Posted  
3 & 6 = Wind speed 13 + Knots from Direction Posted

## WINDWARD-LEWARD COURSES (1, 2, 3)

COURSE	MARKS, HEADINGS AND DISTANCE BETWEEN MARKS	COURSE LENGTH
<b>N</b>	<b>1</b> <b>C</b> (1m, 1.88Nm)Pt → <b>JE</b> (186m, 2.40Nm)Pt → <b>S/F</b> (0.50Nm)	<b>4.78 Nm</b>
<b>N</b>	<b>2</b> <b>T</b> (2m, 2.5Nm)Stb → <b>D</b> (120m, .78Nm)Stb → <b>A</b> (175m, 3.50Nm)Stb → <b>BW</b> (293m, .77Nm)Stb → <b>S/F</b> (341m, 1.13Nm)	<b>8.68 Nm</b>
<b>N</b>	<b>3</b> <b>T</b> (2m, 2.50Nm)Pt → <b>BW</b> (187m, 3.21Nm)Pt → <b>JA</b> (346m, 1.61Nm)Pt → <b>JE</b> (180m, 1.0Nm)Pt → <b>S/F</b> (0m, .5Nm)	<b>9.25 Nm</b>
<b>N</b>	<b>1</b> <b>JB</b> (45m, .5Nm)Pt → <b>JF</b> (225m, 1.0Nm)Pt → <b>JB</b> (45m, 1.0Nm)Pt → <b>JF</b> (225m, 1.0Nm)Pt → <b>S/F</b> (45m, .5Nm)	<b>4.0 Nm</b>
<b>N</b>	<b>2</b> <b>JB</b> (47m, .5Nm)Pt → <b>B</b> (249m, 1.25Nm)Stb → <b>D</b> (37m, 2.76Nm)Stb → <b>JF</b> (206m, 2.74Nm)Pt → <b>S/F</b> (45m, .5Nm)	<b>7.74 Nm</b>
<b>E</b>	<b>3</b> <b>JB</b> (47m, .5Nm)Pt → <b>B</b> (249m, 1.25Nm)Stb → <b>D</b> (37m, 2.76Nm)Stb → <b>S/F</b> (45m, .5)	<b>9.72 Nm</b>
<b>E</b>	<b>1</b> <b>NM</b> (84m, 1.33Nm)Pt → <b>B</b> (263m, 2.14Nm)Pt → <b>S/F</b> (82m, .0.81Nm)	<b>4.27 Nm</b>
<b>E</b>	<b>2</b> <b>JG</b> (90m, .5Nm)Pt → <b>B</b> (265m, 1.31Nm)Pt → <b>NM</b> (83m, 2.14Nm)Pt → <b>JG</b> (266m, 1.83Nm)Pt → <b>S/F</b> (91m, .5Nm)	<b>6.28 Nm</b>
<b>E</b>	<b>3</b> <b>NM</b> (84m, 1.33Nm)Pt → <b>B</b> (263m, 2.14Nm)Pt → <b>NM</b> (83m, 2.14Nm)Pt → <b>B</b> (263m, 2.14Nm)Pt → <b>S/F</b> (82m, 0.81Nm)	<b>8.54Nm</b>
<b>S</b>	<b>1</b> <b>A</b> (142m, 1.74Nm)Pt → <b>JH</b> (320m, 2.22Nm)Pt → <b>S/F</b> (135m, .5Nm)	<b>4.46 Nm</b>
<b>S</b>	<b>2</b> <b>JD</b> (135m, .5Nm)Pt → <b>JH</b> (315m, 1.0Nm)Pt → <b>A</b> (140m, 2.22Nm)Pt → <b>S/F</b> (135m, .5Nm)	<b>6.44 Nm</b>
<b>S</b>	<b>3</b> <b>A</b> (142m, 1.74Nm)Pt → <b>JH</b> (320m, 2.22Nm)Pt → <b>A</b> (140m, 2.22Nm)Pt → <b>JH</b> (320m, 2.22Nm)Pt → <b>S/F</b> (135m, .5Nm)	<b>8.9 Nm</b>
<b>S</b>	<b>1</b> <b>JE</b> (180m, .5Nm)Pt → <b>JA</b> (0m, 1.0Nm)Pt → <b>JE</b> (180m, 1.0Nm)Pt → <b>JA</b> (0m, 1.0Nm)Pt → <b>S/F</b> (180m, .5Nm)	<b>4.0 Nm</b>
<b>S</b>	<b>2</b> <b>JE</b> (180m, .5Nm)Pt → <b>C</b> (6m, 2.39Nm)Pt → <b>C</b> (6m, 2.39Nm)Pt → <b>JE</b> (186m, 2.39Nm)Pt → <b>JA</b> (0m, 1.0Nm)Pt → <b>S/F</b> (180m, .5Nm)	<b>6.78 Nm</b>
<b>S</b>	<b>3</b> <b>JE</b> (180m, .5Nm)Pt → <b>C</b> (6m, 2.39Nm)Pt → <b>A</b> (166m, 3.34Nm)Pt → <b>A</b> (166m, 3.34Nm)Pt → <b>JA</b> (330m, 2.15Nm)Pt → <b>S/F</b> (180m, .5Nm)	<b>8.88 Nm</b>
<b>S</b>	<b>1</b> <b>JF</b> (225m, .5Nm)Pt → <b>JB</b> (45m, 1.0Nm)Pt → <b>JF</b> (225m, 1.0Nm)Pt → <b>JB</b> (45m, 1.0Nm)Pt → <b>S/F</b> (225m, .5Nm)	<b>4.0 Nm</b>
<b>S</b>	<b>2</b> <b>JF</b> (225m, .5Nm)Pt → <b>NM</b> (73m, 1.75Nm)Pt → <b>B</b> (263m, 2.14Nm)Pt → <b>JB</b> (69mm, 1.24Nm)Pt → <b>S/F</b> (227m, .5Nm)	<b>6.12 Nm</b>
<b>S</b>	<b>3</b> <b>JF</b> (225m, .5Nm)Pt → <b>NM</b> (73m, 1.75)Pt → <b>B</b> (263m, 2.14Nm)Pt → <b>NM</b> (83m, 2.14Nm)Pt → <b>S/F</b> (264m, 1.33Nm)	<b>7.84 Nm</b>
<b>S</b>	<b>1</b> <b>B</b> (262m, .81Nm)Pt → <b>NM</b> (83m, 2.14Nm)Pt → <b>S/F</b> (264m, 1.33Nm)Pt	<b>4.27 Nm</b>
<b>S</b>	<b>2</b> <b>JG</b> (279m, .5Nm)Pt → <b>NM</b> (84m, 1.80Nm)Pt → <b>JG</b> (264m, 1.80Nm)Pt → <b>NM</b> (84m, 1.80Nm)Pt → <b>S/F</b> (264m, 1.33Nm)	<b>7.23 Nm</b>
<b>S</b>	<b>3</b> <b>B</b> (262m, .81Nm)Pt → <b>NM</b> (83m, 2.14Nm)Pt → <b>B</b> (263m, 2.14Nm)Pt → <b>NM</b> (83m, 2.14Nm)Pt → <b>S/F</b> (264m, 1.33Nm)	<b>8.54 Nm</b>
<b>N</b>	<b>1</b> <b>JH</b> (315m, .5Nm)Pt → <b>A</b> (140m, 2.23Nm)Pt → <b>S/F</b> (322m, 1.73Nm)	<b>4.46 Nm</b>
<b>N</b>	<b>2</b> <b>JH</b> (315m, .5Nm)Pt → <b>BW</b> (153m, 1.59Nm)Pt → <b>JH</b> (333m, 1.59)Pt → <b>BW</b> (153m, 1.59)Pt → <b>S/F</b> (341m, 1.13Nm)	<b>6.45 Nm</b>
<b>W</b>	<b>3</b> <b>JH</b> (315m, .5Nm)P → <b>A</b> (140m, 2.23Nm)Pt → <b>JH</b> (320m, 2.23Nm)Pt → <b>A</b> (140m, 2.23Nm)Pt → <b>S/F</b> (322m, 1.73Nm)	<b>8.92 Nm</b>

Courses: 1 = Wind speed 5-8 knots from Direction Posted; 2 = Wind speed 9-12 Knots from Direction Posted; 3 = Wind speed 13 + Knots from Direction Posted

## TRIANGLE COURSES (4, 5, 6)

COURSE		MARKS, HEADINGS AND DISTANCE BETWEEN MARKS		COURSE LENGTH
<b>N</b>	<b>4 JA</b> (0m, .5Nm)Pt → <b>JG</b> (225m, .7Nm)Pt → <b>JE</b> (135m, .7Nm)Pt → <b>JA</b> (0m, 1.0Nm)Pt → <b>S/F</b> (180m, .5Nm) → <b>3.42 Nm</b>			
	<b>5 C</b> (7m, 1.88Nm)Stb → <b>NM</b> (147m, 2.0Nm)Stb → <b>BW</b> (217m, 1.56Nm)Stb → <b>S/F</b> (341m, 1.13Nm) → <b>6.57 Nm</b>			
	<b>6 C</b> (7m, 1.88Nm)Stb → <b>NM</b> (147m, 2.0Nm)Stb → <b>BW</b> (217m, 1.56Nm)Stb → <b>S/F</b> (341m, 1.13Nm) → <b>6.57 Nm</b>			
<b>N</b>	<b>4 JB</b> (45m, .5Nm)Pt → <b>JH</b> (270m, .7Nm)Pt → <b>JF</b> (180m, .7Nm)Pt → <b>JB</b> (45m, 1.0Nm)Pt → <b>S/F</b> (225m, .5Nm) → <b>3.42 Nm</b>			
	<b>5 JB</b> (45m, .5Nm)Pt → <b>JH</b> (270m, .7Nm)Pt → <b>JF</b> (180m, .7Nm)Pt → <b>JB</b> (43m, 1.0Nm)Pt → <b>JH</b> (270m, .71Nm)Pt → <b>4.84 Nm</b>			
	<b>6 JB</b> (45m, .5Nm)Pt → <b>JH</b> (270m, .71Nm)Pt → <b>JF</b> (180m, .71Nm)Pt → <b>JB</b> (43m, 1.0Nm)Pt → <b>JH</b> (270m, .71Nm)Pt → <b>4.84 Nm</b>			
<b>E</b>	<b>4 JC</b> (90m, .5Nm)Pt → <b>JA</b> (315m, .7Nm)Pt → <b>JG</b> (225m, .7Nm)Pt → <b>JC</b> (90m, 1.0Nm)Pt → <b>S/F</b> (180m, .5Nm) → <b>3.42 Nm</b>			
	<b>5 NM84m</b> , 1.33Nm)Pt → <b>JA</b> (285m, 1.36Nm)Pt → <b>B</b> (233m, 1.02Nm)Pt → <b>SF</b> (82m, .81Nm) → <b>4.50 Nm</b>			
	<b>6 NM84m</b> , 1.33Nm)Pt → <b>JA</b> (285m, 1.36Nm)Pt → <b>B</b> (233m, 1.02Nm)Pt → <b>SF</b> (82m, .81Nm) → <b>4.50 Nm</b>			
<b>S</b>	<b>4 JD</b> (135m, .5Nm)Pt → <b>JB</b> (0m, .7Nm)Pt → <b>JH</b> (270m, .7Nm)Pt → <b>JD</b> (135m, 1.0Nm)Pt → <b>S/F</b> (315m, .5Nm) → <b>3.42 Nm</b>			
	<b>5 A</b> (142m, 1.74Nm)Pt → <b>NM</b> (9m, 1.56Nm)Pt → <b>JH</b> (270m, 1.65Nm)Pt → <b>SF</b> (135m, .5Nm) → <b>5.45 Nm</b>			
	<b>6 A</b> (142m, 1.74Nm)Pt → <b>NM</b> (9m, 1.56Nm)Pt → <b>JH</b> (270m, 1.65Nm)Pt → <b>SF</b> (135m, .5Nm) → <b>5.45 Nm</b>			
<b>S</b>	<b>4 JE</b> (180m, .5Nm)Pt → <b>JC</b> (45m, .7Nm)Pt → <b>JA</b> (315m, .7Nm)Pt → <b>JE</b> (180m, 1.0Nm)Pt → <b>S/F</b> (0m, .5Nm) → <b>3.42 Nm</b>			
	<b>5 JE</b> (180m, .5Nm)Pt → <b>NM</b> (62m, 1.48Nm)Pt → <b>C</b> (328m, 2.0Nm)Pt → <b>S/F</b> (188m, 1.88Nm) → <b>5.86 Nm</b>			
	<b>6 JE</b> (180m, .5Nm)Pt → <b>NM</b> (62m, 1.48Nm)Pt → <b>C</b> (328m, 2.0Nm)Pt → <b>S/F</b> (188m, 1.88Nm) → <b>5.86 Nm</b>			
<b>S</b>	<b>4 JF</b> (225m, .5Nm)Pt → <b>JD</b> (90m, .7Nm)Pt → <b>JB</b> (0m, .7Nm)Pt → <b>JF</b> (225m, 1.0Nm)Pt → <b>S/F</b> (45m, .5Nm) → <b>3.42 Nm</b>			
	<b>5 JF</b> (225m, .5Nm)Pt → <b>A</b> (125m, 1.70Nm)Pt → <b>NM</b> (9m, 1.57Nm)Pt → <b>SF</b> (264m, 1.33Nm) → <b>5.10 Nm</b>			
	<b>6 JF</b> (225m, .5Nm)Pt → <b>A</b> (125m, 1.70Nm)Pt → <b>NM</b> (9m, 1.57Nm)Pt → <b>SF</b> (264m, 1.33Nm) → <b>5.10 Nm</b>			
<b>W</b>	<b>4 B</b> (262m, .81Nm)Pt → <b>BW</b> (131m, 1.51Nm)Pt → <b>JC</b> (8m, 1.1Nm)Pt → <b>S/F</b> (270m, .5Nm) → <b>3.91 Nm</b>			
	<b>5 B</b> (262m, .81Nm)Pt → <b>BW</b> (131m, 1.51Nm)Pt → <b>NM</b> (38m, 1.58Nm)Pt → <b>S/F</b> (264m, 1.33Nm) → <b>5.23 Nm</b>			
	<b>6 B</b> (262m, .81Nm)Pt → <b>A</b> (124m, 2.26Nm)Pt → <b>NM</b> (9m, 1.54Nm)Pt → <b>S/F</b> (264m, 1.33Nm) → <b>5.93 Nm</b>			
<b>N</b>	<b>4 JH</b> (315m, .5Nm)Pt → <b>JF</b> (180m, .71Nm)Pt → <b>BW</b> (134m, 1.0Nm)Pt → <b>S/F</b> (341m, 1.13Nm) → <b>4.66 Nm</b>			
	<b>5 JH</b> (315m, .5Nm)Pt → <b>JF</b> (180m, .71Nm)Pt → <b>A</b> (125m, 1.72Nm)Pt → <b>S/F</b> (322m, 1.73Nm) → <b>3.34 Nm</b>			
	<b>6 JH</b> (315m, .5Nm)Pt → <b>JF</b> (180m, .71Nm)Pt → <b>JB</b> (43m, .71Nm)Pt → <b>S/F</b> (225m, .5Nm) → <b>7.09 Nm</b>			

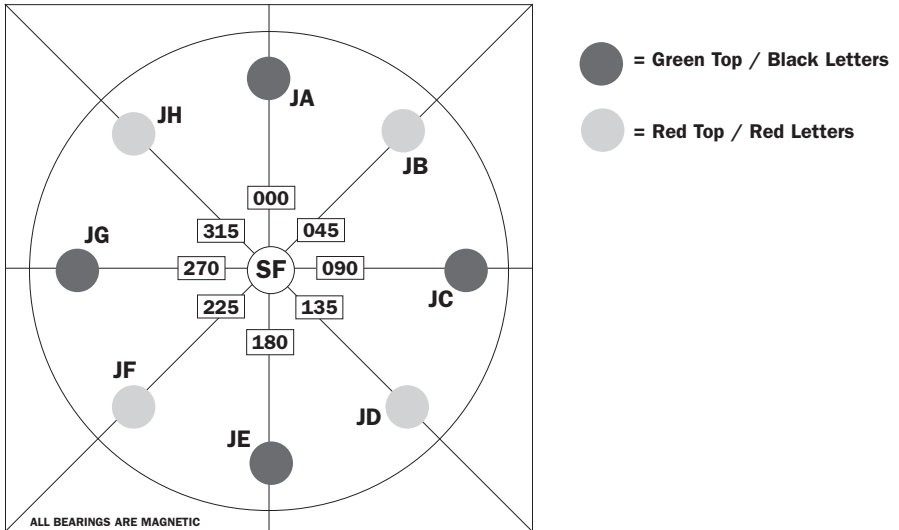
COURSES: 4 = Wind speed 5-8 knots from Direction Posted; 5 = Wind speed 9-12 Knots from Direction Posted; 6 = Wind speed 13 + Knots from Direction Posted

# SAILING INSTRUCTIONS ATTACHMENT B

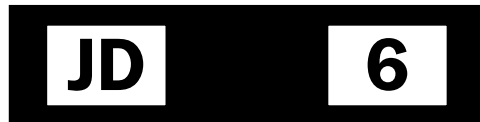
## OLYMPIC CIRCLE COURSES

### RACING AREA

Olympic Circle Courses shall be sailed on the permanent Olympic Circle as illustrated below and on the AHYC racing chart. The center of the circle, "SF" is located approximately one (1) nm. north of AHYC. The radius of the circle is .5 nm. The circumference marks are spaced at 45 degree intervals and labeled "JA" through "JH" with the letters color-coded as illustrated. The buoys are yellow with two (2) orange bands. In addition, "JA", "JC", "JE" and "JG" have black letters with a green top. The buoys "JB", "JD", "JF", and "JH" have red letters with a red top.



### OLYMPIC CIRCLE COURSE BOARD



**FIRST WEATHER MARK**  
JA – JH

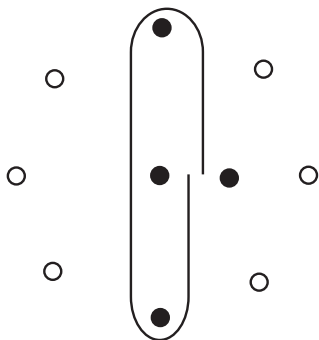
**COURSE #**  
3, 4, 5, 6, 2X, 3X

# SAILING INSTRUCTIONS ATTACHMENT B

## OLYMPIC CIRCLE COURSES (Continued)

### COURSE 3 SHALL CONSIST OF THREE LEGS

- LEG 1.** From the S/F buoy (start) to the designated weather mark.
- LEG 2.** From the weather mark to the mark on the circle bearing 180 degrees relative to the first leg from the S/F buoy.
- LEG 3.** From the second (leeward) mark to the S/F buoy (finish).

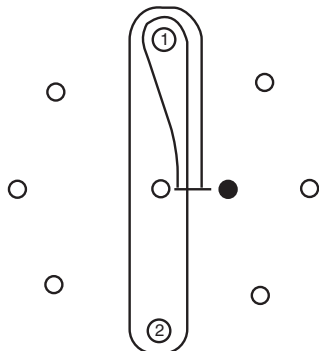


2 N. MILES  
OPTIMUM TIMES  
(knots) (h : min)

TWS	TIME
8K	:33
10K	:28
12K	:25
16K	:23
20K	:21

### COURSE 4 SHALL CONSIST OF FOUR LEGS

- LEG 1.** From the S/F buoy (start) to the designated weather mark.
- LEG 2.** From the weather mark to the mark on the circle bearing 180 degrees relative to the first leg from the S/F buoy.
- LEG 3.** From the leeward mark to the weather mark.
- LEG 4.** From the weather mark to the S/F buoy (finish).



3 N. MILES  
OPTIMUM TIMES  
(knots) (h : min)

TWS	TIME
8K	:49
10K	:42
12K	:38
16K	:34
20K	:32

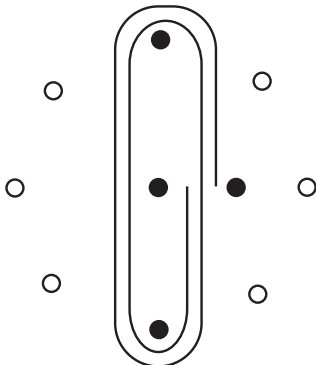
start-1-2-1-finish

# SAILING INSTRUCTIONS ATTACHMENT B

## OLYMPIC CIRCLE COURSES (Continued)

### COURSE 5 SHALL CONSIST OF FIVE LEGS

- LEG 1.** From the S/F buoy (start) to the designated weather mark.
- LEG 2.** From the weather mark to the mark on the circle bearing 180 degrees relative to the first leg from the S/F buoy.
- LEG 3.** From the leeward mark to the weather mark.
- LEG 4.** From the weather mark to the leeward mark.
- LEG 5.** From the leeward mark to the S/F buoy (finish).

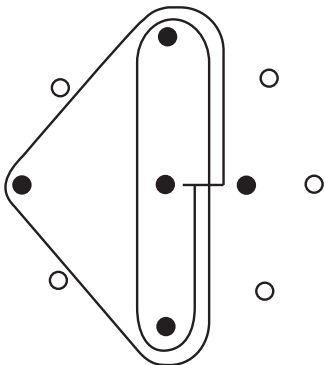


4 N. MILES  
OPTIMUM TIMES  
(knots) (h : min)

TWS	TIME
8K	1:06
10K	:56
12K	:50
16K	:46
20K	:43

### COURSE 6 SHALL CONSIST OF SIX LEGS

- LEG 1.** From the S/F buoy (start) to the designated weather mark.
- LEG 2.** From the weather mark to the mark on the circle bearing 90 degrees relative to the first leg from the S/F buoy.
- LEG 3.** From the second mark to the mark bearing 180 degrees relative to the first leg from the S/F buoy.
- LEG 4.** From the third (leeward) mark to the first (weather) mark.
- LEG 5.** From the first (weather) mark to the third (leeward) mark.
- LEG 6.** From the third (leeward) mark to the S/F buoy (finish).



4.42 N. MILES  
OPTIMUM TIMES  
(knots) (h : min)

TWS	TIME
8K	1:07
10K	:57
12K	:52
16K	:47
20K	:45

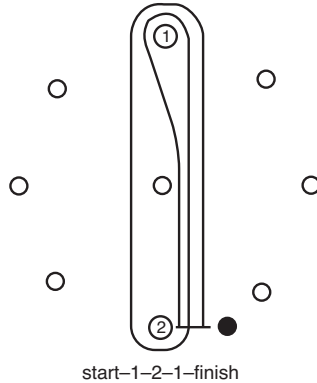
# SAILING INSTRUCTIONS ATTACHMENT B

## OLYMPIC CIRCLE COURSES (continued)

### COURSE 2X

Course 2X shall be a windward/leeward consisting of 4 legs, or 2 complete circuits.

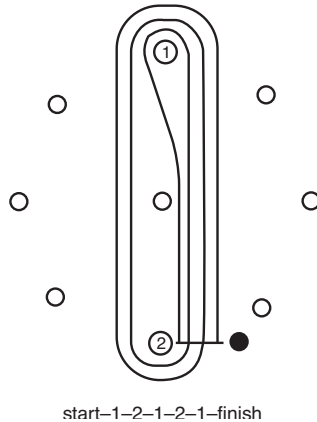
Marks 1 & 2 shall be perimeter marks of the olympic circle (JA...JH.) Mark 1 shall be the windward mark as posted on the olympic circle course board. Mark 2 shall be on the opposite side of the circle, on a line thru the "SF" buoy from Mark 1. SF is not a mark of the course.



### COURSE 3X

Course 3X shall be a windward/leeward consisting of 6 legs, or 3 complete circuits.

Marks 1 & 2 shall be perimeter marks of the olympic circle (JA...JH.) Mark 1 shall be the windward mark as posted on the olympic circle course board. Mark 2 shall be on the opposite side of the circle, on a line thru the "SF" buoy from Mark 1. SF is not a mark of the course.



# SAILING INSTRUCTIONS ATTACHMENT C

## Racing Marks

**NOTE:** Differences between listed and actual latitude and longitude shall not be grounds for redress.

MARK	DESCRIPTION	LA	LONG
A R "2"	Highlands Channel	4025.17	7400.35
B AHYC MK	Leonardo— <i>New Location 2012</i>	4026.00	7403.10
BW AHYC MK	AH Breakwater	4025.31	7401.34
C FLG "1"	Sandy Hook Channel	4028.10	7402.37
D FLG "17"	Sandy Hook Channel	4028.52	7401.69
JA AHYC MK	Olympic Circle	4026.78	7402.25
JB AHYC MK	Olympic Circle	4026.70	7401.75
JC AHYC MK	Olympic Circle	4026.38	7401.47
JD AHYC MK	Olympic Circle	4026.00	7401.56
JE AHYC MK	Olympic Circle	4025.79	7401.98
JF AHYC MK	Olympic Circle	4025.86	7402.47
JG AHYC MK	Olympic Circle	4026.18	7402.76
JH AHYC MK	Olympic Circle	4026.56	7402.66
AHBW	Atlantic Highlands Breakwater	4025.10	7401.22
AHYC	Floating Dock	4025.05	7402.01
FLG "11"	Required Mark Sandy Hook Channel	4028.86	7400.08
FLG "13"	Required Mark Sandy Hook Channel	4028.83	7400.69
NM	AHYC MK Horseshoe Cove	4026.686	7400.486
SF AHYC MK	Olympic Circle	4026.29	7402.11
T RN "2"	Chapel Hill Channel	4028.75	7402.68
AMB	Ambrose Light	4027.467	7350.14
WB	West Bank Lighthouse	4032.28	7402.56



# ATTACHMENT D

## MINIMUM EQUIPMENT RECOMMENDATIONS

It is the purpose of these recommendations to establish a minimum equipment and accommodation standard for racing at AHYC. These recommendations are intended to supplement rather than replace government requirements and the Racing Rules of Sailing

The responsibility for providing and maintaining a safe and seaworthy vessel rest entirely on the owner. Neither the establishment of these recommendations, their use by race organizers, nor the inspection of a yacht under these recommendations in any way limits or reduces the complete and unlimited responsibility of the owner or owner's representative.

One design classes are expected to provide their own equipment recommendations in their class rules.

### 1.0 GENERAL

- 1.1 All recommended equipment shall function properly, be readily accessible and be of a type, size and capacity suitable and adequate for its intended use and size of the yacht.
- 1.2 Yachts shall be self righting. They shall be strongly built, watertight and with respect to hulls, decks and cabin trunks, capable of withstanding the impact of solid water and knockdown. They must be properly rigged and ballasted, fully seaworthy and meet the standards set forth herein. "Properly rigged" means ( inter alia ) that shrouds must never be disconnected.
- 1.3 Inboard engine installations shall be such that the engine can be securely covered when running and that the exhaust and fuel supply systems are securely installed.
- 1.4 All heavy items including ballast and internal fittings such as batteries, stoves, gas bottles, tanks, engines, outboard motors, anchors and chain shall be securely fastened so as to remain in position should the yacht be heeled 180 degrees.
- 1.5 Sea cocks and valves shall be fitted on all through hull openings below the LWL except integral deck scuppers, shaft log, speed indicators and the like. However, a means of closing such openings when necessary must be provided.
- 1.6 Soft wood plugs, tapered and of various lengths to fit all through hull openings must be on board.
- 1.7 Sheet winches shall not be mounted in a way that require an operator to be substantially below decks.

### 2.0 STRUCTURAL FEATURES

- 2.1 The hull, including deck, cabin top and all other parts shall form an integral, watertight unit and any openings in it shall be capable of being secured to maintain this integrity. Centerboard and daggerboard trunks shall not open into the interior of the hull.
- 2.2 Companionways, if extended below the sheer line, shall be capable of being blocked off to the level of the local sheer line. When such blocking arrangements are in place, the companionway (or hatch) shall continue to give access to the interior of the hull.

*(continued on next page)*

- 2.3 Cockpits shall be structurally strong, self-draining and permanently incorporated as an integral part of the hull. They must be watertight; that is, all openings below the main deck level must be capable of being strongly and rigidly secured.
- 2.4 Pulpits and stanchions shall be through bolted or welded, and the bases thereof shall not be further inboard from the edge of the working deck than 5% of the maximum beam or 6 inches, whichever is greater. Stanchion bases shall not be situated outboard of the working deck.
- 2.5 Taut single wire lifelines shall be installed at a height of not less than 24 inches above the working deck for yachts over 28 feet LOA and 18 inches for yachts 28 feet LOA or less. These lines shall be permanently supported at intervals of not more than 7 feet.
- 2.6 A fixed bow pulpit must be installed. Lower lifelines need not extend through the bow pulpit. Upper rails of pulpits must be at no less height above the working deck than the upper lifelines, except that in the case of sprit boats, the upper rail forward of the forestay may be up to 10 inches lower than the upper lifelines. Upper rails and bow pulpits shall be securely closed while racing. The bow pulpit may be fitted abaft of the forestay with its bases secured at any point on the deck, but a point on its upper rail must be within 16 inches forward of the forestay on which the foremost headsail is secured. Bow pulpits are not required on catboats, but lifeline protection must extend as far forward as the mast.
- 2.7 Stern pulpits or lifelines arranged so as to adequately substitute for a stern pulpit shall be installed.
- 2.8 All lifelines shall be taut and inelastic. Intermediate lifelines, if installed, must be at least 9 inches above the main deck.

### 3.0 EQUIPMENT TO BE CARRIED ABOARD

- 3.1 Fire extinguishers to be readily accessible and of the type and number required by the U.S. Coast Guard.
- 3.2.1 One manual bilge pump
- 3.2.2 Two buckets of stout construction each with at least 2 gallon capacity and each to have a lanyard.
- 3.3 At least one horseshoe type life ring, equipped with a whistle and drogue or Lifesling within reach of the helmsman and ready for instant use.
- 3.4 A life jacket with a whistle attached for each member of the crew.
- 3.5 Compass
- 3.6 Suitable anchor and rode.
- 3.7 Foghorn
- 3.8 Pyrotechnic signals — the minimum U.S. Coast Guard requirement for the yacht.
- 3.9 A VHF radio.
- 3.10 A radar reflector with a 12 inch diagonal minimum dimension or equivalent echoing area of not less than 6 square meters.
- 3.11 Navigation lights: to be shown as required by current governmental regulations and mounted so as not to be masked by sails or heeling of the yacht.

# MAN OVER BOARD DRILL

## QUICK STOP

1. Shout “man overboard” and, if available, designate a crew member to spot the victim’s position in the water. The spotter should not take his eyes off the victim.
2. Provide immediate flotation. Deploy buoyed objects such as cockpit cushions, rolled up PFDs kept handy to the helmsman, life rings and so on. These objects may not only come to the aid of the victim, but will “litter” the water where he went overboard and help your spotter to keep him in view.
3. IMMEDIATELY bring the boat head-to-wind and beyond.
4. Allow sail to back and further slow the boat.
5. Continue to turn with headsail backed until wind is abaft the beam.
6. Course is stabilized on this beam-to-broad reach for two or three lengths and then altered to nearly dead downwind.
7. Drop the headsails while keeping the mainsail centered (or nearly so). The jib sheets are not slacked, even during the dousing maneuver, to keep them inside the lifelines.
8. Hold the downwind course until victim is abaft the beam.
9. Jibe the boat.
10. Approach the victim on a course of approximately 45 to 60 degrees off the wind.
11. Establish contact with the victim with heaving line or other device. The Naval Academy uses a “throwing stick” containing 75 feet of light floating line and a kapok bag that can be thrown into the wind because the line is kept inside the bag and trails out as it sails to the victim.
12. Effect the recovery over the windward side.

## DOWNWIND QUICK STOP

1. The person who sees the victim go over the side yells “MAN OVERBOARD!” and then becomes the lookout. That person only looks and points at the victim with his or her arm extended.
2. Throw a flotation device in the water for the victim.
3. Have someone hit the MOB button on the boat’s GPS.
4. The helmsman turns the helm hard over so that the boat rounds up into the wind. All crewmembers should expect this maneuver and should be holding on from the moment “Man Overboard” is called.
5. As the boat turns into the wind, the spinnaker after guy needs to be eased until the pole gets to the headstay. Once the pole is at the headstay, the after guy is cleated and the spinnaker pole downhaul gets tightened in order to lock the pole in position.
6. With the spinnaker luffing over the boat, tighten the spinnaker sheet and drop the spinnaker onto the deck.
7. Complete maneuver as with an upwind quick stop.

# AHYC 2017 RACE SCHEDULE

## WEEKEND RACES

DATE	TIME	EVENT
Wednesday, May 10	19:30 hrs	SKIPPERS MEETING
Sunday, June 4	11:00 hrs	AMBROSE RACE
Sunday, June 18	13:00 hrs	OCEAN RACE - (Pursuit Race)
Sunday, July 16	13:00 hrs	DECKER NAVIGATORS RACE (FREE)
Saturday, August 5	13:00 hrs	BLUE WATER REGATTA
Sunday, August 6	13:00 hrs	BLUE WATER REGATTA
Saturday, August 19	14:00 hrs	AHYC MS. RACE
Saturday, September 9	12:00 hrs	THE DRACO PURSUIT RACE
Saturday, September 30	11:00 hrs	AHYC SCOTLAND LIGHT RACE (Pursuit Race)

## WEEKNIGHT RACES

May 17	18:30 hrs	FREE TUNE-UP RACE
May 24	18:30 hrs	SPRING SERIES #1
May 31	18:30 hrs	SPRING SERIES #2
June 7	18:30 hrs	SPRING SERIES #3
June 14	18:30 hrs	SPRING SERIES #4
June 21	18:30 hrs	SUMMER SERIES #1
June 28	18:30 hrs	SUMMER SERIES #2
July 5	18:30 hrs	SUMMER SERIES #3
July 12	18:30 hrs	SUMMER SERIES #4
July 19	18:30 hrs	MOONLIGHT SERIES #1
July 26	18:30 hrs	MOONLIGHT SERIES #2
August 2	18:30 hrs	MOONLIGHT SERIES #3
August 9	18:30 hrs	MOONLIGHT SERIES #4
August 16	18:30 hrs	NO LIGHT SERIES #1
August 23	18:30 hrs	NO LIGHT SERIES #2
August 30	18:30 hrs	NO LIGHT SERIES #3
September 6	18:30 hrs	NO LIGHT SERIES #4
September 13	18:00 hrs	MAKE-UP #1 (Note earlier start time)
September 20	18:00 hrs	MAKE-UP #2 (Note earlier start time)

# NOTES

# C O D E F L A G S

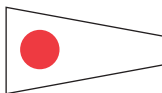


**CLASS FLAG "J24"**



**L = FOLLOW ME OR COME WITHIN HAIL**

Notice posted if flown ashore

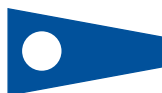


**CLASS FLAG "1" (A-1)**



**N = ABANDONMENT**

Race is abandoned  
(3 Horns)

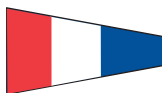


**CLASS FLAG "2" (A-2)**



**X = INDIVIDUAL RECALL**

Down when all premature boats have restarted



**CLASS FLAG "3" (B-1)**



**FIRST SUBSTITUTE GENERAL RECALL**

Class is recalled for fresh start



**CLASS FLAG "4" (B-2)**



**S = SHORTEN COURSE**

Finish at nearby mark  
(2 Horns)



**CLASS FLAG "5" MULTIHULL**



**M = COMMITTEE BOAT**

is being used as a mark



**P = PREPARATORY SIGNAL**



**I = ROUND THE ENDS RULE** in force



**AP = POSTPONEMENT**  
(2 Horns) Warning will be sounded 1 min. after flag is lowered



**ORANGE SHAPE**  
Marks **EXACT LINE** on RC Boat



**N OVER A CANCELLATION**  
(3 Horns)  
All races are abandoned.  
No more racing today.



**BLUE FLAG**  
RC Boat is on station at finish