Atlantic Highlands Yacht Club

ATLANTIC HIGHLANDS, NJ

2019 RACING



SAILING INSTRUCTIONS

Photo: Marc DeMasi



ATLANTIC HIGHLANDS YACHT CLUB

ATLANTIC HIGHLANDS, NJ

2019

AHYC 2019 RACE COMMITTEE

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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

All competitors agree to the following: In consideration of acceptance of this entry, I as owner/captain agree to abide by all rules established for the yachting event. These rules include U.S. Racing Rules of Sailing, AHYC Sailing Instructions and AHYC House Rules. To the fullest extent permitted by law, I hereby waive any rights I may have to sue the Atlantic Highlands Yacht Club, Race Committee, Protest Committee, Sponsors, or any other organization or official involved with the events with respect to personal injury or property damage suffered by myself or my crew as a result of our participation in these events and hereby release the above organizers from any liability for such injury or damage. I certify that my boat and equipment are in good working condition, that it complies with all government and sailing regulations concerning navigation and safety, and that it complies with AHYC Sailing Instructions Attachment D. I also certify that I will abide by the customary rules of navigation and piloting for safety and courtesy at sea.

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 J24 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 2019 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

5. PROHIBITED AREA

G "13" Fl G 4s GONG and G "11" Fl 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.

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. As a courtesy to the commercial fishing fleet, the western entrance of the breakwater shall not be used on Wednesday evenings before a race so that it is kept clear for those large boats entering the harbor.

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 after 1700 hrs.

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 2019 PHRF-MA rating. All J24s sailing in the J24 division must have a 2019 transom sticker and must comply with all class rules as amended by Fleet 128. The primary helmsman must be a member of the International J24 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 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 online on the AHYC website and 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 and/or schedule of races will be posted before 1900 hours on the day before it will take effect. 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.

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), J24, 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 J24 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.

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 J24 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 One Design 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 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 J24 division; one start at 6:00 pm. These will not count towards high point. 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.

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* finish at least 3 of the following weekend races:

Ambrose Light	Blue Water (Counts as 2 races for entry qualification)
Ocean Race	Scotland Light
Draco	Decker

With any remainder selected from:

Spring Series (4 races)	Moonlight Series (4 races)
Summer Series (4 races)	No Light Series (4 races)

19.3.2 J24 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

19.3.2.3 OFFSHORE CHAMPIONSHIP. For inclusion in the Offshore Championship each division must have a minimum of 3 entries to qualify. Winners will be determined by their three best finishes in the following races:

Ambrose	Ocean	Scotland Light
Draco	Decker	

AHYC RACE COMMITTEE GUIDE

This Section is not a part of the Sailing Instructions and is not an official race document, it is provided to the on water race committee for informational purposes only.

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 6 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
- ☐ Race starting computer with air horn

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 X 35 X 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 form 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 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 J24 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 J24 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 J24 course as communicated by the J24 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.

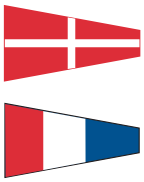
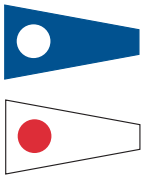
Sound signals: You are the main time keeper. Sound horn/gun. Count down time for rest of team. Call for signal flags. Raise "X" flag for individual recall.

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

Signal hoister: Display and lower flags.

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.

DIVISION	WARNING	PREP	START	FLAG
B1 & B2	1820	1821	1825	
One Design	1825	1826	1830	
A1 & A2	1830	1831	1835	

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 1st 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

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 ONE DESIGN RACES

Obtain the new course from the J24 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 One Design fleet as follows:

Pre-warning..... 2 sound signals

0:00 – Warning.....“6” flag **displayed**.....1 sound signal

0:01 – Preparatory.....Preparatory flag “P” **displayed** .....1 sound signal

0:04 – One minute warning .....Preparatory flag “P” **lowered**.....1 long sound signal

0:05 – Start .....“6” Flag **lowered**.....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 J24s 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
N	1	**C**(1m,1.88Nm)Pt	→ **JE**(186m,2.40Nm)Pt	→ **S/F** (0,.50Nm)		**4.78 Nm**
	2	**T**(2m,2.5Nm)Stb	→ **D**(120m,.78Nm)Stb	→ **A**(175m,3.50Nm)Stb	→ **BW**(293m,.77Nm)Stb	→ **S/F**(341m, 1.13Nm) **8.68 Nm**
	3	**T**(2m,2.50Nm)Pt	→ **BW**(187m,3.21Nm)Pt	→ **JA**(346m,1.61Nm)Pt	→ **JE**(180m,1.0Nm)Pt	→ **S/F**(0m,.5Nm) **9.25 Nm**
NE	1	**JB**(45m,.5Nm)Pt	→ **JF**(225m,1.0Nm)Pt	→ **JB**(45m,1.0Nm)Pt	→ **JF**(225m,1.0Nm)Pt	→ **S/F**(45m,.5Nm) **4.0 Nm**
	2	**JB**(47m,.5Nm)Pt	→ **B**(249m,1.25Nm)Stb	→ **D**(37m,2.76Nm)Stb	→ **JF**(206m,2.74Nm)Pt	→ **S/F**(45m,.5Nm) **7.74 Nm**
	3	**JB**(47m,.5Nm)Pt	→ **B**(249m,1.25Nm)Stb → **JF**(226m,1.0Nm)Pt	→ **D**(37m,2.76Nm)Stb → **S/F**(45m,.5)	→ **JF**(206m,2.74Nm)Pt	→ **JB**(46m,1.0Nm)Pt **9.72 Nm**
E	1	**NM**(84m,1.33Nm)Pt	→ **B**(263m,2.14Nm)Pt	→ **S/F**(82m,.0.81Nm)		**4.27 Nm**
	2	**JC**(90m,.5Nm)Pt	→ **B**(265m,1.31Nm)Pt	→ **NM**(83m,2.14Nm)Pt	→ **JG**(266m,1.83Nm)Pt	→ **S/F**(91m,.5Nm) **6.28 Nm**
	3	**NM**(84m,1.33Nm)Pt	→ **B**(263m,2.14Nm)Pt	→ **NM**(83m,2.14Nm)Pt	→ **B**(263m,2.14Nm)Pt	→ **S/F**(82m,0.81Nm) **8.54Nm**
SE	1	**A**(142m,1.74Nm)Pt	→ **JH**(320m,2.22Nm)Pt	→ **S/F**(135m,.5Nm)		**4.46 Nm**
	2	**JD**(135m,.5Nm)Pt	→ **JH**(315m,1.0Nm)Pt	→ **A**(140m,2.22Nm)Pt	→ **JH**(320m,2.22Nm)Pt	→ **S/F**(135m,.5Nm) **6.44 Nm**
	3	**A**(142m.1.74Nm)Pt	→ **JH**(320m,2.22Nm)Pt	→ **A**(140m.2.22Nm)Pt	→ **JH**(320m,2.22Nm)Pt	→ **S/F**(135m,.5Nm) **8.9 Nm**
S	1	**JE**(180m,.5Nm)Pt	→ **JA**(0m,1.0Nm)Pt	→ **JE**(180m,1.0Nm)Pt	→ **JA**(0m,1.0Nm)Pt	→ **S/F**(180m,.5Nm) **4.0 Nm**
	2	**JE**(180m,.5Nm)Pt	→ **C**(6m,2.39Nm)Pt	→ **JE**(186m,2.39Nm)Pt	→ **JA**(0m,1.0Nm)Pt	→ **S/F**(180m,.5Nm) **6.78 Nm**
	3	**JE**(180m,.5Nm)Pt	→ **C**(6m,2.39Nm)Pt	→ **A**(166m,3.34Nm)Pt	→ **JA**(330m,2.15Nm)Pt	→ **S/F**(180m,.5Nm) **8.88 Nm**
SW	1	**JF**(225m,.5Nm)Pt	→ **JB**(45m,1.0Nm)Pt	→ **JF**(225m,1.0Nm)Pt	→ **JB**(45m,1.0Nm)Pt	→ **S/F**(225m,.5Nm) **4.0 Nm**
	2	**JF**(225m,.5Nm)Pt	→ **NM**(73m,1.75Nm)Pt	→ **B**(263m,2.14Nm)Pt	→ **JB**(69mm,1.24Nm)Pt	→ **S/F**(227m,.5Nm) **6.12 Nm**
	3	**JF**(225m,.5Nm)Pt	→ **NM**(73m,1.75)Pt	→ **B**(263m,2.14Nm)Pt	→ **NM**(83m,2.14Nm)Pt	→ **S/F**(264m,1.33Nm) **7.84 Nm**
W	1	**B**(262m,.81Nm)Pt	→ **NM**(83m,2.14Nm)Pt	→ **S/F**(264m,1.33Nm)Pt		**4.27 Nm**
	2	**JG**(279m,.5Nm)Pt	→ **NM**(84m,1.80Nm)Pt	→ **JG**(264m,1.80Nm)Pt	→ **NM**(84m,1.80Nm)Pt	→ **S/F**(264m,1.33Nm) **7.23 Nm**
	3	**B**(262m,.81Nm)Pt	→ **NM**(83m,2.14Nm)Pt	→ **B**(263m,2.14Nm)Pt	→ **NM**(83m,2.14Nm)Pt	→ **S/F**(264m,1.33Nm) **8.54 Nm**
NW	1	**JH**(315m,.5Nm)Pt	→ **A**(140m,2.23Nm)Pt	→ **S/F**(322m,1.73Nm)		**4.46 Nm**
	2	**JH**(315m,.5Nm)Pt	→ **BW**(153m,1.59Nm)Pt	→ **JH**(333m,1.59)Pt	→ **BW**(153m,1.59)Pt	→ **S/F**(341m,1.13Nm) **6.45 Nm**
	3	**JH**(315m,.5Nm)P	→ **A**(140m,2.23Nm)Pt	→ **JH**(320m,2.23Nm)Pt	→ **A**(140m,2.23Nm)Pt	→ **S/F**(322m,1.73Nm) **8.92 Nm**

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)

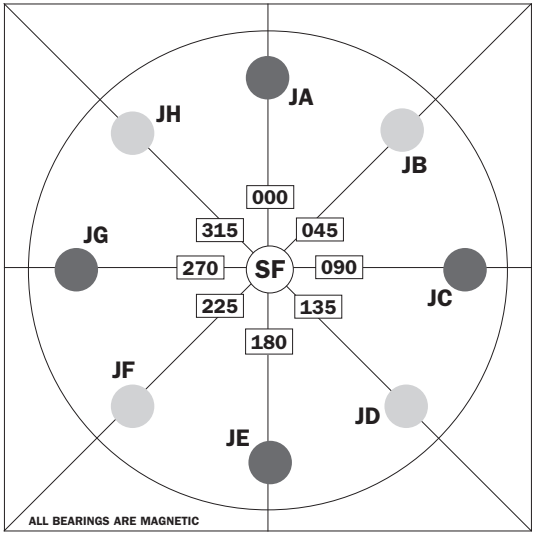
	Course	Marks, Headings and Distance Between Marks				Course Length
N	4	**JA**(0m,.5Nm)Pt	→ **JG**(225m,.7Nm)Pt	→ **JE**(135m.7Nm)Pt	→ **JA**(0m,1.0Nm)Pt	→ **S/F**(180m,.5Nm) **3.42 Nm**
	5	**C**(7m,1.88Nm)**Stb**	→ **NM**(147m,2.0Nm)**Stb**	→ **BW**(217m,1.56Nm)**Stb**	→ **S/F**(341m,1.13Nm)	**6.57 Nm**
	6	**C**(7m,1.88Nm)**Stb**	→ **NM**(147m,2.0Nm)**Stb**	→ **BW**(217m,1.56Nm)**Stb**	→ **S/F**(341m,1.13Nm)	**6.57 Nm**
NE	4	**JB**(45m,.5Nm)Pt	→ **JH**(270m,.7Nm)Pt	→ **JF**(180m,.7Nm)Pt	→ **JB**(45m,1.0Nm)Pt	→ **S/F**(225m,.5Nm) **3.42 Nm**
	5	**JB**(45m,.5Nm)Pt	→ **JH**(270m,.71Nm)Pt → **JF**(180m,.71Nm)Pt	→ **JF**(180m,.71Nm)Pt → **S/F**(45m,.5Nm)	→ **JB**(43m,1.0Nm)Pt	→ **JH**(270m, .71Nm)Pt **4.84 Nm**
	6	**JB**(45m,.5Nm)Pt	→ **JH**(270m,.71Nm)Pt → **JF**(180m,.71Nm)Pt	→ **JF**(180m,.71Nm)Pt → **S/F**(45m,.5Nm)	→ **JB**(43m,1.0Nm)Pt	→ **JH**(270m, .71Nm)Pt **4.84 Nm**
E	4	**JC**(90m,.5Nm)Pt	→ **JA**(315m,.7Nm)Pt	→ **JG**(225m,.7Nm)Pt	→ **JC**(90m,1.0Nm)Pt	→ **S/F**(180m,.5Nm) **3.42 Nm**
	5	**NM**84m.1.33Nm)Pt	→ **JA**(285m,1.36Nm)Pt	→ **B**(233m,1.02Nm)Pt	→ **SF**(82m, .81Nm)	**4.50 Nm**
	6	**NM**84m.1.33Nm)Pt	→ **JA**(285m,1.36Nm)Pt	→ **B**(233m,1.02Nm)Pt	→ **SF**(82m, .81Nm)	**4.50 Nm**
SE	4	**JD**(135m,.5Nm)Pt	→ **JB**(0m,.7Nm)Pt	→ **JH**(270m,.7Nm)Pt	→ **JD**(135m,1.0Nm)Pt	→ **S/F**(315m,.5Nm) **3.42 Nm**
	5	**A**(142m,1.74Nm)Pt	→ **NM**(9m,1.56Nm)Pt	→ **JH**(270m,1.65Nm)Pt	→ **SF**(135m,.5Nm)	**5.45 Nm**
	6	**A**(142m,1.74Nm)Pt	→ **NM**(9m,1.56Nm)Pt	→ **JH**(270m,1.65Nm)Pt	→ **SF**(135m,.5Nm)	**5.45 Nm**
S	4	**JE**(180m,.5Nm)Pt	→ **JC**(45m,.7Nm)Pt	→ **JA**(315m,.7Nm)Pt	→ **JE**(180m,1.0Nm)Pt	→ **S/F**(0m,.5Nm) **3.42 Nm**
	5	**JE**(180m,.5Nm)Pt	→ **NM**(62m,1.48Nm)Pt	→ **C**(328m,2.0Nm)Pt	→ **S/F**(188m,1.88Nm)	**5.86 Nm**
	6	**JE**(180m,.5Nm)Pt	→ **NM**(62m,1.48Nm)Pt	→ **C**(328m,2.0Nm)Pt	→ **S/F**(188m,1.88Nm)	**5.86 Nm**
SW	4	**JF**(225m,.5Nm)Pt	→ **JD**(90m,.7Nm)Pt	→ **JB**(0m,.7Nm)Pt	→ **JF**(225m,1.0Nm)Pt	→ **S/F**(45m,.5nm) **3.42 Nm**
	5	**JF**(225m,.5Nm)Pt	→ **A**(125m,1.70Nm)Pt	→ **NM**(9m,1.57Nm)Pt	→ **SF**(264m,1.33Nm)	**5.10 Nm**
	6	**JF**(225m,.5Nm)Pt	→ **A**(125m,1.70Nm)Pt	→ **NM**(9m,1.57Nm)Pt	→ **SF**(264m,1.33Nm)	**5.10 Nm**
W	4	**B**(262m,.81Nm)Pt	→ **BW**(131m,1.51Nm)Pt	→ **JC**(8m,1.1Nm)Pt	→ **S/F**(270m, .5Nm)	**3.91 Nm**
	5	**B**(262m,.81Nm)Pt	→ **BW**(131m,1.51Nm)Pt	→ **NM**(38m,1.58Nm)Pt	→ **S/F**(264m,1.33Nm)	**5.23 Nm**
	6	**B**(262m,.81Nm)Pt	→ **A**(124m,2.26Nm)Pt	→ **NM**(9m,1.54Nm)Pt	→ **S/F**(264m,1.33Nm)	**5.93 Nm**
NW	4	**JH**(315m,.5Nm)Pt	→ **JF**(180m,.71Nm)Pt	→ **BW**(134m,1.0Nm)Pt	→ **S/F**(341m,1.13Nm)	**3.34 Nm**
	5	**JH**(315m,.5Nm)Pt	→ **JF**(180m,.71Nm)Pt	→ **A**(125m,1.72Nm)Pt	→ **S/F**(322m,1.73Nm)	**4.66 Nm**
	6	**JH**(315m,.5Nm)Pt	→ **JF**(180m,.71Nm)Pt → **JB**(43m,.71Nm)Pt	→ **A**(125m,1.72Nm)Pt → **S/F**(225m,.5Nm)	→ **JH**(321m, 2.24Nm)Pt	→ **JF**(180m, .71Nm)Pt **7.09 Nm**

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.



= Green Top / Black Letters

= Red Top / Red Letters

OLYMPIC CIRCLE COURSE BOARD



FIRST WEATHER MARK	COURSE #
JA – JH	3, 4, 5, 6, 2X, 3X

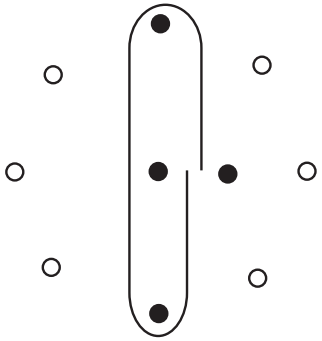
SAILING INSTRUCTIONS ATTACHMENT B
OLYMPIC CIRCLE COURSES (Continued)

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

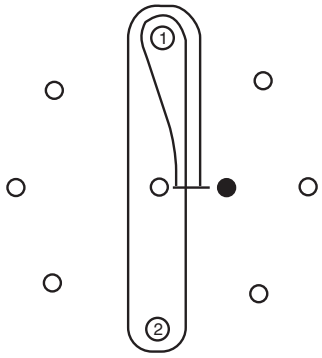
COURSE 4 SHALL CONSIST OF FOUR LEGS

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 degreesrelative 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).



start–1–2–1–finish

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

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

SAILING INSTRUCTIONS ATTACHMENT B
OLYMPIC CIRCLE COURSES (Continued)

COURSE 5 SHALL CONSIST OF FIVE LEGS

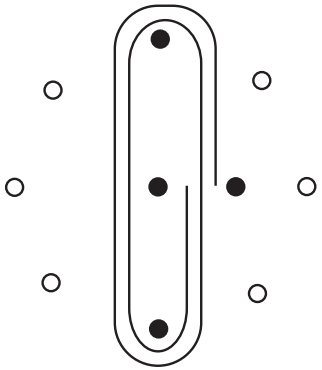
LEG 1. From the S/F buoy (start) to the designated weather mark.

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.

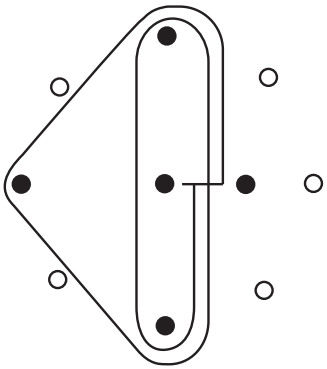
LEG 2. From the weather mark to the mark on the circle bearing 90 degrees relative to the first leg from the S/F buoy.

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)

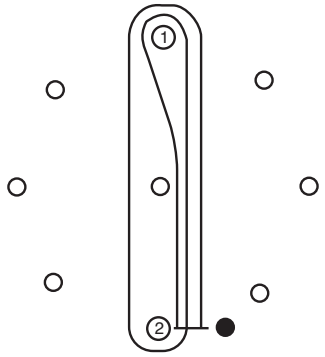
TWS	TIME
8K	1:07
10K	:57
12K	:52
16K	:47
20K	:45

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.

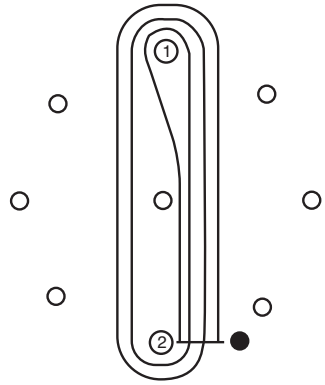


start–1–2–1–finish

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.



start–1–2–1–2–1–finish

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—*New Location 2012*	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	4026.632	7400.487
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.

2.3 Cockpits shall be structurally strong, self-draining and permanently incorporated as an integral pert 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 floatation 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. Compete maneuver as with an upwind quick stop.

AHYC 2019 RACE SCHEDULE

WEEKEND RACES

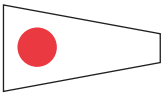
DATE	TIME	EVENT
Wednesday, May 8	19:30 hrs	SKIPPERS MEETING
Saturday, June 15	12:00 hrs	OCEAN RACE - (Pursuit race)
Saturday, July 20	12:00 hrs	DECKER NAVIGATORS RACE (Pursuit race)
Saturday, August 3	13:00 hrs	BLUE WATER REGATTA
Sunday, August 4	11:00 hrs	BLUE WATER REGATTA
Saturday, August 10	12:00 hrs	AMBROSE RACE (Pursuit race)
Saturday, August 17	13:00 hrs	AHYC MS. RACE
Saturday, September 7	12:00 hrs	THE DRACO PURSUIT RACE
Saturday, September 28	12:00 hrs	AHYC SCOTLAND LIGHT RACE (Pursuit race)

WEEKNIGHT RACES

May 15	18:20 hrs	FREE TUNE-UP RACE
May 22	18:20 hrs	SPRING SERIES #1
May 29	18:20 hrs	SPRING SERIES #2
June 5	18:20 hrs	SPRING SERIES #3
June 12	18:20 hrs	SPRING SERIES #4
June 19	18:20 hrs	SUMMER SERIES #1
June 26	18:20 hrs	SUMMER SERIES #2
July 3	18:20 hrs	SUMMER SERIES #3
July 10	18:20 hrs	SUMMER SERIES #4
July 17	18:20 hrs	MOONLIGHT SERIES #1
July 24	18:20 hrs	MOONLIGHT SERIES #2
July 31	18:20 hrs	MOONLIGHT SERIES #3
August 7	18:20 hrs	MOONLIGHT SERIES #4
August 14	18:20 hrs	NO LIGHT SERIES #1
August 21	18:20 hrs	NO LIGHT SERIES #2
August 28	18:20 hrs	NO LIGHT SERIES #3
September 4	18:20 hrs	NO LIGHT SERIES #4
September 11	18:00 hrs	MAKE-UP #1 (Note earlier start time)
September 18	18:00 hrs	MAKE-UP #2 (Note earlier start time)

NOTES

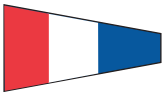
CODE FLAGS



CLASS FLAG "1" (A-1)



CLASS FLAG "2" (A-2)



CLASS FLAG "3" (B-1)



CLASS FLAG "4" (B-2)



CLASS FLAG "5" MULTIHULL



CLASS FLAG "6" ONE DESIGN



P = PREPARATORY SIGNAL



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



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



L = FOLLOW ME *OR* COME WITHIN HAIL
Notice posted if flown ashore



N = ABANDONMENT
Race is abandoned
(3 Horns)



X = INDIVIDUAL RECALL
Down when all premature boats have restarted



FIRST SUBSTITUTE GENERAL RECALL
Class is recalled for fresh start



S = SHORTEN COURSE
Finish at nearby mark
(2 Horns)



M = COMMITTEE BOAT
is being used as a mark



I = ROUND THE ENDS RULE in force



ORANGE SHAPE
Marks EXACT LINE on RC Boat



BLUE FLAG
RC Boat is on station at finish