



14th Annual

# Liberty Cup Regatta™

Hosted by Liberty Yacht Club

September 13-14, 2025

## North Jersey Yacht Racing Association (NJYRA) J105 Championship

### SAILING INSTRUCTIONS

#### 1. RULES

- 1.1. The regatta will be governed by the rules as defined in the current edition of The Racing Rules of Sailing (RRS), including the US SAILING prescriptions, the current PHRF regulations, as administered by the PHRF-MA, the J/105 and J/80 Class Rules (CR), with the exception of provisions under 1.2.
- 1.2. For the J105 Class, RRS rule 87, CR 7.1 is amended in the sailing instructions to allow for one junior crew.
  - 1.2.1. Junior crew shall be defined as a crew member under age 15 whose weight shall not be included in overall crew weight limit.
- 1.3. Should there be a conflict between the sailing instructions and the Notice of Race (NOR), the sailing instructions will take precedence. This rule changes RRS rule 63.5(c).
- 1.4. Rule 60.4(a)(2) is changed as follows: “(2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or”.

#### 2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted on the event website before 0900 on the day it will take effect.
- 2.2. Any change to the schedule of races will be posted on the event website before 2000 on the day before it will take effect.
- 2.3. The Race Committee (RC) may make changes to these sailing instructions orally on the water via VHF Ch 63A, at its sole discretion.

#### 3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the event website: [www.yachtscoring.com](http://www.yachtscoring.com)
- 3.2. Notices regarding race cancellations or postponements due to weather will be made via email message through Yacht Scoring (or other blast communication) to all registered skippers.
- 3.3. On the water, the race committee intends to monitor and communicate with competitors via VHF radio on channel 63A.

#### **4. SIGNALS MADE ASHORE**

- 4.1. Signals made ashore will be displayed at the Lightship at Liberty Landing Marina, NJ.
- 4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than one hour' in the race signal AP description. This rule changes RRS Signals.

#### **5. SCHEDULE OF EVENTS**

- 5.1 It is the intention of the RC to run as many races as possible. Code Flag 'A' displayed at the finish indicates that there will be no further racing that day. Also, it is the RC's intention not to have a warning signal after 1600 on Saturday or 1400 on Sunday.

##### **Saturday, September 13**

- 0900 Continental breakfast, dinner ticket and shirt sales, aboard LYC Lightship
- 1030 Skippers meeting and check-in – aboard LYC Lightship
- 1225 Warning signal for the first race of the day - racing for all classes
- 1730 Post Race Party aboard the Lightship

##### **Sunday, September 14**

- 0800 Continental breakfast, shirt sales, aboard LYC Lightship
- 1025 Warning signal for the first race of the day - racing for all classes
- 1530\* Awards party aboard LYC Lightship

\*or approx. 1hr after finish of last race

#### **6. CLASS FLAGS**

- 6.1. Each boat shall fly from her backstay six or more feet above the deck, the flag corresponding to her designated START group. Class assignments are indicated on the Scratch Sheets.
- 6.2. Class flags shall be flown from the time a boat enters the general starting area until she has finished. If a boat has no backstay, the class flag shall be flown from a starboard shroud.
- 6.3. The class flag for starting purposes for PHRF Spinnaker class will be the #1 pennant.
- 6.4. The class flag for starting purposes for PHRF Non-Spinnaker class will be the #2 pennant
- 6.5. The class flag for starting purposes for OD J/105 class will be the #3 pennant
- 6.6. The class flag for starting purposes for the OD J/80 class will be the #4 pennant
- 6.7. Any Additional Classes will have sequential pennant numbers assigned, i.e., #5, #6, etc., as posted by Friday in the Yacht Scoring scratch sheet.

## 7. RACING AREA

- 7.1. Races will be held in NY Harbor - Upper Bay. Chartlet in SI Appendix 1 shows the approximate location of the starting areas.
- 7.2. NY Harbor is a commercial and recreational area; there will be ferries, barges, tugboats, and other commercial and recreational vessels transiting and working in the area. The RC signal vessel (RCV) will be stationed near the Gowanus Flats south of Governors' Island OR in Jersey Flats and will announce their position over VHF channel 63A approximately 30 min prior to the first warning signal. See chart in Appendix 1.

## 8. THE COURSES

- 8.1. The courses may be **windward-leeward** or **multi-directional**. Marks may be inflatable drop marks designated as Wi or Li and/or government marks designated as A,B, C, etc on the course sheet located in SI Appendix 2.
- 8.2. There will be a course board located on the RCV at the starting line no later than the first class's warning signal. The course to be sailed by each class will be posted on the course board depending on the type of course to be sailed, as described in 8.2.1 and 8.2.3.
  - 8.2.1. **For windward-leeward courses**, the RC will post on the signal boat at the starting line, the classes along the top, a W2 or W4 indicating number of legs, the windward and leeward marks to be rounded (either inflatable type or Gov't buoy), and the approximate bearing and distance to the windward mark. Distance will be in NM and bearing in degrees magnetic. An example of a windward leeward course is diagrammed in SI Appendix 4.
  - 8.2.2. **For multi-directional courses**, the Race Committee will post on the RC Signal boat at the starting line the course number to be sailed. See SI Appendices 1,2 & 3 for mark locations and chart.
  - 8.2.3. All marks shall be rounded to port for windward-leeward and multi-directional courses unless noted otherwise on the course description.

### **SAMPLE COURSE BOARD**

<b>CLASS</b>	<b>I</b>	<b>II</b>	<b>III</b>	<b>IV</b>
<b>COURSE</b>	<b>C5</b>	<b>D13</b>	<b>W2</b>	<b>W4</b>
<b>WWD MK</b>			<i>Wi</i>	<i>D</i>
<b>NM</b> (DISTANCE TO WINDWARD MARK)			<i>1.00</i>	<i>1.25</i>
<b>MAG</b> (BEARING TO WINDWARD MARK)			<i>237</i>	<i>325</i>
<b>LWD MK</b>			<i>Li</i>	<i>H</i>

## **9. MARKS**

- 9.1. Marks designated as Wi or Li will be yellow inflatable drop marks. Marks designated as A,B, C, etc shall be government navigational aids. This applies to the course board and course sheets in the appendices.
- 9.2. The starting pin near the RC boat will be an orange inflatable mark. The finishing pin will be a red or pink mark.
- 9.3. The RCV anchor line and the off-set mark attached to the RCV are considered part of the RCV and a mark of the course.

## **10. CHECK IN**

- 10.1. Prior to the first warning of the day, each boat shall check in with the RC by sailing or motoring by the stern of the signal vessel and announcing her sail number once per day.
- 10.2. There is to be no check-in via radio. The RC will not acknowledge boats attempting to do so.

## **11. OBSTRUCTIONS**

- 11.1. Security Zones – The USCG has established a 150-yard security zone around Ellis and Liberty Islands as shown in Appendix 1. Additionally, there is a 100-yard security zone around all US Naval or Coast Guard vessels. These security zones are considered obstructions on the racecourse and no boat is allowed to sail inside the security zones. Any boat observed by RC to sail inside a security will be subject to a protest by the RC. Protests may be filed by other competitors as well. If on station, security Zones are marked with white buoys with orange bands and diamonds.

## **12. THE START**

- 12.1. The starting sequence will be signaled in accordance with RRS 26.
- 12.2. The Starting Line will be between a staff displaying an orange flag on the RCV signal boat and the course side of the starting mark.
- 12.3. For all classes, a boat starting later than four (4) minutes after their starting signal may be scored DNS. This rule changes RRS A4 and A5.
- 12.4. The RC may or may not roll the starts. The RC will notify the fleet via radio its intention as to whether they will roll the starts.
- 12.5. Boats whose warning signal has not been made shall keep clear of the Starting Area during the starting sequence of other classes. Any boat found in the starting area during another class's start may be given a DSQ by the Race Committee.

## **13. RECALLS**

- 13.1. The race committee may courtesy hail boats identified as on the course side at the start by sail number or boat name on VHF CH 63A. Any actions of the RC with respect to such courtesy hails is not a basis for redress. This rule changes RRS 62.1(a).

## 14. CHANGE OF THE NEXT LEG OF THE COURSE

- 14.1. For W/L courses only: to change the next leg of the course, the RC may lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. If there is a course change that requires a new mark, that new mark will be a yellow & back inflatable ball buoy. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 14.2. A race may be shortened at any mark of the course (W/L and multi-point) by an RC mark boat flying code flag "S", in such case the finish line will be between the course mark and the "S" flag on the RC mark boat.

## 15. THE FINISH

- 15.1. The finishing line will be between a staff displaying a blue flag on the RCV and the course side of the finishing mark. The finishing mark may be on the opposite side of the RC signal boat than the starting mark and the flags may be on either side.

## 16. PENALTY SYSTEM

- 16.1. Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty unless the incident occurs in the Zone in which case the Two-Turn Penalty applies.

## 17. TIME LIMITS

- 17.1. Time limit for each race will be two (2) hours for the J105 and J/80's classes, and four (4) hours for the Spinnaker and Non-spinnaker class.
- 17.2. For one design classes, boats failing to finish within 15 minutes after the first boat sails the course in accordance with RRS 28, and finishes, will be scored DNF without a hearing. This rule changes RRS 35, 63.1, A4 and A5.
- 17.3. For the PHRF Spin and non-spin classes on courses *less* than 10nm, Boats failing to finish within 30 minutes after the third boat sails the course in accordance with RRS 28, and finishes will be scored DNF without a hearing. This rule changes RRS 35, 63.1, A4 and A5.
- 17.4. For the PHRF Spin and non-spin classes on courses 10nm or *more*, Boats failing to finish within 60 minutes after the third boat sails the course in accordance with RRS 28, and finishes will be scored DNF without a hearing. This rule changes RRS 35, 63.1, A4 and A5.

## 18. HEARING PROTESTS

- 18.1. Intention to protest under a rule of Part 2 shall be as follows:
  - 18.1.1. The protest time limit is 75 minutes after the RCV docks at Liberty Landing Marina. The time will be posted on the official notice board. Hearing Requests shall be delivered to the Race Committee aboard the LYC Lightship
  - 18.1.2. A boat intending to protest shall inform the other boat at the first reasonable opportunity and signal the Race Committee on the VHF Channel 63A at the finish of a race, until acknowledged by the Race Committee. This rule modifies rule 60.2(a)(1).
- 18.2. Arbitration will be held in accordance with Appendix T with the following additions:
  - 18.2.1. Add to Appendix T2 - Arbitration meeting may be held online via zoom or similar technology.

- 18.3. One representative from each boat will meet with an arbitrator, unless the protestor requests that the protest be withdrawn.
- 18.4. The arbitrator will not be a member of the protest committee that hears the protest but will be permitted to observe the testimony given and offer testimony.
- 18.5. Boats may not protest other boats for breaches of: retirement from race notification or safety equipment. The penalty for breaking these rules is at the discretion of the Protest Committee and may be less than disqualification. This rule changes rule 60.1(a).

## 19. SCORING

- 19.1. The scoring system will be the Low Point System and each boat's regatta score will be the total of that boat's scores in all the races. There will be no excluded races. This rule changes RRS A2.
- 19.2. One race will constitute a series.
- 19.3. Scoring for the NJYRA J105 championship will be based on a high point system for both days of racing.

## 20. SAFETY REGULATIONS

- 20.1. USCG approved personal flotation devices (PFD) for all crew members shall be on board at all times. It is recommended that they are worn by all crew at all times.
- 20.2. Any boat withdrawing before the start or retiring from a race shall notify the race committee as soon as possible on VHF channel 63A.
- 20.3. Safety Zone: All boats must avoid any potential impact with RC boats. The RC may place an anchor line float or marker within approximately 15 yards in front of the RC. Any boat entering this area may be scored ZPF and computed penalty per the procedure described in RRS 44.3c.
- 20.4. A boat that makes contact with the RC Signal Vessel shall immediately retire.
- 20.5. A boat that damages or drags a mark will be protested by the Race Committee (see also item 27.2 damages to equipment).
- 20.6. Weather Protocols – In accordance with the USCG Marine Event Permit, there may be no racing if the wind gusts to speeds greater than 25 knots, there is lightning, thunderstorms or visibility is less than 1 nautical mile. A race may be postponed or abandoned if any of these conditions exist. If a race is abandoned for weather, teams will be notified via VHF Ch 63A and may be directed to proceed to the berthing areas.
- 20.7. Boats interacting in NY Harbor with vessels not racing are cautioned to observe the [USCG Commandant Instruction M16668.2D, Navigation Rules](#) and to yield right of way to vessels restricted in their ability to maneuver, especially to tugs, ferries, and barges. Any boat that impedes such traffic or receives 5 horn blasts, may receive a protest by the Race Committee.

## **21. EQUIPMENT**

- 21.1. Substitution or repair of damaged or lost equipment must comply with or conform to the class rules.
- 21.2. For non-spin class boats, the luff of all headsails must be attached to forestay , i.e., no code-zero nor gennakers are allowed.
- 21.3. Boats shall observe the US Sailing Safety Equipment Requirements (SER) for Monohull Near Shore.

## **22. ADVERTISING**

- 22.1. Pursuant to CR 2.8 and ISAF Regulation 20, ISAF Advertising Code, including ISAF Regulation 20.5.6(a), advertising shall be permitted on boats so long as it does not interfere with the performance of the boat or crew, is in good taste, and is not of an overtly sexual nature.

## **23. HAUL-OUT RESTRICTIONS**

- 23.1. All boats shall be launched by 1700 hours by September 12, 2025 and must remain in the water through the end of the regatta. Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the Race Committee.

## **24. RADIO COMMUNICATION**

- 24.1. Each boat shall carry a radio capable of transmitting and receiving on VHF channels “in US Mode” 9, 13, 16, 63A (or 1063) and 72. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones. Courtesy broadcasts to the fleet will be on VHF channel 63A.
- 24.2. The courtesy broadcast channel may be changed on the water. Multiple courtesy broadcasts on VHF channel 63A stating the change to the new channel will be made prior to the change.
- 24.3. Assistance from Race Committee - The Race Committee may respond to any questions from sailors even after the race has started and any such answers from the race committee will not be considered outside assistance. Any RC answers are not grounds for protest or redress.

## **25. PRIZES**

- 25.1. Regatta prizes will be awarded to the top 3 boats in Classes 1, 3, and 4
- 25.2. For the non-spin class only, 1st place prize will be awarded to the top boat on each day of racing.
- 25.3. Prizes will be awarded at the Lightship after the conclusion of racing.
- 25.4. Liberty Cup Regatta has been named the 2025 North Jersey Yacht Racing Association (NJYRA) Championship for the J105 class. The highest placed Fleet 10 J105 finisher as per the qualifications of NJYRA will be recognized and awarded a trophy during the NJYRA awards ceremony - Date TBD.
- 25.5. For PHRF-MA, this event is a qualifier for the Best of Bay Race Series.

## **26. DISCLAIMER OF LIABILITY**

- 26.1. Competitors participate in the regatta entirely at their own risk. See rule 4, of the RRS Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.
- 26.2. By registering for this event, the person-in-charge of each boat agrees to be bound with all rules that govern this event, they will inform all crewmembers of the conditions stated herein for their participation and with the following:
  - 26.2.1. My crew and I recognize that sailing is an activity that has an inherent risk of damage and injury, sickness and disease (including communicable diseases such as COVID-19) associated with it. We have read rule 4, Decision to Race, and hereby acknowledge and agree that we are participating in this event entirely at our own risk.
  - 26.2.2. I acknowledge and agree that neither the organizing authority, host club nor the race committee nor their members will be responsible for: a) any damage to the entered boat or my other property, or b) any injury, sickness or disease (including communicable diseases such as COVID-19) to my crew or me, including death, sustained as a result of our participation in this event.
  - 26.2.3. I hereby waive all claims, which I, or any heir, representative, successor, or assignee, may have against Liberty Yacht Club and its officers, trustees, members, committees, volunteers, employees or agents, sponsors or any other organization or official, arising out of or in any way connected with participation in such race or activity with respect to personal injury, sickness or disease (including communicable diseases such as COVID-19) or property damage suffered by my crew or me as a result of our participation in this event, whether on the water or on shore, and hereby release the race organizers from any liability for such injury, sickness or disease (including communicable diseases such as COVID-19) or damage to the fullest extent permitted by law.
  - 26.2.4. I have taken all necessary steps to ensure that my crew and I and my entered boat are adequately prepared for all possible contingencies, including carrying and using appropriate safety equipment as may be required by law, racing rules and that a prudent seaman would consider advisable. I agree to be bound by all rules that govern this event. I will inform all crewmembers of the conditions stated herein for their participation in such racing.

## **27. INSURANCE & DAMAGES**

- 27.1 Each boat shall hold adequate insurance including third-party liability insurance, and it is the owners' or owners' representatives' sole and inescapable responsibility to ensure that the insurance is in place and is adequate prior to participating in this event.
- 27.2 Entry fees do not provide contingencies for any damage by competitors to RC and club equipment. If damage to any equipment, including volunteer boats, is caused by a competitor, the competitor and boat owner will repair, replace, or pay the replacement cost in a timely manner. This requirement also includes damage to marks, lines, and other equipment. Competitors who cause damage must seek RC permission to continue in the regatta.

## **28. PRIVACY POLICY, COMMUNICATIONS AND MEDIA RIGHTS**

- 28.1 As a condition of participating in the LCR, competitors shall agree to accept operational communications (voice, email, text, or other) and grant the OA, and its agents, employees, sponsors, and assigns, the irrevocable right and permission to use the basic competitor information, photographs and video footage taken of themselves, their crew and their competing boat, without notification, for use or distribution in any media whatsoever for editorial or advertising purposes, or to be used in press information by LYC. Competitors shall agree to release, defend, and hold harmless the OA and its agents, employees, sponsors, and assigns, from and against any claims, damages, or liability arising from or related to the use of the photographs or video footage.

## **29. FURTHER INFORMATION**

- 29.1 Please send all inquiries concerning the Liberty Cup Regatta to: [Info@LibertyYachtClub.org](mailto:Info@LibertyYachtClub.org)  
Make sure to include “**Liberty Cup Regatta**” in the subject header of the email.
- 29.2 Event Chair – David Spence: [Info@LibertyYachtClub.org](mailto:Info@LibertyYachtClub.org)

**SEE ATTACHED APPENDICES 1, 2, 3, 4**



**APPENDIX 2 - GOVERNMENT MARK TABLE**

<b>MARK</b>	<b>DESCRIPTION</b>	<b>LATITUDE</b>	<b>LONGITUDE</b>
A	G C "1"	40° 42.564' N	74° 01.883' W
B	G "1" Q G	40° 41.872' N	74° 01.268' W
C	G "35" FI G 4s GONG	40° 41.661' N	74° 02.005' W
D	G "33" FI G 2.5s GONG	40° 41.033' N	74° 02.410' W
E	G "1" FI G 4s GONG	40° 40.787' N	74° 01.727' W
F	R "2" BELL	40° 40.654' N	74° 02.825' W
G	R "32" FI RS	40° 40.317' N	74° 02.401' W
H	G "11" FI g 2.5s GONG	40° 40.347' N	74° 01.444' W
I	G "31" FI G 2.5S GONG	40° 39.903' N	74° 03.155' W
J	R "30" FI R 2.5S BELL	40° 39.351' N	74° 02.989' W
K	Y "A" FI Y 4s	40° 40.009' N	74° 01.770' W
L	G "9" Q G	40° 39.821' N	74° 01.355' W
M	G C "7"	40° 39.279' N	74° 01.910' W
N	Y "C" FI Y 4s	40° 39.055' N	74° 02.409' W
O	G "29" Q G GONG	40° 39.167' N	74° 03.830' W
P	R "28" Q R BELL	40° 38.647' N	74° 03.233' W
Q	G "5" FI G 2.5S BELL	40° 38.742' N	74° 02.475' W
R	R "26" FI R 2.5S BELL	40° 38.056' N	74° 03.032' W
S	G "3" FI G 2.5s GONG	40° 38.056' N	74° 02.794' W
T	R "2" Q R	40° 37.361' N	74° 02.807' W
U	R "2" FI R 4s	40° 40.228' N	74° 03.102' W

### APPENDIX 3 - MULTI DIRECTIONAL COURSES

#### WINDS FROM THE NORTH - SIGNAL BOAT AT GOWANUS FLATS LOCATION

Mark/Course	A5	A8	A10	A13
1	D	C	C	B
2	L	Q	S	<b>Qs</b>
3	D	C	L	G
4	FIN	FIN	C	P
5			FIN	<b>Bs</b>
6				FIN
<b>Length NM</b>	4.80	8.68	10.43	13.39

#### WINDS FROM THE EAST - SIGNAL BOAT AT JERSEY FLATS LOCATION

Mark	B5	B8	B10	B13
1	E	H	L	M
2	I	O	A	A
3	E	H	I	P
4	FIN	FIN	L	T
5			FIN	M
6				FIN
<b>Length NM</b>	5.67	7.38	10.24	13.67

#### WINDS FROM THE SOUTH EAST - SIGNAL BOAT AT JERSEY FLATS LOCATION

Mark	C5	C8	C10	C13
1	Q	T	Q	Q
2	I	P	D	L
3	Q	T	<b>Ts</b>	A
4	FIN	FIN	Q	<b>Rs</b>
5			FIN	FIN
6				
<b>Length NM</b>	5.81	8.41	10.66	12.53

#### WINDS FROM THE SOUTH WEST - SIGNAL BOAT AT GOWANUS FLATS LOCATION-

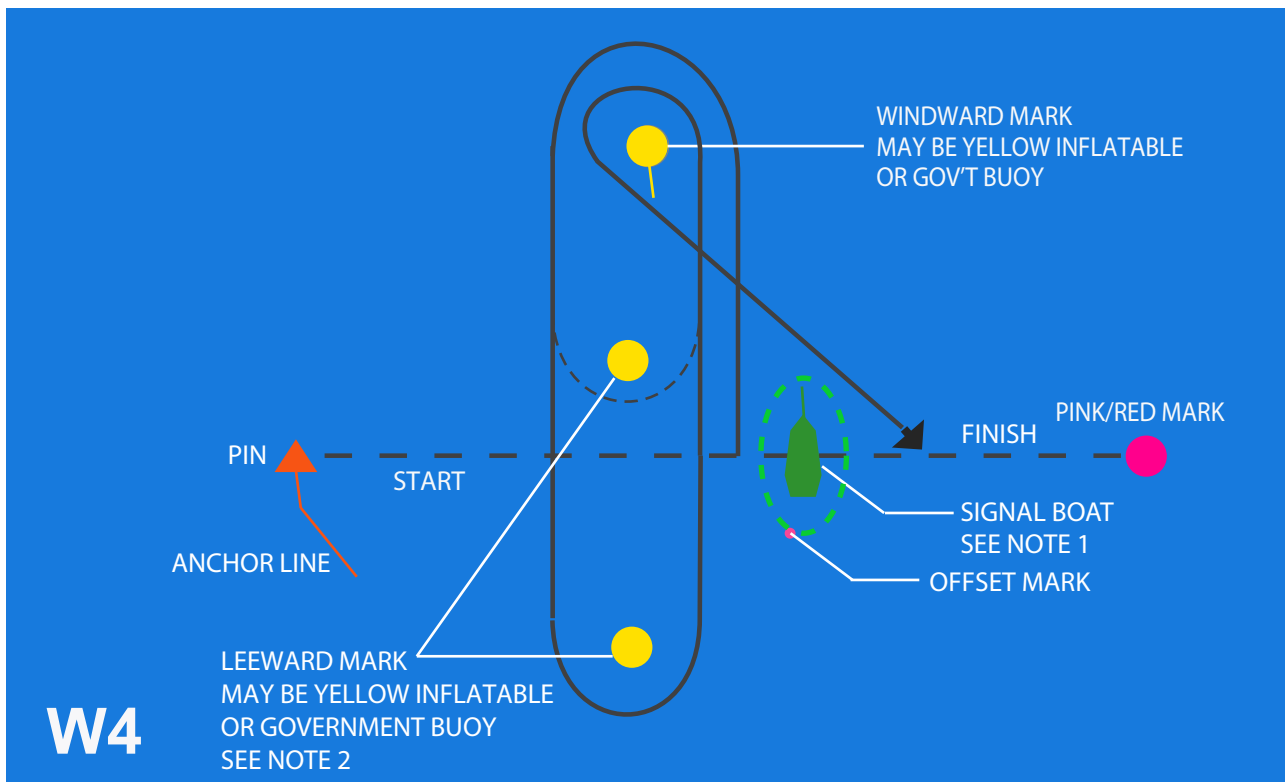
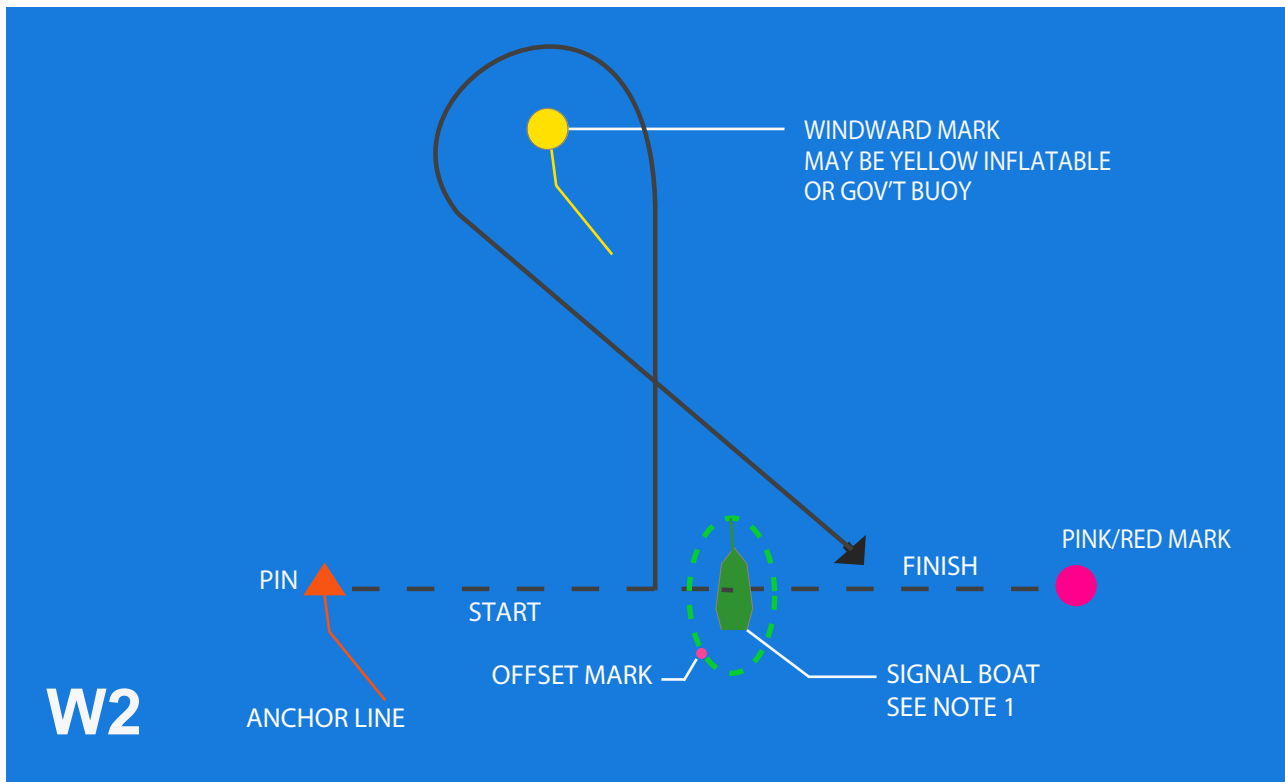
Mark	D5	D8	D10	D13
1	J	P	<b>Ps</b>	O
2	K	E	B	R
3	J	P	J	L
4	FIN	FIN	FIN	A
5				J
6				FIN
<b>Length NM</b>	5.19	8.93	9.89	13.00

#### WINDS FROM THE WEST - SIGNAL BOAT AT GOWANUS FLATS LOCATION

Mark	E5	E8	E10	E13
1	I	U	F	I
2	K	H	L	T
3	I	U	C	L
4	FIN	H	<b>Ps</b>	B
5		U	<b>Fs</b>	I
6		FIN	FIN	FIN
<b>Length NM</b>	4.53	7.26	10.38	12.16

1. COURSES MAY BE THROUGH ANY PART OF THE UPPER NY BAY INCLUDING BUTTERMILK CHANNEL AT NAVIGATOR'S DISCRETION. THIS INCLUDES RACES THAT USE MARK B.
2. ALL ROUNDINGS TO PORT UNLESS NOTED WITH A SUBSCRIPT **s** FOR STARBOARD ROUNDING.
3. ALL DISTANCES ARE APPROXIMATE.

# Windward/Leeward Courses



NOTE 1 - RC SIGNAL BOAT'S "FOOTPRINT" INCLUDES IT'S ANCHOR LINE AND AND OFFSET MARK IF PRESENT.

NOTE 2 - ONLY ONE LOCATION SHALL BE USED PER RACE. REFER TO COURSE BOARD FOR MARK TYPE AND LOCATION