



SCOTCH BONNET LIGHT RACE

June 23rd – 25th, 2017

Genesee Yacht Club

Rochester, New York, USA



NOTICE OF RACE

1 RULES

- 1.1 The race will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 All boats must comply with Customs and Immigration Rules as listed in Appendix A.
- 1.3 All boats must carry the minimum required offshore equipment listed in Appendix B. The race committee reserves the right to inspect any boat to assess compliance.
- 1.4 Class Rules of PHRF-Lake Ontario (i.e. LO) shall apply.
- 1.5 Rules may be changed in the Sailing Instructions.

2 ELIGIBILITY AND ENTRY

- 2.1 The race is open to all yachts with a current valid PHRF-LO certificate. If you do not have a valid PHRF-LO certificate please contact Committee Chairman Rob Reisch via email rv.reisch@gmail.com as early as possible, and prior to late registration.
- 2.2 Each skipper is responsible for providing a complete and accurate crew list. The required form is in Appendix C. It must be submitted at check-in time.

3 FEES

Entry fee is \$75.00 if received before 8:00PM EST on Wednesday June 21st, 2017
Late entry fee is \$75.00 if received before 2:00PM EST on Friday June 23rd, 2017
Registrations will not be accepted after 2:00PM EST on Friday June 23rd, 2017
US Sailing members will receive a \$5 reduction to the fees. All fees are in US Dollars. Online registrations for entries received before 11:00PM on Tuesday June 20th will be eligible for a drawing of 5 free picnic tickets.
Except at the discretion of the SBLR committee, requests for refunds, less \$10 charge for expenses incurred, will not be honored after Thursday June 22, 2017 at 8:00 PM.

4 SCHEDULE

- 4.1 **Registration:** early registration is encouraged and will be available after May 6th at <http://www.myc.org/site/sblr>. Please contact the chairman if you are not able to register online. A representative from the boat crew, skipper or delegate, must check in and attend the skipper's meeting.
- 4.2 **Late Registration:** begins Wednesday June 21st 8:00PM
Registration Deadline: Friday June 23rd 2:00PM
Check-In @ GYC: Friday June 23rd 2:00PM to 5:45PM.
Skippers' Meeting: Friday June 23rd 6:00PM
First warning signal: Friday June 23rd 7:30PM
Racing time limit: Saturday June 24th 11:59PM
Awards picnic at GYC: Sunday June 25th 12:00PM
Awards presentations: Sunday June 25th 3:00PM

5 MEASUREMENTS & DIVISIONS

- 5.1** PHRF-LO Ratings for registrations will be verified on <http://www.phrf-lo.org/> by the race scorer. Boats without ratings will have one established for the race by the GYC club handicapper or race committee delegate per advance notification in section 2.1.
- 5.2** Division splits will be based on PHRF-LO ratings and fleet splits will apply for Spinnaker, Multi-Hull, Genoa Only, and Genoa Only Cruising boats. The Genoa Only Cruising boat division will only be scored for the perpetual Genoa Only Cruising trophy described in Section 11, PRIZES. Separate divisions may be formed for C&C-29, J-70, and J-80 classes depending on participation levels. We anticipate divisions of 5 to 8 boats.

6 SAILING INSTRUCTIONS

The sailing instructions will be available after 2:00PM on Friday June 23rd at Genesee Yacht Club. A draft version will be available in advance on the SBLR web site.

7 VENUE

- 7.1** The start and finish will be near the Rochester harbour entrance and details will be provided in the sailing instructions.
- 7.2** Attachment D shows the racing area which covers both coastal and open waters of lake Ontario.

8 THE COURSE

The diagram in Attachment D illustrates the intended course. Spinnaker boats will sail the triangular course depicted from start about .25NM northwest of Rochester pier light to Watoma Shoals buoy and then north to Scotch Bonnet Island returning to Rochester for the finish. Genoa Only boats will sail from the same starting line to Scotch Bonnet Island and back to Rochester for the finish.

9 SCORING

The scoring system will use PHRF-LO handicap ratings with Time-On-Time correction for PHRF divisions. Competitors will be asked to take their island rounding times for special scoring conditions set by the race committee. There is intent to have an island boat to collect rounding times as well but competitors are still required to record their own times.

10 RADIO COMMUNICATION

This race has a long standing history of limited boat to boat VHF radio communication for the sake of safety during the night time crossing. Boats should minimize communication and refrain from exchanging information that would change the conduct of the race for any competitors. This excludes the exchange of location specifics for vessels in the shipping lanes. Emergency communications are fully allowed and expected. The restrictions above also apply to mobile, satellite, and cellular telephones.

11 PRIZES

Participation flags will be awarded to all boats entering the race. Trophies will be awarded to the 1st place finisher in each division and flags will be awarded to the top three finishers in each division. The following seven perpetual trophies and plaques will also be awarded:

- 1) Founder's Cup for the first GYC yacht under 30' LOA to finish the regular course of the Scotch Bonnet Light Race
- 2) Allen Trophy for the Best Corrected Time of the entire Spinnaker Fleet
- 3) Giambra Trophy for the First Mono-Hull to Finish, Elapsed Time
- 4) Stewart Trophy for the best Corrected Time of the entire Non-Spinnaker Fleet
- 5) Warren Miller "New Issue" Trophy for the first new skipper to finish on corrected time, Genoa Only course.
- 6) SBLR Ernie Coleman Memorial Trophy will be awarded to the participating yacht club with the best 3 finishing mono-hull boats in either the Spinnaker and/or Genoa Only fleets. Each club must have at least 3 boats participating in the race to qualify for the Coleman Trophy.
- 7) Genoa Only Cruising Plaque will be awarded, on corrected time, to the first place winner of the Genoa Only Cruising division.

12 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, 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.

13 OWNER/SKIPPER RESPONSIBILITIES

The safety of a sailing yacht and her crew is the sole responsibility of the owner and the skipper. The owner and the skipper must make certain that the yacht is fully found seaworthy and well crewed. They must satisfy themselves as to the soundness of the hull, spars, rigging, sails, and equipment. They must see to it that all safety equipment is properly maintained and stowed, that the crew has been instructed in its use, and that the equipment is deployed when necessary. Neither the minimum required equipment, nor the inspection of a yacht by the race committee for compliance, limits the responsibility of the owner and skipper for the safe operation of a sailing yacht in this race.

14 INSURANCE

All participating boats must carry adequate liability insurance coverage for collision and bodily injury.

15 FURTHER INFORMATION

For further information contact Rob Reisch via email rv.reisch@gmail.com.

Appendix A – US and Canadian Customs and Immigrations Rules

U. S. Customs & Border Protection (C&BP) has notified Genesee Yacht Club that boats and crews will not be required to check in with C&BP when they return to the Rochester harbor after participation in the Scotch Bonnet Light Race provided that the boat and crew:

1. Did not stop in Canada for any reason, OR
2. Did not have contact with a hovering vessel (19 USC 1401(k)). During the Scotch Bonnet Light Race, a hovering vessel is any vessel that is encountered during the race outside of U.S. waters, including the mark boat at Scotch Bonnet Island. Other race boats are not considered to be hovering vessels. Contact with a hovering vessel includes visiting, delivering or receiving merchandise or passengers outside of U.S. waters. Boats and crews that stopped in Canada or that had contact with a hovering vessel may use the videophone to check in when they return to Rochester. The acceptable forms of identification are:
 - a. Passport
 - b. Nexus Card
 - c. Active I-68 registration
 - d. Enhanced driver's license

All sailors should have acceptable identification, as noted above, in the event that the boat must stop in Canada for repairs or emergency medical service. Such identification may also be necessary in the event that a boat and crew are compelled to provide assistance to a distressed vessel outside of U.S. waters. In either case, acceptable identification may be required for check in with C&BP.

Appendix B – Minimum Equipment Requirements

The following list of equipment is required aboard all yachts entered in the Scotch Bonnet Light Race. All yachts are subject to an equipment inspection before and after the race. Any yacht found to be not in compliance will either not be started or will not be given a finish position. The items are in addition to any and all equipment aboard required by law.

1. Sea cocks or gate valves on all through-hull openings below the waterline except for openings for integral deck scuppers, shaft logs, speed indicators, etc.
2. Soft, tapered wooden plugs sized to fit various through-hull openings in the boat.
3. Fixed stanchions and lifelines or pulpits completely enclosing the deck. (OEM)
4. Marine head that complies with Lake Ontario regulations.
5. Permanently-installed bunks for at least half the number of crew. (OEM)
6. Adequate supply of fresh water.
7. Sail numbers on the mainsail. Numbers on all other sails is highly recommended. Sail numbers must match on all sails.
8. Piloting equipment.
9. Manual bilge pump.
10. Self-bailing cockpit.
11. Rigid 2-gallon pail, with lanyard attached.
12. Anchor and rode, properly sized for the boat.
13. Water resistant flashlights (2) with spare batteries and bulbs.
14. First aid kit and manual.
15. Radar reflector, assembled, mounted and operational at night and during poor visibility.
16. Shutoff valves on all internal fuel tanks.
17. Personal Flotation Device (PFD) with whistle and waterproof light attached, for each crewmember.
18. Safety harness for each crewmember.
19. Properly installed and adjusted marine compass and an emergency spare.
20. Companionway blocking arrangement (to above deck level).
21. Depth finder or lead line.
22. Emergency steering equipment.
23. Suitable tools and spare parts for the boat and motor.
24. Rigging cutter or hacksaw, capable of cutting the largest diameter wire in the boat's standing rigging.
25. Operable VHF marine radio.
26. Buoyant heaving line at least 50 feet long, readily available to the helmsman and crew.
27. Man-overboard safety rig, mounted within reach of the helmsman, and a system for rapid deployment. The safety rig to consist of (a) a horseshoe-type or Life Sling type throw-able PFD; (b) a self-igniting waterproof light, whistle, and drogue attached to PFD; (c) a man-overboard pole connected to the PFD and constructed to display a flag at least six feet above the water when deployed.
28. When on deck, single handed sailors will be required to use PFD's and a tether to jack lines or sound clipping points, for the duration of the race. A device must be rigged to allow re-boarding the boat in case of fall-over. Auto helms will be permitted only for single-handed sailors.

Appendix D – Racing Area Chart (not to be used for navigation)

