

SCOTCH BONNET LIGHT RACE



August 26th – 27th, 2022
Genesee Yacht Club
Rochester, New York, USA



SAILING INSTRUCTIONS

1 RULES

- 1.1 The race will be governed by the rules as defined in *The Racing Rules of Sailing (i.e. RRS)* including US Sailing Prescriptions.
- 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.
- 1.6 A boat may use her propulsion engine to get clear after grounding or colliding with a vessel or object, provided the boat does not gain significant advantage in the race.
- 1.7 Inland navigation rules shall apply between Sunset and Sunrise.
- 1.8 All boats are required to use the real time YB3 Rental Tracker device from approximately one-half hour prior to the First Warning Friday August 26th till after finishing the race. See Appendix E for basic operation instructions. The Y3B Rental Tracker must be returned to SBLR Officials within 2 hours of a vessel's completion of the race. For details see Appendix F Agreement to Return and Care for YB3 Rental Tracker.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors shall be located at the official notice board on a window facing the patio at Genesee Yacht Club.

3 CHANGES TO THE SAILING INSTRUCTIONS

Changes to the Sailing Instructions shall be posted by 6:25PM on Friday August 26th shortly after the skippers meeting.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flagpole at Genesee Yacht Club located at the North-West corner of the grounds.

- 4.2 When Flag AP is displayed ashore '1 minute' is replaced with 'not less than 60 Minutes'. This changes Race Signal AP.

5 SCHEDULE OF RACES

- 5.1 The Skippers Meeting will start at 6:00 PM Friday August 26th.
- 5.2 An Attention Signal may sound as a courtesy at 7:29PM Friday August 26th.
- 5.3 The First Warning will be at 7:30PM Friday August 26th.

6 CLASS FLAGS

- 6.1 Division starts will follow RRS Rule 26. Code flags "1" through "8" corresponding to the division numbers defined by the final fleets splits shall signal each start. The starting signal for each division shall be the warning signal for the next. Fleet splits will be circulated at the Skippers Meeting and posted on the official notice board.

7 RACING AREA

- 7.1 The racing area shall be the open waters of Lake Ontario.
- 7.2 Appendix C shows the racing area which covers both coastal and open waters of Lake Ontario.

8 COURSES – See Appendix C

The diagram in Appendix C illustrates the intended course. Spinnaker boats will sail the **RED** triangular course depicted from start about .25 NM northwest of Rochester pier light to Wautoma Shoals buoy approximately 10 NM NW and then north to Scotch Bonnet Island returning to Rochester for the finish. Genoa Only boats will sail the **BLUE** course from the same starting line to Scotch Bonnet Island and back to Rochester for the finish. Marks of the course will be left to starboard. The race committee Island Boat is NOT a mark and does NOT constitute a gate. Be sure to keep clear of both the island and the RC island boat.

9 THE START

- 9.1 The starting line will be located approximately 0.25 to 0.5 NM northwest of entrance to the Genesee River at Rochester Harbor.
- 9.2 The Starting Line will be between the orange flag on the Signal Boat and the nearest starting mark course side edge.
- 9.3 An attention signal may be given approximately 1 minute before the first warning. This is not an official time signal and should not be treated as such.
- 9.4 Boats not Racing – While other boats are racing, boats that are not racing shall stay outside a rectangle defined by the line between the starting buoy and signal boat and extending 35 yards windward and 35 yards to leeward of that line. This is a change to RRS rule 23.1. Boats failing to do so shall be subjected to a 10-minute penalty to their corrected time.

- 9.5 Boats not in the starting area 30 minutes after the last start may use propulsion to cross the starting line to the pre-start side. No less than 5 minutes after discontinuing the use of propulsion she may properly start.
- 9.6 Boats starting later than 60 minutes after the final start shall be scored DNS without a hearing. This changes rule A4.
- 9.7 The race committee shall attempt to announce boats in violation of RRS 29.1 (Individual Recall) or 30.1 (I Flag Penalty) via VHF channel 71. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).

10 TIME LIMITS

- 10.1 A boat in each division must finish by 6PM Saturday to constitute full course scoring for that division. The race committee will decide if shortened course scoring will apply per section 12.2 if no boat has finished by this limit.
- 10.2 Any boat failing to finish by 11:59PM Saturday in a division that has met 10.1 shall be scored DNF without a hearing. This changes rule 35.

11 PROTEST TIME LIMIT

- 11.1 Protests shall be filed within 2 hours of finishing the race.

12 SCORING

- 12.1 Scoring shall be based on PHRF-LO Handicap Time-on-time.
- 12.2 In the event of boats not being able to complete the race within the final time limit, the time taken at the Scotch Bonnet Island in conjunction with position reports from YB3 trackers may be used to score some or all of the boats. All boats shall take their own GPS times when they are due north (magnetic) of the metal light tower and make note of the position of any other boats in the vicinity.

Then either call or text the following information to Base Officer, Bob Jurena cell phone number 585-944-6414:

- 1) Boat Name
- 2) Sail Number
- 3) GPS times when they were due north of the metal light tower
- 4) Position of any other boats in the vicinity

13 SAFETY REGULATIONS

13.1 Single-Handed Divisions

- 13.1.1 The use of Auto-pilots and or self steering devices shall be permitted for single-handed sailors only.
- 13.1.2 While racing and on deck single handed sailors shall wear a PDF and tether to jack lines or sound clipping points.

13.2 Boats Retiring

- 13.2.1 Boats retiring from the race shall contact the base officer, Bob Jurena (or his delegate), as soon as possible. Indicate your disposition and you must return the YB3 tracker assigned to your boat for details see Appendix F.
Contact methods are:

- VHF Channel 16 - Genesee Yacht Club (when in radio range)
- GYC Clubhouse - 585-266-9796
- Base Officer: Bob Jurena – 585-944-6414
- Race Committee on Channel 71

14 FINISHING

- 14.1** **Upon returning to Rochester** *If there are any issues/problems - for example, if someone has an equipment problem and needs to land in Canada, they shall call The Port of Rochester, Customs & Border Protection at 585-263-6293.*
- 14.2** All boats shall record their own GPS time when crossing the finish line.
- 14.3** The Finishing line for all divisions shall extend between the Rochester east pier light and a committee boat or buoy to the east side of the pier.
- 14.4** Race Committee shall be on station from 6:00 AM to 11:59 PM on Saturday. In the absence of a committee boat on station, US prescription to RRS 34 shall apply.
- 14.5** In the event there is no committee boat on station, boats shall record their own GPS time finishing east of the eastern pier of the Rochester Harbor. This time shall be reported to the Base Officer or Race Committee no later than 30 minutes after finishing. Contact methods are noted in section 13.2.1.
- 14.6** After completing the race, the YB3 Rental Tracker within 2 hours must be returned to SBLR race officials at the GYC club house. For details see Appendix F Agreement to Return and Care for YB3 Rental Tracker.

15 RADIO COMMUNICATION

- 15.1** It is mandatory that all boats have VHF radios that are able to communicate on channel 9, 16, 68, 71, and 72.
- 15.2** All boats shall monitor VHF Channel 71 during the start and Channel 16 during the rest of the race. The Island Boat and Finish Boat will monitor Channel 71.
- 15.3** This race has a long-standing history of limited boat to boat 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 commercial vessels in the shipping lanes. Emergency communications are fully allowed and expected. The restrictions above also apply to mobile, satellite, and cellular telephones.
- 15.4** The Race Committee will use VHF channel 71 to communicate to the fleet, including countdown to the start, location of the starting area, OCS, general recalls and postponements. Failure to make such broadcasts or failure to hear them shall not be grounds for redress. This changes RRS 62.1 (Redress).

16 PRIZES

16.1 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 six 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.

17 DISCLAIMER OF LIABILITY

17.1 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.

18 OWNER/SKIPPER RESPONSIBILITIES

18.1 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.

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 land on Canadian soil and did not anchor, moor or make contact with another conveyance while in Canadian waters; AND
2. Did not embark or disembark people or goods in Canada; AND
3. 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. A Cockpit Knife. A strong, sharp knife, sheathed and securely restrained shall be provided readily accessible from the deck or cockpit.
6. Permanently-installed bunks for at least half the number of crew. (OEM)
7. Adequate supply of fresh water.
8. Sail numbers on the mainsail. Numbers on all other sails is highly recommended. Sail numbers must match on all sails.
9. Piloting equipment.
10. Manual bilge pump.
11. Self-bailing cockpit.
12. Rigid 2-gallon pail, with lanyard attached.
13. Anchor and rode, properly sized for the boat.
14. Water resistant flashlights (2) with spare batteries and bulbs.
15. First aid kit and manual.
16. Radar reflector, assembled, mounted and operational at night and during poor visibility.
17. Shutoff valves on all internal fuel tanks.
18. Personal Flotation Device (PFD) with whistle and waterproof light attached, for each crewmember.
19. Safety harness for each crewmember.
20. Properly installed and adjusted marine compass and an emergency spare.
21. Companionway blocking arrangement (to above deck level).
22. Depth finder or lead line.
23. Emergency steering equipment.
24. Suitable tools and spare parts for the boat and motor.
25. Rigging cutter or hacksaw, capable of cutting the largest diameter wire in the boat's standing rigging.
26. Operable VHF marine radio and a handheld backup VHF marine radio.
27. Buoyant heaving line at least 50 feet long, readily available to the helmsman and crew.
28. 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.
29. 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
30. An operable cell phone.
31. YB3 Rental Tracker see Appendix E

Safety Reminders

MAN OVERBOARD - It's a good idea, before the SBLR, to practice MOB drills. Better still, to practice them in as heavy conditions as possible. Wrapping the genoa and its sheets around the forestay, running over thrown lines, are examples of the chaos that can occur

SELF-INFLATING PFD'S - These should be serviced and inspected well before the SBLR. Since failures of the auto-inflator mechanisms and cartridges are not uncommon, it is best that users train themselves to pull the manual inflator cord. USCG personnel even practice pulling this cord to the point of it being "muscle memory."

JACK LINES- It's always good to have them rigged, and crew members clipped-in, even in moderate conditions and especially at night. Where a jack line can't be rigged on your boat, clip points should be designated.

SATELLITE ALERT MESSAGE - The YB3 Tracker can send an ALERT Message, see Appendix E for details. The ALERT message via satellite communication reports your current GPS coordinates to officials.

Appendix E YB3 Rental Tracker Basic Instruction Guide Updated 11 June 2016



- 1 Keypad: UP, DOWN, LEFT, RIGHT and OK
- 2 ALERT Key
- 3 On rear, USB Port

The YB Rental Tracker is a self-contained battery powered GPS Tracking device.

It uses satellites to get GPS fixes and transmit its positions back to base. Therefore, it needs to have a good view of the sky to operate properly.



To turn the tracker ON:

To Turn the tracker on, press the LEFT ◀ and RIGHT ▶ keys together on the keypad 1. The screen will light up and you will be prompted to 'press UP to start' ▲.

Make sure the unit is outside when it is turned on:

The tracker will attempt to transmit as soon as it has been turned on, and will then revert to transmitting at its normal frequency. Whenever the tracker is trying to transmit, a green light will flash on the keypad.

Sending a 'one-off' position report (manual position report):

To send a one-off position report, press and hold the UP ▲ key for 5 seconds. The screen will wake up and a countdown will be displayed to confirm that the position is being sent.

To send an alert message:

Lift the flap at the bottom of the tracker, and hold down the red alert button for 5 seconds 2. The screen will say 'Sending Alert...' - ensure that the unit has the best view of the sky possible and leave until the green LED stops flashing. You can repeat this process.

To charge:

If you need to charge the tracker, simply unscrew the cap covering the USB port on the bottom of the unit 3 and plug into the USB charger. A red LED will turn on when the unit is charging. After charging, check that the USB cap is done back up again very tightly to ensure the unit remains fully waterproof.

To turn the tracker OFF:

To turn the tracker off, simply press the OK key to enter the main menu, scroll all the way down to 'Deactivation' and press OK, and OK again to confirm.

Appendix F Agreement to Return and Care for YB3 Rental Tracker

This agreement must be completed for each vessel involved in the event

I acknowledge that while participating in the Scotch Bonnet Light Race (SBLR), I will take proper care of the YB3 Rental Tracker that I am entrusted with. I further understand that within 2 hours after returning to the dock, at the completion of the race, I will return the YB3 Rental Tracker in proper working order to the SBLR officials at the GYC club house. I understand that I will be held financially responsible for non-returned, lost, or damage to the YB3 Rental Tracker. The maximum cost of repair or replacement is capped at GBP £650 or approximately 790 dollars. At sign-in have the credit card in hand to match to the information provided in this agreement. The credit card will be used if needed to resolve those aforementioned cost.

Boat Captain Name (Please Print)

Boat Captain's Signature

Date

Boat Name (Please Print)

YB3 Rental Tracking serial number

Credit Card Number

Name on Credit Card

Valid Thru

Security Code