



SCOTCH BONNET LIGHT RACE

August 28nd – 29th, 2026

Genesee Yacht Club

Rochester, New York, USA

SAILING INSTRUCTIONS

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

The notation '[DP]' in a rule in the NoR or SI means that penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. This changes RRS 64.2

1. RULES

- 1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing* and the rules of PHRF-LO. Appendix RV (reduced visibility racing rules) shall apply between sunset and sunrise.
- 1.2. Racing Rules will be changed as follows:
 - 1.2.1. 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"
- 1.3. The RRS prescription 63 (redress) of US Sailing shall not apply.
- 1.4. All boats must comply with Customs and Immigration Rules as listed in Appendix A.
- 1.5. All boats must carry the minimum required offshore equipment listed in Appendix B.
- 1.6. All boats are required to sign the Agreement to Return and Care for YB3 Rental Tracker found in Appendix E.
- 1.7. [DP]All boats are required to use the real time YB Tracking device, prior to, during and after finishing the race. After completing the race Trackers must be returned to SBLR race officials at the GYC club house.
- 1.8. A boat may use her propulsion engine to get clear after grounding, to retrieve a man overboard or to avoid colliding with a vessel or object. A vessel involved in a rescue should record their time of involvement to be used in a request for redress, if applicable.

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the Official Notice Board located at <https://www.scotchbonnetrace.com/>

3. CHANGES TO THE SAILING INSTRUCTIONS

3.1. Any changes to the Sailing Instructions shall be Posted by 1700 on Friday August 28.

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 RRS Race Signals.

5 COMMUNICATIONS

5.1 [DP] All boats shall carry a VHF radio capable of communicating on Channels 9,13,68,71,72 and 16

5.2 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio channel 71. This includes communication of the starting sequence, location of the starting area, OCS, General recall and postponements. Failure to make such broadcasts or failure to hear them shall not be grounds for redress. This changes RRS 62.1(a).

5.3 All boats shall monitor VHS Channel 71 during the *start*, Island Rounding and *Finish*, the remainder of the race they shall monitor channel 16. The **Finish Boat** will monitor channel 71.

5.4 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. provided, however, that routine communication with friends, family or other onshore contacts which is unrelated to race tactics, strategy or navigation may be maintained. This replaces NoR 3.6.

5.5 In an emergency a vessel has permission to use any communication capabilities it has available. For example, see Appendix F, YB3 Tracker Basic Instruction for the 2-step process of sending an ALERT message containing your GPS location and the point that an emergency has occurred, via satellite communication, to the Organization Authority of the race.

6 CLASS FLAGS

6.1 Division starts will follow RRS Rule 26 using rolling starts. Numerical Code flags corresponding to the division numbers defined by the final fleet splits shall signal each Warning Signal.

7 RACING AREA

7.1 The racing area will cover both costal and open waters of Lake Ontario

8 COURSES – See Appendix C

8.1 The diagram in Appendix C illustrates the intended course. Spinnaker boats will sail the **RED** triangular course depicted from the start to Wautoma Shoals buoy (approximately 10 NM), and then on a bearing of approximately 20 degrees to Scotch Bonnet Island, returning to Rochester at a bearing of approximately 187 degrees to the finish.

8.2 Genoa Only boats will sail the **BLUE** course from the same starting line on a bearing of approximately 7 degrees to Scotch Bonnet Island and back to Rochester at a bearing of approximately 187 degrees to the finish.

8.3 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 0.25NM northwest of the western Rochester Pier light.

9.2 The Starting Line will be between a staff displaying an orange flag on the Signal Boat and the course side of the starting mark.

- 9.3 The scheduled time of the first Warning Signal will be Friday August 28th at 1830.
- 9.4 To alert boats that the race will begin soon, the orange starting flag will be displayed with one sound at least 5 minutes before a warning signal is made.
- 9.5 [DP] ***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 1/4 of the distance of the start line windward and 1/4 of the distance of the start line leeward. This is a change to RRS rule 23.1. Boats failing to do so may be subjected to a 10-minute penalty to their corrected time.***
- 9.6 Boats starting later than 60 minutes after the final start shall be scored DNS without a hearing.
- 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, failure to receive it or to time it accurately shall not be grounds for redress.

10 FINISHING

- 10.1 The **FINISH** will be between the blue flag on the Committee boat or the orange tetrahedron (if the committee boat is not on station) anchored off the eastern Rochester Pier light and the course side of the light on the pier.
- 10.2 All boats shall record their own GPS time when crossing the finish line.
- 10.3 Committee shall be on station from 6:00 AM to 11:59 PM on Saturday.
- 10.4 In the event there is no committee boat on station, the competitor shall record their time when the bow of their boat crosses the line between the orange tetrahedron and the light at the end of the east pier. 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.
- 10.5 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.
- 10.6 **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.*

11 TIME LIMITS

- 11.1 Boats not finishing by 1 second after 11:59:59 pm Saturday will be scored Time Limit Expired (TLE) without a hearing. This changes RRS 35, A5.1 and A5.2.
- 11.2 In the event of a postponement and a Saturday morning start, boats not finishing by 2 pm Sunday will be scored Did Not Finish without a hearing.
- 11.3 Boats that have not finished the full course may still be scored based on the time they rounded Scotch Bonnet Island.

12 PROTEST TIME LIMIT

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

13 SCORING

- 13.1 The Scoring system will use PHRF-LO handicap ratings with P2P correction for all PHRF divisions
- 13.2 The following changes RRS Rule 35 The order of finishing will give preference to boats completing the entire course within the time limits. The order of finish for the remainder of the boats that have not completed the entire course will be scored based on Island Rounding times and be finished after those boats that completed the course. Boats not rounding Scotch Bonnet Island by the race time limits shall be scored DNF.
- 13.2.1 All boats shall take their own Island Rounding Times based on the GPS time 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, text or email one of the following to Base Safety Officers
 - Jim Marone: 585-532-2898, email jmaronesail@gmail.com

- 1) Boat Name and Sail Number.
 - 2) GPS time when they were due north of the metal light tower on the island.
 - 3) Position of any other boats in the vicinity.
- 13.3 All Boats shall take their own finish times. If a finish boat is not available then either call, text or email the following information to the Base Safety Officers:
- Jim Marone: 585-532-2898, email jmaronesail@gmail.com
- the following information:
- Boat Name and Sail Number
 - GPS time when crossing the finish line.

14 SAFETY REGULATIONS

14.1 Single-Handed Divisions

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

15 Boats Retiring

15.1 Boats retiring from the race shall contact the Base Safety Officers

- Jim Marone: 585-532-2898, email jmaronesail@gmail.com
- as soon as possible. Indicate your disposition and you shall return the YB3 tracker assigned to your boat. For details see Appendix E.

15.2 Contact methods are:

- 15.2.1 VHF Channel 16 - Genesee Yacht Club (when in VHS range)
- 15.2.2 GYC Clubhouse - 585-266-9796
- 15.2.3 Safety Officer - 585-532-2898
- 15.2.4 Race Committee on Channel 71

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:

- Did not land on Canadian soil and did not anchor, moor or make contact with another conveyance while in Canadian waters; AND
- Did not embark or disembark people or goods in Canada; AND
- 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:
 - Passport
 - Nexus Card
 - Active I-68 registration
 - 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.

- 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.
- Soft, tapered wooden plugs sized to fit various through-hull openings in the boat.
- Fixed stanchions and lifelines or pulpits completely enclosing the deck. (OEM)
- Marine head that complies with Lake Ontario regulations.
- A Cockpit Knife. A strong, sharp knife, sheathed and securely restrained shall be provided readily accessible from the deck or cockpit.
- Permanently-installed bunks for at least half the number of crew. (OEM)
- Adequate supply of fresh water.
- Sail numbers on the mainsail. Numbers on all other sails is highly recommended. Sail numbers must match on all sails.
- Piloting equipment.
- Manual bilge pump.
- Self-bailing cockpit.
- Rigid 2-gallon pail, with lanyard attached.
- Anchor and rode, properly sized for the boat.
- Water resistant flashlights (2) with spare batteries and bulbs.
- First aid kit and manual.
- Radar reflector, assembled, mounted and operational at night and during poor visibility.
- Shutoff valves on all internal fuel tanks.
- Personal Flotation Device (PFD) with whistle and waterproof light attached, for each crewmember.
- Safety harness for each crewmember.
- Properly installed and adjusted marine compass and an emergency spare.
- Companionway blocking arrangement (to above deck level).
- Depth finder or lead line.
- Emergency steering equipment.
- Suitable tools and spare parts for the boat and motor.
- Rigging cutter or hacksaw, capable of cutting the largest diameter wire in the boat's standing rigging.
- Operable VHF marine radio and a handheld backup VHF marine radio.
- Buoyant heaving line at least 50 feet long, readily available to the helmsman and crew.
- 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.
- 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
- An operable cell phone.
- YB3 Rental Tracker see NoR Appendix F.

Safety Reminders

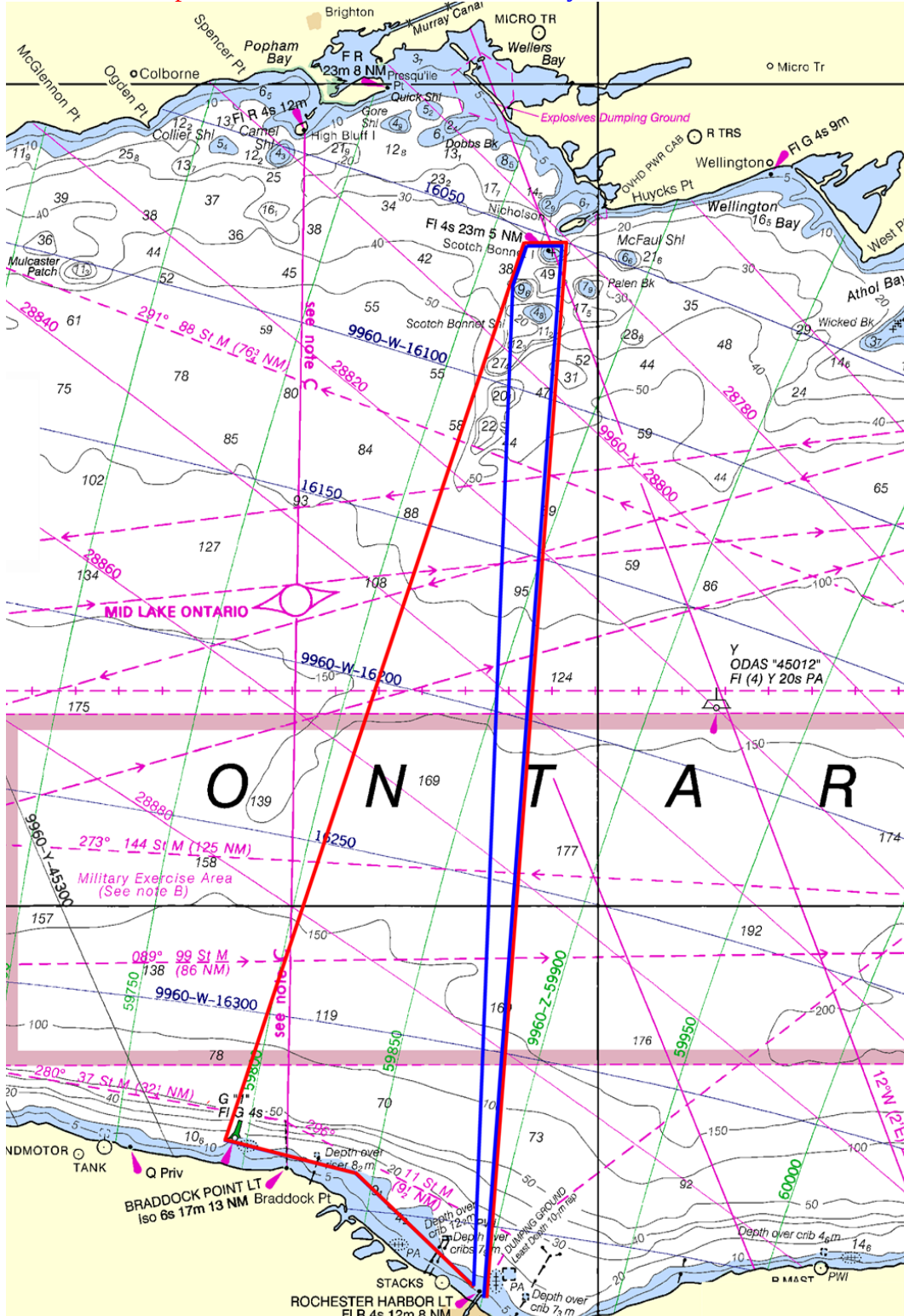
MAN OVERBOARD - It's a good idea, before the SBLR, to practice MOB drills. Better still, to practice them in as heavy conditions as possible. Wrapping the genoa and its sheets around the forestay, running over thrown lines, are examples of the chaos that can occur

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.

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

RED Course=Spinnaker BLUE Course=Genoa Only



APPENDIX RV (REDUCED VISIBILITY RACING RULES)

When so stated in the notice of race, the race shall be sailed under the Racing Rules of Sailing for 2025-2028 as changed by this appendix.

The preamble to Part 2 of the Racing Rules of Sailing allows the rules of Part 2 to be replaced with the right-of-way rules of the International Regulations for Preventing Collisions at Sea (IRPCAS). This appendix is designed to be a replacement for the IRPCAS in overnight or long distance races. It is recommended that the organizing authority (OA) apply this appendix in the same way it would apply the IRPCAS, for example, between sunset and sunrise.

When invoked, this appendix shall be used in its entirety, with no changes to these rules. See rule 86.1. However, the OA may request permission from World Sailing to change

- (a) the 40 metre distance in the definitions **Keep Clear**, **Mark-Room** and **Room**,*
- (b) the 200 metre distance in the definition **Zone**, and*
- (c) the 80 metre distance in rule 17.2.*

The request shall include the reasons and the expected types and sizes of the entries. The revised Appendix RV and the permission from World Sailing for the changes shall be posted on the official notice board.

Version 2, January 2025.

RV1 Changes to the Definitions

RV1.1 The definition *Keep Clear* is changed to:

Keep Clear A boat *keeps clear* of a right-of-way boat if the right-of way boat can sail her course with no need to take avoiding action and with no less than 40 metres between the boats.

RV1.2 The definition *Mark-Room* is changed to:
Mark-Room Room for a boat

- (a) to sail to the mark when her proper course is to sail close to it,
 - (b) to round or pass the mark on the required side,
 - (c) to leave it astern,
- with no less than 40 metres between the boats.

- RV1.3** Add new definition *Overtaking*:
Overtaking A boat is *overtaking* when she is approaching a boat from *clear astern*. She remains the *overtaking* boat until she is *clear ahead*. The other boat is the boat being *overtaken*.
- RV1.4** The definition *Room* is changed to:
Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way, with no less than 40 metres between the boats.
- RV1.5** The definition *Zone* is changed to:
Zone The area around a *mark* within a distance of 200 metres of it. A boat is in the *zone* when any part of her hull is in the *zone*.
- RV2** **Changes to the Rules of Part 2**
- RV2.1** Rule 17 is changed to:
17 ON THE SAME TACK; PROPER COURSE
17.1 A *leeward* boat shall not sail above her *proper course* while she is within 80 metres of the *windward* boat.
17.2 When boats on the same tack are within 80 metres of each other, a boat being overtaken shall sail her proper course until the overtaking boat becomes overlapped with her. However, if a boat being overtaken would break another rule of Part 2 in order to sail her proper course, rule 17.2 does not apply.
17.3 If there is reasonable doubt that a boat is *overtaking* another boat, it shall be presumed that she is.

Note: Approved as an appendix to be placed on the World Sailing website. This appendix may be changed with the approval of the World Sailing Racing Rules Committee.

Appendix E Agreement to Return and Care for YB3 Rental Tracker

This agreement must be completed for each vessel participating in the event.

I agree to the following as a condition of my participation in the Race:

- The Race will provide me with a satellite transponder for the purpose of publicly displaying the location, speed, direction, and track of the Boat.
- I will ensure the Tracker is installed on the Boat in accordance with the supplied directions and shall make every effort to ensure the Tracker is functional for the duration of the Race.
- While participating in the Scotch Bonnet Light Race (SBLR), I will take proper care of the YB3 Rental Tracker to which I am entrusted.
- 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 will be held financially responsible for non-returned, lost, or damage to the YB3 Rental Tracker. The maximum cost of repair or replacement will be \$830.00.

Boat Captain Name (Please Print)

Boat Captain's Signature

Date

Boat Name (Please Print)

YB3 Rental Tracking serial number

Appendix F YB3 Tracker Basic Instruction

The YB3 Rental Tracker is a self-contained battery powered GPS Tracking device. It uses the Iridium Satellite system to get GPS fixes and transmit its positions back to base.

To turn the YB3 Tracker ON:

Press the LEFT ◀ and RIGHT ▶ keys together at the same time on the keypad ①
The screen will light up and you will be prompted to 'press UP ▲ to start'.

Make sure the YB3 Tracker is outside when you turn it ON:

The YB3 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.

To send an alert message Step 1 of 2:

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 Step 2 of 2:

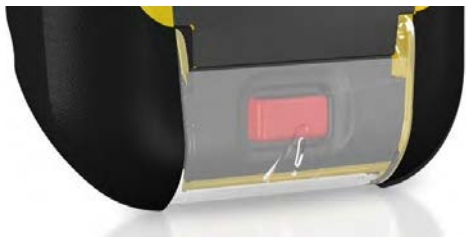
Lift the flap at the bottom of the tracker and hold down the RED ALERT BUTTON ② for 5 seconds

The screen will say 'Sending Alert....' Ensure that the YB3 Tracker has the best view of the sky possible and leave until the GREEN LED stops flashing. You can repeat this process.

To charge the YB3 Tracker:

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

To turn the YB3 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.



RED ALERT BUTTON

YB Tracker - Mounting Guide

The YB Tracker is an Iridium satellite based locator beacon, and as such requires to be able to see the sky - both for acquiring a GPS fix and transmitting positions.

!!! PLEASE INSTALL YOUR TRACKER IMMEDIATELY !!!

Your tracker has already been turned on

DOs and DO NOTs

- ✓ **DO ensure that the YB Tracker is mounted with the antenna pointing towards the sky**
- ✓ **DO ensure that the YB Tracker has a good view of the sky**
- ✗ **DONOT place the YB Tracker where it may be grabbed and broken in heavy seas**
- ✗ **DONOT place the YB Tracker under metal covers or inside a vessel**
- ✗ **DONOT place the YB Tracker within 12 inches of another GPS antenna**

How to Mount

1. Wrap the velcro straps around a horizontal rail and a vertical rail
2. Put a cable tie around the rail, through an eyelet on the pouch, and secure

Examples of Good Mounting



For more information please visit www.vbtrackii