



Scotch Bonnet Light Race

August 28-29, 2026

Genesee Yacht Club

Rochester NY

NOTICE OF RACE

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 for 2025-2028" with "US SAILING PRESCRIPTIONS FOR 2025-2028" applied (RRS) and the rules of PHRF-LO. Appendix RV (reduced visibility racing rules) will apply. Note "The Racing Rules of Sailing for 2025-2028" is available at: <https://www.sailing.org/wp-content/uploads/2026/04/2025-2028-RRS-with-Changes-and-Corrections.pdf> and the "US SAILING PRESCRIPTIONS FOR 2025-2028" is available at: https://www.ussailing.org/wp-content/uploads/2025/02/US-Sailing-Prescriptions-for-2025-2028_FEB12_2025-1.pdf and Appendix RV (reduced visibility racing rules) is available at: https://media.sailing.org/sailing/wp-content/uploads/2024/12/13024407/2025-28_Appendix_RV_Reduced_Visibility_Racing_Rules_v2.0_January_2025.pdf. The prescription 63 (redress) of US Sailing shall not apply.
- 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.
- 1.4 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.
- 1.5 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. SAILING INSTRUCTIONS

- 2.1 The sailing instructions will be available after 1400 hours on Wednesday, August 19 on the SBLR web site (e.g. official noticeboard <https://www.scotchbonnetrace.com/> and Regatta Network's notice board for the event https://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=31418
- 2.2 Fleet splits will be available at Competitors meeting.

3. COMMUNICATIONS

- 3.1 The online official notice board is located on the SBLR web site at <https://www.scotchbonnetrace.com/> or Regatta Network's notice board for SBLR at https://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=31418

- 3.2 [DP] All boats shall carry a VHF radio capable of communicating on Channels 9,13,68,71,72 and 16
- 3.3 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).
- 3.4 All boats shall monitor VHS Channel 71 during the *Start* and *Finish*, the remainder of the race they shall monitor channel 16. The **Finish Boat** will monitor channel 71. In an emergency a vessel has permission to use any communication capabilities it has available. For example: go to https://www.scotchbonnetrace.com/Documents/YB3_TrackerBasicInstructionGuide.pdf for 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.
- 3.5 [DP] Within the limitations of RRS 41, boats may use VHF radio or cellular phone communications to receive any publicly offered tracking, weather data, forecast or routing information. A boat shall not make use of any other forms of communication such as satellite phones.

4. ELIGIBILITY AND ENTRY

- 4.1 The event is open to all boats with a current valid PHRF LO certificate
- 4.2 If one does not have a valid PHRF-LO certificate they should visit the PHRF-LO website for further information at <https://www.phrf-lo.org/index.php/en/handicapping/the-certificate> If you experience difficulties obtaining your PHRF-LO certificate you can contact Bill Topping at billtopping@frontier.net for assistance. Note, without a valid PHRF-LO certificate you can race but are not eligible for any awards except for a participation flag. See sections 8 FLEET SPLITS and 17 AWARDS.
- 4.3 PHRF-LO P2P handicap will be used for scoring. This is explained in the following link: <https://www.phrf-lo.org/index.php/en/handicapping/races-analysis/point-to-point/816-point-to-point-p2p>
- 4.4 Each skipper shall provide to the Organizing Authority (OA) at check-in a completed, downloaded update, saved, and printed Crew List. The Crew List form is an editable PDF. The form is available at the SBLR web site at the following URL: <https://www.scotchbonnetrace.com/Documents/SBLR-CrewList.pdf> or the Regatta Network's notice board, Documents tab, at the following URL: https://www.regattanetwork.com/clubmgmt/applet_event_documents.php?regatta_id=31418 Boats may enter the event by registering online at: https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=31418 by August 6th because additional trackers can be ordered. After that date the Organizing Authority has a fixed number of trackers that if exhausted will limit registration to a total of 35 boats. A late fee is applied after August 11th. No registrations will be accepted after August 26, 2026.
- 4.5 At check-in the skipper will be required to complete and sign the Race Tracker Agreement for care and return of the YB Tracker found in Appendix E.
- 4.6 YB3 Tracker Basic Instructions and the Mounting Instructions can be found at https://www.scotchbonnetrace.com/Documents/YB3_TrackerMountingGuide.pdf

5. ENTRY FEES

- 5.1 The completion of Registration, a credit card payment in full of the following amounts:

Class	Early Entry Fee until August 11, 2026 midnight	Late Fee from August 11 until August 25,2026 midnight
PHRF-LO	\$85.00 US	\$110.00 US

- 5.2 Other fees are associated with the YB3 tracker damage, not returning or loss. Those fees may total up to \$830.00

6 SCHEDULE OF EVENTS

End of early registration	Tuesday August 11, 2026 at midnight
Registration Deadline	Tuesday August 25, 2026 at midnight
Check-in	Friday August 28, 2026 14:00-16:45
Competitors' Meeting	Friday August 28, 2026 17:00
First Warning	Friday August 28, 2026 18:30
Awards Picnic at GYC	Sunday August 30, 2026 12:00 noon
Awards Presentation	Sunday August 30, 2026 15:00

6.1 The scheduled time of the warning signal is Friday August 28 at 1830.

7 EQUIPMENT INSPECTION

7.1 Each boat shall produce or verify the existence of a valid PHRF-LO rating certificate.

7.2 The Race Committee reserves the right to inspect the Boats at any time to assure compliance with Appendix B Minimum Equipment Requirements.

8 FLEET SPLITS

8.1 PHRF-LO Ratings for registrations will be verified on

<https://www.phrf-lo.org/index.php/en/handicapping/the-certificate>

by the committee. Boats without ratings will have one established for the race by the GYC club committee. Boats without a valid PHRF LO point certificate will not be eligible for awards. Fleet Splits shall be based on participation and will be provided at the Competitors' Meeting.

9 VENUE

9.1 The Start will be approximately 0.25NM northwest of western Rochester pier light. The racing area will cover both coastal and open waters of Lake Ontario.

9.2 The Finish will be between a boat anchored off the eastern end of the **Rochester east pier** and the light at the end of the pier.

10 **COURSE** The course diagram with the intended course is located at

https://www.scotchbonnetrace.com/Documents/SBLR_Chart.pdf

10.1 Spinnaker boats will sail the triangular course depicted from start, approximately 0.25NM northwest of Rochester western pier light to Wautoma Shoals buoy, 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. Genoa Only boats will sail 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.

11 PENALTY SYSTEM

11.1 Appendix V1 (PENALTY AT THE TIME OF AN INCIDENT) will apply.

12 SCORING

12.1 The scoring system will use PHRF-LO handicap ratings with Point 2 Point (P2P) correction for all PHRF divisions.

13 BERTHING

13.1 The on-line registration includes an indication for visiting boats requiring transient berthing. The organizer will contact requesting skippers/owners to coordinate slips if size of boats and available space allows. Reciprocal clubs may be granted docking at RYC and GYC. Please contact race organizer for more information.

14 SAFETY

14.1 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.

15 RISK STATEMENT

15.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

16 INSURANCE

16.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.

17 AWARDS

Participation flags will be awarded to all boats entering the race. For any other awards boats must have a valid PHRF-LO certificate. 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:

Founder's Cup for the first GYC yacht under 30' LOA to finish the regular course of the Scotch Bonnet Light Race

Allen Trophy for the best corrected time of the entire Spinnaker Fleet

Giambra Trophy for the first monohull to finish, elapsed time

Stewart Trophy for the best corrected time of the entire Non-Spinnaker Fleet

Warren Miller "New Issue" Trophy for the first new skipper to finish on corrected time, Genoa Only course.

SBLR Ernie Coleman Memorial Trophy is awarded to the best performing yacht club in the Scotch Bonnet Light Race based on each club's top 3 finishing sailboats. To qualify, boats must be in divisions of at least 3 boats. In the event of a tie, among the boats involved, the club with the boat which has the best corrected time in the spinnaker fleet would be the winner.

18 MORE INFORMATION

18.1 For further information contact John Cake, 2026 SBLR Chairman via email at John8Cake@gmail.com.

Appendix A

US and Canadian Customs and Immigration 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 have stopped in Canada or that had contact with a hovering vessel may contact US C&BP through the call in number (800) 827-2851 for arriving private boats, when they return to Rochester.

All sailors **MUST** have an acceptable identification, in the event 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.

The acceptable forms of identification have been updated, before the race please refer to the list supplied by the TSA at the following web site:

<https://www.tsa.gov/travel/security-screening/identification>

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 be subject to a DP (discretionary penalty), without a hearing.

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 are 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 crew member.
19. Safety harness and tether for each crew member.
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 reboarding the boat in case of fall-over. Auto helms will be permitted only for singlehanded sailors.
30. An operable cell phone.
31. YB Tracker (see Appendix E)

Safety Reminders

MAN OVERBOARD - It's a good idea, before the SBRLR, 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 YB Tracker can send an RED ALERT EMERGENCY Message is explained at https://www.scotchbonnetrace.com/Documents/YB3_TrackerBasicInstructionGuide.pdf

It is a 2-step process. First send a Manual position message. Then, Send a **RED ALERT EMERGENCY** message.

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