



Scotch Bonnet Light Race

August 23 – 25, 2024
Genesee Yacht Club
Rochester NY

NOTICE OF RACE

Organizing Authority (OA) is Genesee Yacht Club

	<p>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).</p> <p>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.</p>
1	RULES
1.1	<p>The event is governed by the rules as defined in <i>The Racing Rules of Sailing</i> and the rules of PHRF-LO. Amalgamated International and U.S. Inland Navigation Rules shall apply between Sunset and Sunrise.</p> <p>https://navcen.uscg.gov/sites/default/files/pdf/navRules/Nav%20Rules%20Handbook_27OCT2022_85%20FR%2058268.pdf</p>
1.2	The prescriptions of US Sailing shall not apply.
1.3	All boats must comply with Customs and Immigration Rules as listed in Appendix A.
1.4	All boats must carry the minimum required offshore equipment listed in Appendix B.
1.5	All boats shall carry the YB Tracking device, as provided by the race organizing authority, prior to, during and after finishing the race. The skipper shall insure that transponder is installed according to supplied instructions in Appendix F and make every effort to ensure that the transponder is functional for the duration of the race. After completing the race, Trackers must be returned to SBLR race

	officials at the GYC club house.
1.6	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 Friday, August 23 at the check-in desk at Genesee Yacht Club and on the official notice board.

3	COMMUNICATION
3.1	The online official notice board is located at https://www.scotchbonnetrace.com/
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, Island Rounding and Finish, the remainder of the race they shall monitor channel 16. The Island Boat (if on station) and Finish Boat will monitor channel 71.
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. Except in an emergency, 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-LO certificate.
4.2	<p>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</p> <p>If you experience difficulties obtaining your PHRF-LO certificate you can contact Bill Topping at billtopping@frontiernet.net for assistance.</p>

4.3	PHRF-LO Point-to-Point (P2P) Time Correction Factor will used.
4.4	Each skipper shall provide the Organizing Authority at or before check-in a completed Crew List form found in Appendix D
4.5	Boats may enter the event by registering online at https://www.scotchbonnetrace.com/ by August 6th. No registrations will be accepted after August 20, 2024.
4.6	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.

5	FEES		
5.1	Entry fees are as follows:		
	Class	Early Entry Fee until August 6, 2024	Late Fee until August 20,2024
	PHRF-LO	\$85.00 US	\$110.00 US
5.2	Other fees: There is an additional liability for lost or damaged trackers of \$830. (see Appendix E)		

6	SCHEDULE OF EVENTS	
6.1	End of early registration Registration Deadline Check-in Competitors' Meeting First Warning Awards Picnic at GYC Awards Presentation	Tuesday August 6, 2024, at midnight Tuesday August 20, 2024, at midnight Friday August 23, 2024, 14:00-16:45 Friday August 23, 2024, 17:00 Friday August 23, 2024, 18:30 Sunday August 25, 2024, 12:00 noon Sunday August 25, 2024, 15:00
6.2	The scheduled time of the warning signal is Friday August 23 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.
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8	CLASSES AND DIVISIONS
8.1	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.
8.2	Divisional 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. The Finish will be between a boat anchored off the eastern Rochester pier and the light at the end of the pier.

10	COURSES
10.1	The diagram in Attachment C illustrates the intended course. 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	RRS Appendix A shall apply.
12.2	The scoring system will use PHRF-LO handicap ratings with Point to 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 allow. Reciprocal clubs may be granted docking at RYC and GYC. Please contact race organizer for more information.

14	OWNER/SKIPPER RESPONSIBILITY
14.1	The safety of a sailing yacht and its 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 \$500,000 per incident or the equivalent.

17	PRIZES
17.1	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

	<p>plaques will also be awarded:</p> <p>Founder's Cup for the first GYC yacht under 30' LOA to finish the regular course of the Scotch Bonnet Light Race</p> <p>Allen Trophy for the best corrected time of the entire Spinnaker Fleet</p> <p>Giambra Trophy for the first monohull to finish, elapsed time</p> <p>Stewart Trophy for the best corrected time of the entire Non-Spinnaker Fleet</p> <p>Warren Miller "New Issue" Trophy for the first new skipper to finish on corrected time, Genoa Only course.</p> <p>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.</p>
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18	FURTHER INFORMATION
18.1	For further information contact Kevin Reilly via email at kevinreilly13@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 use the videophone to check in 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 are:

- Passport
- Nexus Card
- Active I-68 registration
- Enhanced driver's license

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 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 single-handed sailors.
30. An operable cell phone.
31. YB 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.

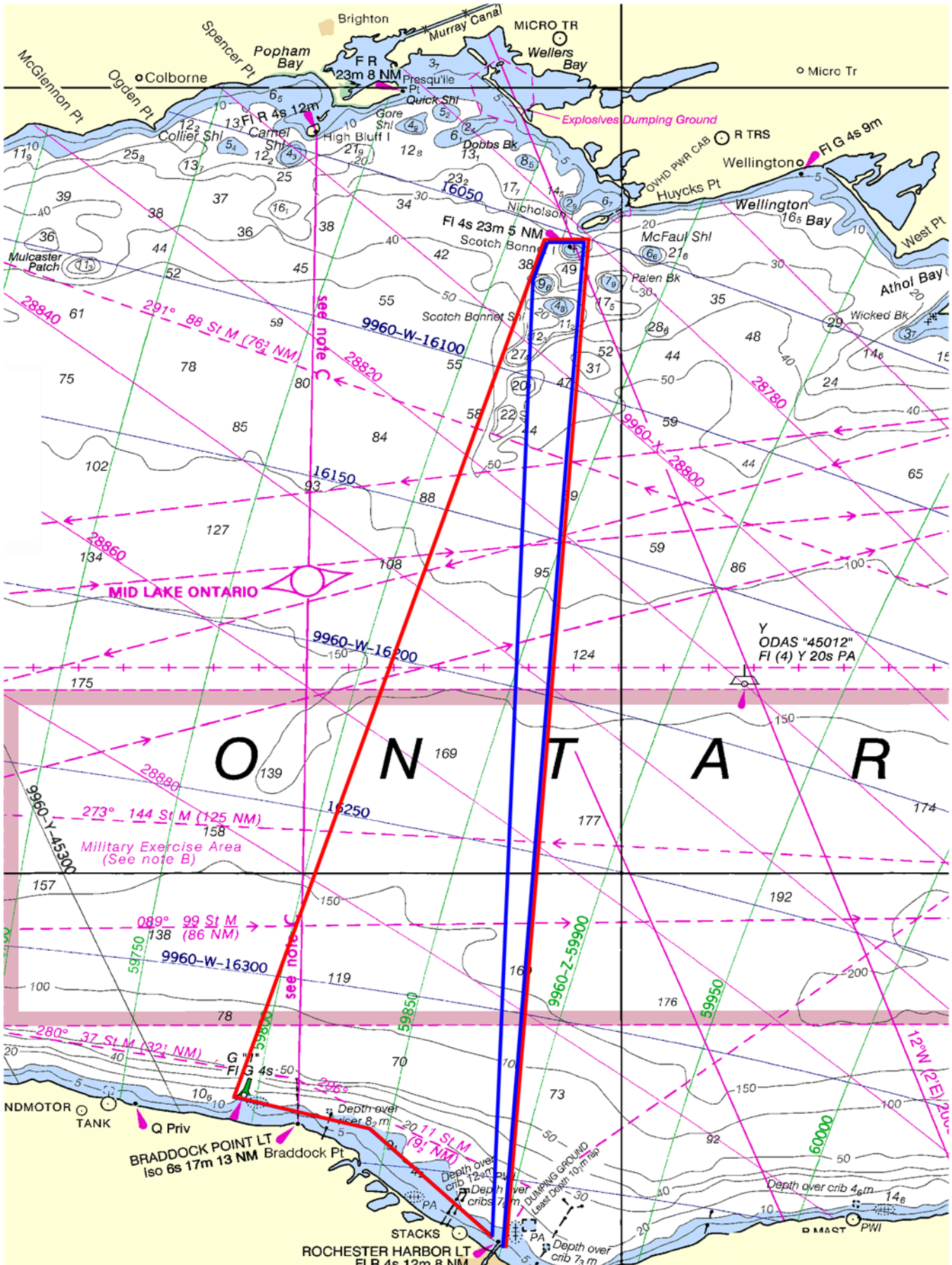
SELF-INFLATING PFD'S - These should be serviced and inspected well before the SBLR. Since failures of the auto-inflator mechanisms and cartridges are not uncommon, it is best that users train themselves to pull the manual inflator cord. USCG personnel even practice pulling this cord to the point of it 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 YB Tracker can send an ALERT Message, see Appendix F for details. The ALERT message via satellite communication reports your current GPS coordinates to officials

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

RED Course=Spinnaker BLUE Course=Genoa Only





Appendix D – Crew List



Boat Name make/model sail # # aboard

Skipper:

name	<input type="text"/>	email	<input type="text"/>	phone mobile	<input type="text"/>
emerg contact	<input type="text"/>	phone	<input type="text"/>	<input type="text"/>	<input type="text"/>

name 1	<input type="text"/>	email	<input type="text"/>	phone mobile	<input type="text"/>
emerg contact	<input type="text"/>	phone	<input type="text"/>	<input type="text"/>	<input type="text"/>

name 2	<input type="text"/>	email	<input type="text"/>	phone mobile	<input type="text"/>
emerg contact	<input type="text"/>	phone	<input type="text"/>	<input type="text"/>	<input type="text"/>

name 3	<input type="text"/>	email	<input type="text"/>	phone mobile	<input type="text"/>
emerg contact	<input type="text"/>	phone	<input type="text"/>	<input type="text"/>	<input type="text"/>

name 4	<input type="text"/>	email	<input type="text"/>	phone mobile	<input type="text"/>
emerg contact	<input type="text"/>	phone	<input type="text"/>	<input type="text"/>	<input type="text"/>

name 5	<input type="text"/>	email	<input type="text"/>	phone mobile	<input type="text"/>
emerg contact	<input type="text"/>	phone	<input type="text"/>	<input type="text"/>	<input type="text"/>

name 6	<input type="text"/>	email	<input type="text"/>	phone mobile	<input type="text"/>
emerg contact	<input type="text"/>	phone	<input type="text"/>	<input type="text"/>	<input type="text"/>

name 7	<input type="text"/>	email	<input type="text"/>	phone mobile	<input type="text"/>
emerg contact	<input type="text"/>	phone	<input type="text"/>	<input type="text"/>	<input type="text"/>

name 8	<input type="text"/>	email	<input type="text"/>	phone mobile	<input type="text"/>
emerg contact	<input type="text"/>	phone	<input type="text"/>	<input type="text"/>	<input type="text"/>

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

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.