

Notice of Regatta and Sailing Instructions

1. Eligibility:

Each boat must conform to the rules of the class to which it belongs as to measurement, equipment and crew. In the case of one-design classes, the national authority rulings shall pertain. In the case of cruising boats racing under PHRF Handicap, the rules of PHRF Lake Champlain shall pertain.

2. Rules:

The Racing Rules of Sailing, as adopted by the U.S. Sailing Association, plus all instructions listed below. Modifications to these race instructions will be posted no later than 1 hour prior to the Warning Signal.

3. Skippers' Meeting:

Only when required by the Notice of Race.

4. Marks:

Orange, Green or Yellow marks will be used for races located within Malletts Bay. Letters are used to designate the marks (see chart on inside cover). An inflatable buoy may be tethered to the stern of the committee boat(s). This buoy will be considered part of the Race Committee boat. Government marks and islands may be used for cruising class or long distance races.

5. Starting Signals: See Page 97 for more details

Racing Rules of Sailing "26 Starting Races"

5a. Class Flags

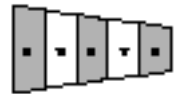
"Class A-B" Red, "Class C/D" Yellow, "Class D" Gray, "Class N" White, J-24 "Green", "Lighting" Pink, Laser, "Gray

6. Sail Numbers:

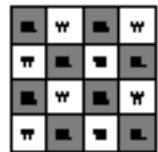
Sail numbers are required in all races.

7. Additional Signals:

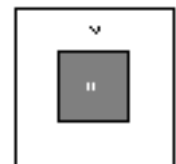
Postponed: Answering Pennant (red & white vertical bars) means "Race Postponed". The race may be started later the same day.



Canceled: Code Flag "N" (blue and white checkered) means "Race Canceled".



Shortened: Code Flag "S" (white with blue square) means "Shortened Course". At its discretion, the Race Committee may shorten course at any mark prior to the first boat passing or rounding that mark. The Race Committee boat will establish its position at said mark by displaying Code Flag "S" and sounding two signals with the cannon or horn. The finish line will be between the Race Committee boat and the mark. The Committee Boat may anchor on either side of the mark.

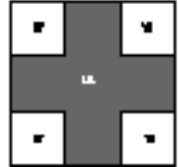


General Recall: When at the starting signal the Race Committee is unable to identify boats that are on the course side of the starting line or to which rule 30 applies, or there has been an error in the starting procedure,

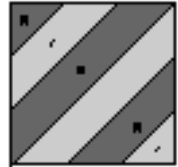
the Race Committee may signal a General Recall [display the First Substitute (blue & yellow triangle) with two sounds]. The warning signal for the new start for the recalled class shall be made one minute after the First Substitute is removed (with one sound). If there are multiple class starts, the recalled class's start will be moved to the end of the starting sequence.



Individual Recall: Code Flag "X" (blue cross on a white field) means "Individual Recall". The Race Committee will sound one signal to call attention to the flag, which indicates an individual boat or several boats are over early. The Race Committee will attempt to hail the boat(s) over early. However, it is the individual skipper's responsibility to start properly. The code flag "X" will stay up until all boats have started properly or for four minutes after the starting signal, whichever is earlier.



Life Jackets: Code Flag "Y" (red and yellow diagonal bars) means all crews must put on Coast Guard approved life jackets or be disqualified.



Radio Communications: The Race Committee may use VHF channel 12 to broadcast race information. The Race Committee may attempt to identify premature keelboat starters by broad-casting their sail numbers on VHF channel 12. Failure of a boat to see, hear, or interpret a recall notification shall not relieve her of the obligation to properly start, nor shall it be grounds for redress under RRS 62. A boat's position in the sequence of broadcast numbers or failure of the Race Committee to broadcast recall numbers shall not be grounds for redress.

8. Protests:

Any boat wishing to protest another boat should so indicate by doing all of the following:

- a. Hail the crew of the other boat to inform them of the protest. If it is not possible, notify the other boat's crew at the first reasonable opportunity.
- b. Promptly fly an all red protest flag. However, boats of hull length less than 19'8" need not display the flag.
- c. Notify the Race Committee immediately after the race. Except in unusual circumstances, a written protest must be filed with the Race Committee within 30 minutes of the Race Committee boat's return to the Club.

Whenever possible, protests will be heard by a Protest Committee appointed by the Race Committee of the Day right after the racing is finished for that day. All such protests must be in writing, must include: the name of the protestor, the name of the protested, and the specific rule which is alleged to have been infringed.

When the above procedure cannot be followed, all written protests must be mailed to the Club Race Committee Chairman and must be post-marked within 24 hours (except Sundays and holidays). Upon receipt of such written requests, the Chairman will contact both parties and designate a time and place for a protest hearing. Any Club member who wishes to have the opinion of the Race Chairman regarding any rule interpretation may request the same by writing to the Race Chairman with the appropriate description. Please note that such a request does not constitute a

protest.

Racing boats will inevitably sail, at times, out of sight of one another and the person in charge may be the sole judge of fair play. When accepting a trophy, he or she must be satisfied that the race has been sailed in complete obedience to all rules for that race, or must advise the Race Committee of any variance.

9. Tie-Breaking Procedure:

Races that tie: Any race/regatta that results in a tie will be scored according to U.S. Sailing Rules Appendix A.

10. Errors in Results:

The Race Committee takes every precaution to ensure that the race results are correct. However, errors are made. Please check the results of all races that you sail in carefully and report any errors to the Club Race Chairman. Errors not found and reported after two weeks from the publication of results shall stand as published.

11. Appeal Procedure:

Your right to appeal as detailed by The Racing rules of Sailing for 2009-2012 ISAF Section F -Appeals 70 Right of Appeal and Requests for Interpretation.

12. Handicaps:

Two handicap systems are established for boats of various types:

a. PHRF

This is the handicap system for inter-Club cruising boat competition on Lake Champlain and also for some of the cruising boat races of MBBC. This nationally based performance handicap system is a time on distance or time on time handicap, which is modified and administered by regional groups. Local handicappers (members from Malletts Bay Boat Club, Lake Champlain Yacht Club, Valcour Sailing Club, and Royal Savage Yacht Club) set the ratings. If you want to race your boat under this system, you must apply for a PHRF Lake Champlain handicap for your boat. Application forms are available from PHRF handicappers or on line at <http://www.mbbc-vt.org/phrf> .

b. PORTSMOUTH

Centerboard boats will use the Portsmouth ratings found in the USSA Portsmouth Yardstick.

13. Awards:

Many beautiful trophies are awarded each racing season. Perpetual trophies include: the "informal" Coffee Pot, the historical Corlaer, Royal Savage and Ted Brooks Trophies, the classic Chiott Cup, Benedict Arnold Trophy, Lake Champlain Race and Long Distance Race Trophies, Seamanship Trophy, Bob Side - Emerson Trophies, Finch Cup, and the "Chris Davis Trophy" for the Double-Handed Race.

A "keeper" trophy will be awarded to you if you finish in the top three in class in most races. It may be an individual trophy for this race and/or an award with all your season's results recorded on it. And don't forget our special award - The Moosehead - is looking at you!

14. Safety:

Each competitor is solely responsible for his or her own safety. All boats must be in compliance with Coast Guard safety regulations and the rules for inland water-ways.

Boats unable to comply must retire or face disqualification under The Racing Rules of Sailing for 2009-2012 ISAF Part 1 Rule 1.2. A boat which retires from a race is asked to attempt to notify the Race Committee. Remember that "the rules of the road" DO NOT necessarily give a racing boat the "right of way". Please be courteous to other boaters and stay clear of boats not participating in the race.

15. Race Committee Recommendations:

It is the desire of the Race Committee to assist all competitors to be safe when on the water. However, the ultimate responsibility rests with the skipper/owner of each individual boat. The following are guidelines under which an individual race committee may act to cancel, or postpone a race due to weather conditions. If possible, a harbor postponement is preferable to a race course postponement.

a. No wind for Thursday night races: In the event there is no wind at the time of the first warning gun, the race committee should hoist the postponement flag. If there is no wind, or prospect for wind 30 minutes after the scheduled start of the first class, the race committee should cancel all starts.

b. No wind for day races: In the event there is no wind at the time of the scheduled first warning gun, the race committee should hoist the postponement flag. If there is no wind, or prospect for wind one hour after the scheduled start of the first class, the race committee should cancel all starts.

c. Abandonment: In the event that conditions become so extreme that the race committee fears for the overall safety of racers, and/or for itself, all races in progress should be abandoned.

d. Abandonment due to rain: Although rain can be a nuisance, it is not cause for abandoning a race. Rain is not a race committee concern.

e. Abandonment due to lightning: Visible lightning moving towards the race course is cause for postponement or cancellation. Lightning in the race area is cause for immediate abandonment.

f. Life jackets required: The skipper of a boat has the ultimate responsibility to require the wearing of life jackets on board his/her boat. The decision to do so should be based on crew experience, weather conditions, day or night sailing, crew comfort level, and number of crew available. However, if wind velocities are exceeding twenty knots at or before the warning signal for a class, the Race Committee may require the use of life jackets by hoisting the "Y" flag and making one sound signal.

16. Class N Rule:

For purposes of sailing in "N" class (non-spinnaker), rule numbers 50.2 and 50.3 shall be waived and not in effect.