

Race Committee Coordinators

RACE	COORDINATOR
Coffee Pot Race	Marty Olsen
Sunday One Design Races	Mark Gardner
Jr. Race Series	Dave Hazelett
Tuesday Laser Races	Pat Zachary
Midweek Summer Series	Al Ouellette
Spring Lightning Regatta	Marty Olsen
Royal Savage	
Double Handed Race	Rod Carr
Ethan Allen Regatta	
Chiott Regatta	Mark Gardner
Atlantic Coast Championship	Tim Ambrose
Lake Champlain Race	Marty Olsen
Corrections Cup	
Fall Midweek Series	Al Ouellette
Fall Sunday Series	Jerry Couture
Benedict Arnold Race	Pat Zachary
Leaf Peeper Regatta	Heather Rowe



Race Schedule

Race	Date	Coordinator
Coffee Pot	5/25/2003	Martin Olsen
One Design 1	5/26/2003	Mark Gardner
Laser Series 1	5/27/2003	Mark Gardner
Midweek 1	5/29/2003	Martin Olsen
Spring Lightning Regatta	5/31/2003 — 6/1/2003	Martin Olsen
Laser Series 2	6/3/2003	Al Hobart
Midweek 2	6/5/2003	Mark Gardner
One-Design 2	6/8/2003	Mark Gardner
Laser Series 3	6/10/2003	Mark Gardner
Midweek 3	6/12/2003	Gerald Couture
Royal Savage	6/14/2003	TBA
Laser Series 4	6/17/2003	Gerald Couture
Midweek 4	6/19/2003	Michael Birnbaum
Laser Series 5	6/24/2003	Charly Dickerson
Midweek 5	6/26/2003	Edward Ziemer
Double-Handed	6/28/2003	Rod Carr
Lightning Jr. Clinic 1	6/30/2003	Don Brush
Laser Series 6	7/1/2003	Rod Carr
Midweek 6	7/3/2003	Richard Miller
Ethan Allen Race	7/4/2003	Todd Cox
One-Design 3	7/6/2003	Mark Gardner
Jr. Race Series 1	7/7/2003	David Hazelett
Laser Series 7	7/8/2003	Mark Gardner
Midweek 7	7/10/2003	Gerald Davis
Jr. Race Series 1	7/14/2003	TBA
Laser Series 8	7/15/2003	Gerald Couture
Midweek 8	7/17/2003	Patrick Zachary
Lake Champlain Race	7/18/2003 — 7/19/2003	Martin Olsen
One Design 4	7/20/2003	Mark Gardner
Lightning Jr. Clinic 2	7/21/2003	Don Brush
Laser Series 9	7/22/2003	Janice Lange
Midweek 9	7/24/2003	Jonathon Haas
Lightning Atlantic Coast Championships	7/26/2003 — 7/27/2003	Tim Ambrose
Laser Series 10	7/29/2003	David Little
Midweek 10	7/31/2003	Richard Villamil
One Design 5	8/3/2003	Mark Gardner
Jr. Race Series 2	8/4/2003	David Hazelett
Laser Series 11	8/5/2003	Mary Hooper
Midweek 11	8/7/2003	Mark Gardner
Chiott Regatta	8/9/2003 — 8/10/2003	Mark Gardner
Laser Series 12	8/12/2003	Bill Rogers
Midweek 12	8/14/2003	Bill Rogers
Corrections Cup	8/15/2003	Bob Drawbaugh
Laser Series 13	8/19/2003	Mark Gardner
Midweek 13	8/21/2003	Robert Drawbaugh
Lightning Jr. Clinic 3	8/25/2003	Don Brush
Laser Series 14	8/26/2003	Rod Carr
Midweek 14	8/29/2003	Gerald Couture
One Design 6	8/31/2003	Mark Gardner
Laser Series 15	9/2/2003	TBA
Fall Midweek 1	9/4/2003	Rod Carr
Laser Series 16	9/9/2003	Mark Gardner
Fall Midweek 2	9/11/2003	John Chickanosky
Fall Sun. Series 1	9/14/2003	Allen Johnson
One Design 7	9/14/2003	Mark Gardner
Laser Series 17	9/16/2003	Bill Rogers
Fall Midweek 3	9/18/2003	Heather Ambrose
Fall Sun. Series 2	9/21/2003	Richard Villamil
Laser Series 18	9/23/2003	TBA
Fall Midweek 4	9/25/2003	Alan Ouellette
Fall Sun. Series 3	9/28/2003	Bill Rogers
Laser Series 19	9/30/2003	TBA
Benedict Arnold	10/4/2003	Patrick Zachary
Fall Sun. Series 4	10/5/2003	Gerald Couture
Laser Series 20	10/7/2003	Mark Gardner
Leaf Peeper Regatta	10/11/2003 — 10/12/2003	Heather Ambrose



GENERAL RACE 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 marks will be used for races located within Malletts Bay. Letters are used to designate the orange marks (see chart on inside cover). Government marks and islands may be used for cruising class or long distance races.

5. Starting Signals: See Page 66 for more details

Racing Rules of Sailing "26 Starting Races"

Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

Signal	Flag and sound	Minutes before starting signal
Warning	Class flag — 1 sound	5
Preparatory	P, I, Z, Z with I, or black flag; 1 sound	4
One-minute	Preparatory flag removed; 1 long sound	1
Starting	Starting Class flag removed and the next Class flag raised; 1 sound	0



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:

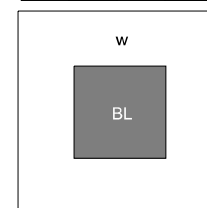
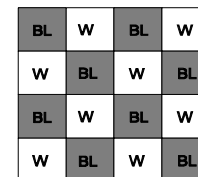
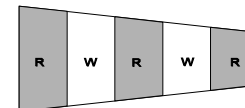
Sail numbers are required in all races, and numbers on all of each boat's sails shall be the same.

7. Additional Signals:

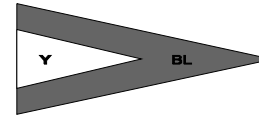
Postponed: Answering Pennant (red & white vertical bars) means "Race Postponed". The race may be started later the same day.

Canceled: Code Flag "N" (blue and white checkered) means "Race Canceled", return to Club.

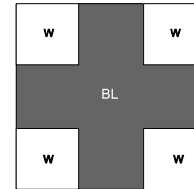
Shortened: Code Flag "S" (white with blue square) means "Shortened Course". At its discretion, the Race Committee may shorten course at any mark prior to the first boat passing or rounding that mark. The Race Committee boat will establish its position at said mark by displaying Code Flag "S" and sounding 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.



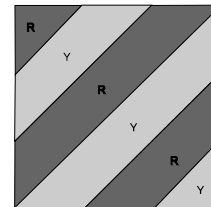
General Recall: First Substitute (blue with yellow triangle) means "General Recall". The Race Committee will sound two signals to call attention to the flag. If multiple class starts, the recalled class's start will be moved to the end of the starting sequence.



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.



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 (excepting 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: If boats are tied at the finish line or if a handicap system is used and boats have equal corrected times, the points for the place for which the boats have tied and for the places immediately below shall be added together and divided equally. Boats tied for a race prize shall share it or be given equal prizes.

Series that tie (Regatta): If there is a series score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favor of the boat(s) with the best score(s). No excluded scores shall be used. If a tie remains between two boats, it shall be broken in favor of the boat that scored better than the other boat in more races. If more than two boats are tied, they shall be ranked in order of the number of times each boat scored better than another of the tied boats. No race for which a tied boat's score has been excluded shall be used. If a tie still remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

Series that tie (longer than a Regatta): For a series that is held over a period of time longer than a regatta, a boat that came to the starting area but did not start, did not finish, retired after finishing or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area. A boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series.

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 2001-2004 ISAF Section D -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 (three members each from Malletts Bay Boat Club, Lake Champlain Yacht Club, and Valcour Sailing 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.

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 Sidle — Emerson Trophies and the "Christopher 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 waterways. Boats unable to comply must retire or face disqualification under The Racing Rules of Sailing for 2001-2004 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 shall 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.



Races For One-Design Classes

1. One-Design Series

General Description:

A series for Lightnings, J-24's, and any other one-design class of three or more starters. Format to be announced.

Scoring:

Series will be scored by each class according to their individual requirements.

Courses:

Races will be on a triangular course (Figure 2) located on Inner or Outer Malletts Bay at Race Committee's discretion. Courses will be indicated by appropriate numbers and/or letters displayed on the Race Committee boat marker board.

If only numbers are used, all marks will be kept to the same side as the starting mark located at the opposite end of the starting line from the Race Committee boat. If conditions allow, the course will be set up so that all marks will be left to port. If numbers and letters are used, the number given first refers to one of the course diagrams. The letters following the number refer to the race marks (Figure 1) in the order to be rounded. The marker board should always be read from bow to stern on the Race Committee boat. For course 7, the starting mark is used only for the start and finish. The courses may be modified by positioning the start and finish line part way up the weather leg, as in course 7

Example:

2BCA

2 - refers to course #2 which is a triangle followed by windward, leeward.

B - 1st mark to be rounded.

C - 2nd mark to be rounded.

A - 3rd mark to be rounded. Course #2 indicates "B" is to be rounded again with the finish back at "A".

Start:

10:30

Finish:

Between a mark and the Race Committee boat.

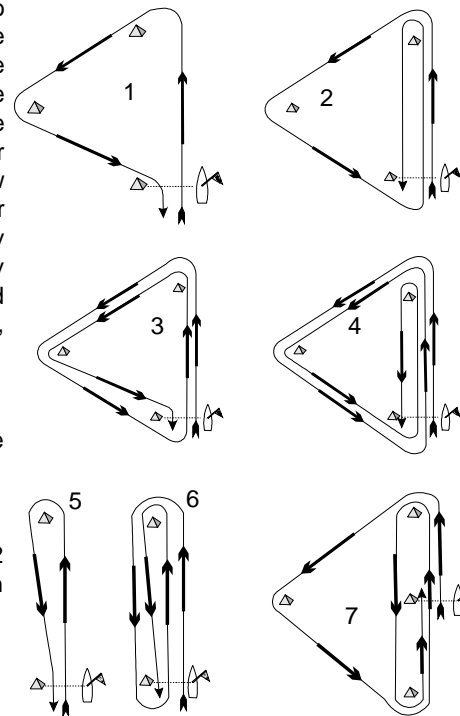
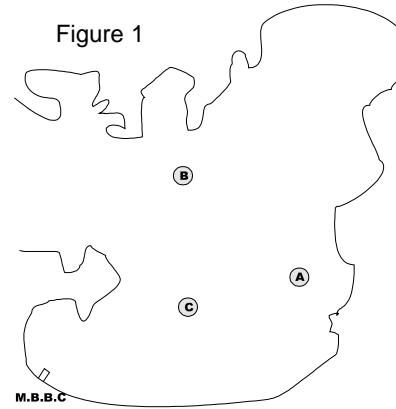


Figure 2



2. Chiott Regatta

General Description:

MBBC's major one-design, two-day regatta. It is open to club and non-club sailors.

Date:

See Schedule

Eligibility:

Any one-design class with 3 or more entries.

Classes:

For 2003, the Afterguard has selected the J-24 class to race for the Chiott Cup. Other classes will be determined at the skippers' meeting.

Registration:

At club house, 09:00

Skippers' Meeting:

10:00 on Sat. only.

Course:

The course will be determined at the skippers' meeting.

Starting Times and Sequence:

To be determined at the skippers' meeting.

Scoring:

The series will be scored using The Racing rules of Sailing for 2001-2004 ISAF Rule 88.3 appendix A. If six or more races are completed, one race will be discarded.

Awards:

The Chiott Cup is awarded to the winner of the class that has been selected by the Afterguard. Selection is made after classes have petitioned the Afterguard for the privilege to race for the Cup. Individual prizes will be awarded after the racing to the first 3 boats in each class.

3. Tuesday Evening Laser Series

General Description:

An evening series for Lasers and other board boats.

Date:

See Schedule

Eligibility:

Open to members and non-members.

Classes:

Any class with 3 or more boats.

Registration:

At the Race Committee Boat

Course:

Same as One-Design Series.

Starting Times and Sequence:

First Preparatory Signal is at 18:00.

Starting Sequence:

Course and postponement signals may be made orally. Audible signals shall govern, even when supplemental visual signals are also used. The starting sequence shall consist of the following sound signals made at the indicated times:

Signal Sound Time before start

Warning 3 long 3 minutes

Preparatory 2 long 2 minutes



1 long, 3 short 1 minute, 30 seconds

1 long 1 minutes

3 short 30 seconds

2 short 20 seconds

1 short 10 seconds

1 short 5 seconds

1 short 4 seconds

1 short 3 seconds

1 short 2 seconds

1 short 1 second

Starting 1 long 0

Signals shall be timed from their commencement.

A series of short signals may be made before the sequence begins in order to attract attention.

Individual recalls shall be signalled by the hail of the sail number (or some other clearly distinguishing feature) of each recalled boat. Flag X need not be displayed.

Scoring:

The Racing Rules of Sailing for 2001-2004 ISAF Rule 88.3 and Appendix A. Each boat's series score shall be the total excluding 20% of the worst scores. Any fraction will be rounded up. If a boat has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The boat with the lowest series score wins and others shall be ranked accordingly. Canceled races do not count in the overall score.

Awards:

The Lake Champlain Laser Fleet Trophy

Failure of a competitor to hear an adequate course, postponement, starting sequence or recall signal shall not be grounds for redress.



PHRF Series

Midweek and Fall Series

General Instructions

Eligibility:

Open to all pre-registered boats. Traditionally, this series provides informal racing and provides the beginning racer or the owner of a non-class boat the opportunity to participate.

Registration:

Please register by filling out a Midweek and Fall Series registration form. They are available at the scoring board on the outside of the clubhouse or on the web site. Help us get you scored by making sure you register.

Classes:

Class A: Cruising with spinnaker (full race) PHRF Handicap 99 and lower.

Class B: Cruising with spinnaker (full race) PHRF Handicap 102-141.

Class C: Cruising with spinnaker (full race) PHRF Handicap 144-177

Class D: Cruising with spinnaker (full race) PHRF Handicap 180 and higher

Class N: Cruising without spinnaker (maximum rated PHRF genoa)

Class L: Centerboard boats normally sailed by a crew of two or more. National Portsmouth Handicap

Note 1: Flashers and similar cruising spinnaker-type sails will be considered as spinnakers for these races.

Note 2: Boats racing in class N should fly a visible white pennant from the backstay from the time of the warning signal until the race is completed

Start Location: (Midweek and Fall Series)

Inner Malletts Bay.

Courses:

Same as for the One-Design Series.

Protests:

Protest hearings will be held as soon as possible and the results will be posted. For protests involving an alleged breach of a rule of Part 2, where there is no damage, the parties involved in the protest may opt for arbitration. One representative of each party shall meet with a mutually agreed upon arbitrator. After taking testimony from each representative, the arbitrator will decide:

- a) No boat broke a rule. If the representatives agree, the protest is withdrawn. If any representative disagrees, the jury will schedule a protest hearing.
- b) One or both boats broke a rule. The representative(s) of the boat(s) breaking a rule agree to withdraw from the race and will be scored as RAF and the protest will be withdrawn. If any representative disagrees, the jury will schedule a protest hearing.
- c) The protest does not qualify for arbitration. The jury will schedule a protest hearing.

If the protest is withdrawn, the arbitration will neither be reopened nor grounds for redress. This changes RRS 62.1(a). The arbitrator may be present in the protest hearing as an observer but will not take part in the decision of the jury.

Scoring:

All Cruising classes will use PHRF time-on-time handicap. Centerboard boats will use the National Portsmouth Handicap. Scoring will be low point using The Racing Rules of Sailing for 2001-2004 ISAF Rule 88.3 and Appendix A. The race committee of the day will be scored as if they had raced and will receive 1 point. This will



not affect the scores of the race.

For these series, any boat that came to the starting area but did not start, did not finish, retired after finishing or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area. A boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series.

1. Midweek Summer Series

General Description:

A Summer series of Thursday evening races.

Eligibility:

Open to all preregistered boats, sailing in Class A/B, C/D, N, or L

Classes, Starting Times, and Sequence:

See Page 66 for explanation of Starting Sequence

Class	Warning	Preparatory	Start
N	1810	1811	1815
L	1815	1816	1820
C & D	1820	1821	1825
A & B	1825	1826	1830

Courses and Location:

The Race Committee will attempt to choose a start location that will give the best initial windward leg. Watch for the Race Committee boat and leeward mark at a logical downwind position.

The course will be displayed on the Race Committee Boat.

Overall Series Scoring:

All boats in a start will be scored together as a class. Each boat's series score shall be the total excluding 20% of the worst scores. Any fraction will be rounded up. If a boat has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The boat with the lowest series score wins and others shall be ranked accordingly. Canceled races do not count in the overall score.

Monthly Series Scoring:

Each class will be scored as a monthly series. All races will count.

Time Limit:

There will be a 2½ hour time limit for each boat from the start of it's class.

Awards:

For 2003, the Gordon Anger Trophy will be awarded to first in class L for the season. Awards will be conferred on the top three finishers of each class for the season. Awards will be given for the monthly series.

2. Midweek Fall Series

General Description:

A Fall series of Thursday evening races.

Eligibility:

Open to all preregistered boats, sailing in Class A/B, C/D, L, or N

Scoring:

Each boat's series score shall be the total of her race scores excluding her worst score. If a boat has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The boat with the lowest series score wins and others shall be ranked accordingly.

Classes, Starting Times, and Sequences:

Class Flag is "White"

See Page 66 for explanation of Starting Sequence

Class	Warning	Preparatory	Start
A/B, C/D, L or N	1755	1756	1800

Start Location:

Inner Malletts Bay Racing Mark "C". Start may be either a windward or leeward start.

Time Limit:

There will be a 1½ hour time limit for each boat from the start of it's class.

Course:

Course will be number six (6); windward - leeward, twice around.

Awards:

Awards will be presented to the top three place finishers of each class for the series.



3. Sunday Fall Series

General Description:

A Fall series of Sunday Races, with 2 races each day.

Courses:

The course will be displayed on the Race Committee Boat.

Overall Series Scoring:

A total of 8 races may be sailed. Cumulative results will be kept. Each boat may count its best 5 races. If fewer than 5 races are held, all races will count. The Race Committee of the day will be scored as if they had raced and will receive 1 point. This will not affect the scores of the race.

Starting Times and Sequence:

See Page 66 for explanation of Starting Sequence

Class	Warning	Preparatory	Start
L & N	1300	1301	1305
A/B & C/D	1305	1306	1310

The first warning signal for the second race will be no later than 15:30.

Time Limit:

There will be a 1½ hour time limit for each boat from the start of its class.

Awards:

Awards will be presented to the top three place finishers of each class for the season.



PHRF Races and Regattas

1. Coffee Pot Race

Date:

Sunday, May 25

General Description:

Traditional season opener for cruising boats. Be prepared for possible cold conditions. The Coffee Pot will be scored as a two race regatta.

Eligibility:

Open to all PHRF boats.

Classes:

Spinnaker and Non-Spinnaker

Course:

Any of those used for the One-Design Series.

Start Location:

The course may be located on the Inner or Outer Malletts Bay at the discretion of the Race Committee. The location will be posted on the chalk board at the end of the dock by 09:00. The first warning signal for the second race will be no later than 15:30.

Starting Times and Sequence:

See Page 66 for explanation of Starting Sequence. Class Flag is "White"

Class	Warning	Preparatory	Start
All	10:00	10:01	10:05

Note :

Starting times will be 30 minutes later if the race is sailed on Outer Malletts Bay.

Time Limit:

There will be a 2 hour time limit for each boat, taken from the start of it's class.

Scoring:

All Classes will use PHRF time-on-time handicap and will be scored using The Racing Rules of Sailing for 2001-2004 ISAF Rule 88.3 and Appendix A.

Awards:

The Coffee Pot will be awarded to the overall winner.

2. Royal Savage Regatta

Date:

Saturday, June 14

General Description:

A two-race event for cruising class boats held on Outer Malletts Bay. The Royal Savage Trophy is one of the most historically significant trophies awarded to sailors on Lake Champlain. The trophy consists of a glass encased relic from the Sloop Royal Savage, the first American Vessel to engage the enemy at the Battle of Valcour on October 11, 1776.

Eligibility:

Open to all PHRF boats.

Classes:

Classes A, B, C, D and non-spinnaker.

Any PHRF fleet with two or more boats.

Registration: 08:00 to 09:00.

Non MBBC members may register at the Race Committee Boat.

Race Instructions:

Available during registration and at the Race Committee Boat

Course:

As per race instructions

Harbor Start:

09:30

Start Time :

First warning gun at 10:30

Awards:

The Royal Savage Trophy is awarded to the boat finishing first for the combined total overall in Classes A & B.

The Ted Brooks Trophy will be awarded to the boat finishing first for the combined total overall in Classes C & D.

3. Double-Handed Race

Date:

Saturday , June 28

General Description:

A double-handed race for cruising boats in Malletts Bay open to all keel boats normally crewed by two or more people.

Eligibility:

Any class/fleet with two or more boats may race.

Classes:

To be determined at skipper's meeting.

Skippers' Meeting:

09:00 hours

Course:

Same as One-Design Series.

Starting Times and Sequence:

See Page 66 for explanation of Starting Sequence

Warning	Prepartory	Start
10:25	10:26	10:30

Notes:

There will be separate starts for non-spinnaker keel boats and/or Portsmouth handi-capped centerboard boats if there are 3 or more boats in each class. There may be one or two races at the discretion of the Race Committee.

Scoring:

PHRF classes will use PHRF time-on-time handicap and will be scored using The Racing Rules of Sailing for 2001-2004 ISAF Rule 88.3 and Appendix A.

Awards:

The "Chris Davis Memorial Trophy" is awarded to the top boat in the PHRF class.

4. Ethan Allen Regatta

Date:

Friday - July 4

General Description:

An open regatta, raced in cruising sailboats using no spinnakers or bloopers.

Eligibility:

Any PHRF boat. Non-club sailors are welcome to participate.

Course:

To be announced at the end of registration

Registration:

11:00 - 12:00 hours

Starting Time:

Individual start times based on your PHRF rating will be assigned at registration, and the first boat to finish wins!

Warning	Prepartory	Start
12:55	12:56	13:00

Scoring:

All Classes will use PHRF time-on-distance handicap and will be scored using The Racing Rules of Sailing for 2001-2004 ISAF Rule 88.3 and Appendix A.

Awards:

Presented directly after the race.

6. Lake Champlain Race

Date:

July 18-20

General Description:

The Lake Champlain Race exposes the cruising racer to the northern sections of Lake Champlain. Information for the Lake Champlain Race can be obtained from Marty Olsen, SailMoose@AOL.com

Eligibility:

Open to all PHRF boats.

Scoring:

All classes will use PHRF time-on-distance handicap and will be scored using The Racing Rules of Sailing for 2001-2004 ISAF Rule 88.3 and Appendix A.

Classes:

Classes A, B, C, D and non-spinnaker as determined by Lake Champlain PHRF.

Registration:

At the Race Committee boat on the starting line. There is no skippers meeting. The Race Committee will monitor VHF channel 12.

Start Location:

Between the Race Committee boat and a starting mark northeast of Stave Island. Each yacht racing is asked to pass the committee boat to synchronize their time-piece with the official race time. This will help to provide more accurate finish times if there is not a race committee boat on site at the finish.

Starting Times:

See Page 66 for explanation of Starting Sequence. Class Flag is "White"

Class	Warning	Prepartory	Start
All Classes	20:00 hrs	20:01 hrs	20:05 hrs

Race Course:

- Start Between RC Boat and orange pin marker
- RN "2" at Stave Island to PORT
- RN "28" Garden Island Ledge to STBD
- RN "20" La Roche Reef to PORT



- Schuyler Island to PORT
 - Juniper Island to STBD
 - The Four Brothers to STBD
 - Crab Island to STBD
 - Finish Line at RN 2 and Carlton Prize
- Total Distance: 62 Nautical Miles

Shortened Course:

The Race Committee may shorten the race at any mark.

Time Limit: One boat finishing in any class will make the race valid for that class. Time limit will be 15:00 on July 20

Finish Line:

Finish line will be between the Race Committee boat and a pin mark Northeast of Stave Island (Bird Rock.) If the Race Committee boat is not on station the finish will be between RN "2" (Bird Rock) and Carleton's Prize. In the event that a Race Committee boat is not present at the finish line it will be the responsibility of the boat finishing to record it's own finish time and to then report it to the Race Committee by contacting Marty Olsen at SailMoose@AOL.com. Finish times must be recorded as the actual time finished, not the elapsed time of the race.

Protests:

Protests must be filed at the Race Committee boat at the finish, or by phone or e-mail to Marty Olsen by 20:00 hrs. On July 22. All protests will be heard at MBBC on July 25th at 19:00 hrs.

Awards:

The Lake Champlain Trophy will be awarded to the boat which sails the course with the lowest corrected time.

7. State Employees/Corrections Cup

Date:

Friday, August 15

General Description:

Started in 1986 and held during the week on Bennington Battle Day as a friendly competition among State Employees, this regatta is open to any wind powered vessel. Spinnakers are permitted.

Eligibility:

MBBC members as well as non-members, employed or retained by the state and who own their vessel or who skipper another's with at least one state employee crew. Retirees and Health Plan eligible persons may also enter.

Registration:

Keel boats with an established PHRF rating may register during the Skippers' Meeting. There will be two classes, with and without spinnaker.

Skippers' Meeting:

10:30

Harbor Start:

11:00

Course:

Inner Malletts Bay, to be announced at Registration.

Scoring:

PHRF time-on-distance handicap using a staggered start.

Awards:

Corrections' Cup trophy awarded to the winner in the spinnaker class right after the race.



8. Benedict Arnold Race

Date:

Saturday, October 4

General Description:

This race commemorates the Revolutionary War naval Battle of Valcour which occurred on Friday, October 11, 1776 between an American fleet commanded by Benedict Arnold and a British fleet under the authority of Sir Guy Carleton, though he was not the operational commander. The weather that day was clear with a northerly wind. Snow could be seen on the mountains. The American fleet was anchored across the Valcour Channel from near Bluff Point to the New York shore. There were 500 non-sailors in this fleet. The British fleet, 700 sailors, had passed the eastern shore of Valcour Island the previous day, sailing south. In order to attack the American fleet, the British fleet had proceeded to windward up the Valcour Channel by tacking and rowing. The first British ship was sighted by the Americans at 8 AM. The battle commenced three hours later at 11 AM with the main forces joining battle at 12:30 PM. The battle ended at 5 PM. During the battle Arnold's flag ship "Royal Savage" was badly damaged and driven ashore on Bluff Point where it was abandoned. After the battle the British fleet retired south and anchored in a blocking line with the eastern end of the line near Garden Island. However, during the night Arnold was able to slip away by sailing down the western shore of the Channel. On the following days in their search for the American fleet, it was reported that some British ships fired upon a rock south of Providence Island, thinking it was an American ship. That rock is now named Carleton Prize.

Eligibility:

Open to all PHRF boats.

Classes:

- A: Cruising with spinnaker (full race) PHRF Handicap 99 and lower.
- B: Cruising with spinnaker (full race) PHRF Handicap 102-141.
- C: Cruising with spinnaker (full race) PHRF Handicap 144-177
- D: Cruising with spinnaker (full race) PHRF Handicap 180 and higher
- N: Cruising without spinnaker (maximum rated PHRF genoa)

Skippers' Meeting:

None

Starting Times and Sequence:

See Page 66 for explanation of Starting Sequence. Class Flag is "White"

Class	Warning	Preparatory	Start
A, B, C, D, N	11:00	11:01	11:05

Course:

- a. Start near Carleton Prize
 - b. RN 24 (Crab Island) to port
 - c. Crab Island to port
 - d. RN 2 (Valcour Shoal) to starboard
 - e. GC 3 (in Valcour Channel) to port
 - f. Garden Island to starboard
 - g. RN 28 (Garden Island Ledge) to port
 - h. Finish near Carleton Prize
- Course length 12.25 nm

Time Limit:

16:30 hours for all classes

Shortened Course:

The course may be shortened to finish at any of the RN's that are marks on the course.

Scoring:

All Classes will use PHRF time-on-distance handicap and will be scored using The Racing Rules of Sailing for 2001-2004 ISAF Rule 88.3 and Appendix A.










Awards:

Benedict Arnold Trophy to the boat with the fastest corrected time regardless of class.



How Does The New Starting System Work?

The following table describes sequence for using the new Starting System.

Title	Visual Signal	Sound Signal	Time to Start
Warning	Class Flag(s) Displayed		5* minutes
Preparatory	 or  or  or  or 		4 minutes
	Preparatory Flag(s) Removed		1 minute
Start	Starting Class Flag Removed New Starting Class Flag Raised		0

* or as stated in the sailing instructions
The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.



The Midweek and Fall Series

The Midweek and Fall Series, have multiple starts. The starting sequence is uninterrupted. The starting signal for the starting class is the warning signal for the next class. If the start is fair, meaning no one was on the course side of the starting line at the start, the next class flag is raised as the starting class flag is lowered. (one up and one down)

Individual Recalls:

In the case of an Individual Recall, after the next class flag is raised, one additional sound and the Individual Recall Flag will be raised. The Race Committee will attempt to hail the guilty boat(s), although it is the boats responsibility to start properly. The Race Committee attempt to hail them is a courtesy.

General Recalls:

In the case of a General Recall, after the next class flag is raised, two additional sounds and the General Recall flag will be raised. In the event of a General Recall the recalled fleet will start at the end of the class starts.

Starts with only one Sequence:

The starting sequence follows the Racing Rules of Sailing "26 Starting Races" as detailed in the graphic above.