



2026 VX ONE Great Lakes Regatta

September 19 - 20

**Organizing Authority: USA VX ONE Class Fleet #6
Macatawa Bay Yacht Club**

Sailing Instructions

[NP] denotes a rule which may not be protested by another boat. This changes RRS 60.1(a) and 63.2(a).

[DP] denotes a rule for which the penalty is at the discretion of the protest committee.

1. RULES

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing RRS/US and the VX ONE International Class Association, VXOICA, Rules found at the following Link:
https://media.sailing.org/sailing/wp-content/uploads/2025/10/13130121/VX1_CR_2026-01Jan-01.pdf.
- 1.2. The following US Sailing Prescriptions will apply: the Preamble to RRS Part 5, RRS 65.1, RRS 76.1, Appendix R, Appendix V and RRS 81. These are attached as Addendum A.
- 1.3. If there is a conflict between the NOR and the SI, the SI shall prevail. This changes 63.5 (c) (1) (2).
- 1.4. [DP] Vakaros RaceSense system will be used for this regatta. Each boat shall provide their own Vakaros Atlas 2 with active RaceSense license. The instrument shall be turned on 10 minutes prior to first scheduled warning signal of the day and remain on a minimum of 15 minutes after the last race of the day has finished. Atlas 2 devices will display a countdown timer, distance to line, and an OCS notification if you are on the course side of the line early. Information provided by the system cannot be grounds for redress. This changes RRS 62.1 (a). See Addendum RS.
- 1.5. RRS 63.1 adds, "Failure of an Atlas 2 or the RaceSense system shall not be grounds for opening a hearing considering redress."
- 1.6. Boats utilizing a loaner Vakaros Atlas 2 will be responsible for loss or damage to the Altas 2 due to negligence.
- 1.7. 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 "

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2. Oral changes to the SI's may be made on the water; the RC will display L Flag, and announcements may also be made on VHF Channel 72.

3. COMMUNICATION

- 3.1. The official notice board (ONB) will be online at: <https://www.yachtscoring.com/emenu/50530>
- 3.2. [DP] All boats shall carry a VHF radio capable of communication with the Race Committee on US VHF Marine channels.
- 3.3. On the water, the Race Committee may make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the Sailing Instructions.

- 3.4. RaceSense information will be available to all boats.
- 3.5. [DP] From the first warning signal until the end of the last race of the day, 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.
- 3.6. In order to communicate with the fleet, the OA will organize a WhatsApp group. The QR code to join will be available at Registration.

4. CODE OF CONDUCT

- 4.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2. [DP] Competitors and support persons shall handle any equipment by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on the flagpole at MBYC.
- 5.2. When AP is displayed ashore, "1 minute" is replaced by "not less than 45 minutes" in the race signals. This changes Race Signals AP.

6. REGATTA SCHEDULE:

Friday September 18th

1600 – 1800 Check in and Registration at MBYC

Saturday September 19th

0930 – Skippers Meeting at MBYC Patio

1100 – First Warning

Post Racing Debrief and Social at MBYC Patio

Sunday September 20th

1000 – First Warning

No Warning after 1430

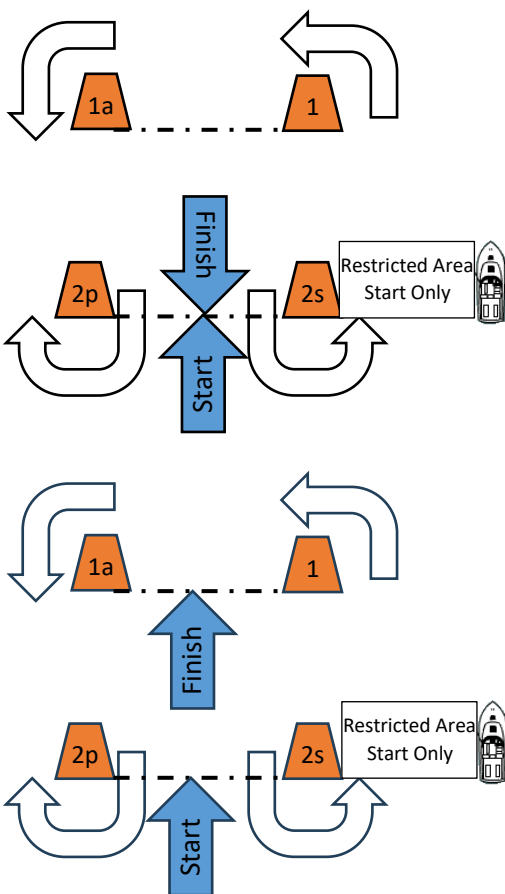
Post-Racing Social and Awards Ceremony at MBYC Patio

7. RACING AREA

- 7.1. The course area will be the open waters of Lake Michigan approximately 1.0 nm from the Holland Pier Head. Should conditions require, Lake Macatawa may be used.
- 7.2. [NP] For races sailed on Lake Macatawa, please note the following local prescription in the Sailing Instructions:
 - 7.2.1. Vessels within the limits of the navigation channel shall rank as an obstruction.
 - 7.2.2. All boats engaged in the act of fishing, including trolling, shall rank as an obstruction.
 - 7.2.3. Yachts observed violating this prescription may be subject to protest by the Race Committee with a penalty not to exceed disqualification.

8. COURSE

- 8.1. The diagrams below show the courses including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2. No later than the warning signal, the race committee signal vessel may display the approximate compass bearing of the first leg.
- 8.3. If only one windward or leeward mark is present, a boat shall round the remaining mark, leaving it to port.
- 8.4. [DP] Restricted Area - The line between the starboard end starting mark and the race committee signal boat is a restricted area. The race committee signal boat is also restricted. A boat breaking this plane or touching the race committee signal boat shall take a One-Turn Penalty, as described in RRS 44.1. The race committee will file a protest for any infractions of this rule if the boat does not take a penalty.



Course LA - Windward/Leeward with Offset Mark,
Leeward Finish

Signal	Mark Rounding Order
LA2	Start - 1 - 1a - 2s/2p - 1 - 1a - Finish
LA3	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish

Course WA - Windward/Leeward with Offset Mark,
Windward Finish

Signal	Mark Rounding Order
WA2	Start - 1 - 1a - 2s/2p - Finish
WA3	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - Finish

9. CHANGE OF THE NEXT LEG OF THE COURSE

- 9.1. RSS 33 Adds "(d) Course may be adjusted a leg up to 010° in bearing or 0.1 nm in length without announcement."
- 9.2. To change the next leg of the course, the race committee will move the original mark(s) (or the finishing line) to a new position in accordance with RRS 33. Marks may be moving into position after the announcement.
- 9.3. For more significant changes or when robotic marks are not being utilized, the RC will lay a new mark or move the finishing line and remove the original mark as soon as practicable.

10. MARKS

- 10.1. Marks will be inflatable or autonomous marks. RC Signal boat may be used with a staff displaying a flag.
- 10.2. The gate marks may be the same marks as the starting and finish line marks.
- 10.3. [NP] Routine movement of autonomous marks will not be grounds for redress. This includes minor re-adjustments, marks returning to station after having been pushed away by a competitor, and collisions with marks that are not actively marks of the course presuming these collisions do not cause damage. This changes RRS 60.1(a), 61.4(a). RRS 31 still applies.

11. THE START

- 11.1. Races will be started using RRS 26.
- 11.2. RRS 26 is changed to, "Races will be started by RaceSense. Times shall be taken from the timer on a boat's Vakaros unit.
- 11.3. Race signals are changed so no visual or sound signals will be made by the signal boat for the following signals:

Signal	Replaced this time on Vakaros unit:	Meaning
Class Flag	5:00	5 minutes until the start
Preparatory Signal	4:00	4 minutes until the start
Preparatory Signal Removed	1:00	1 minute until the start
Class Flag Removed	0:00	Starting Signal
Individual Recall (flag X)	OCS with Red Lights	Your boat was identified on the course side at the start, and you must comply with RRS 29.1 (restart)

- 11.4. The starting line will be between Vakaros devices mounted to autonomous or inflatable marks 2S and 2P.
- 11.5. Individual Recall notification will be made via Vakaros notification as described in SI 11.3.
- 11.6. If a boat is identified on the course side at the starting signal, the boat's Vakaros will display "OCS" with red lights. Once a boat clears behind the line or crosses an extension, the Vakaros device will display green lights with "CLEAR." This changes race signals.
- 11.7. A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12. THE FINISH

- 12.1. Leeward Finishes (preferred)
 - 12.1.1. The finishing line will be between Vakaros devices mounted on Marks 2S and 2P
- 12.2. Windward Finishes
 - 12.2.1. The finishing line will be between Vakaros devices mounted on Marks 1 and 1a.
- 12.3. The A Flag will be flown at the end of the race if there are no more races planned for the day.

13. PENALTY SYSTEM

- 13.1. Appendix V shall apply.
- 13.2. The Protest Committee may impose penalties less than disqualification (DPI), for violation of rules and racing rules other than those in RRS Part 1 and Part 2 as permitted in RRS 64.

14. TIME LIMITS and TARGET TIMES

- 14.1. The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Mark 1 Time Limit	Race Time Limit	Finishing Window
25	70	20

- 14.2. If no boat has passed Mark 1 within the time limit or finishes within the time limit, the race shall be abandoned.
- 14.3. The Finishing Window is the time for boats to finish after the first boat sails the course. Boats failing to sail the course within the Finishing Window, will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A5.1, and A5.2.

15. HEARING REQUESTS

- 15.1. Protests and requests for redress shall be filed within 90 minutes after the last boat has finished the last race of the day or the time that the races have been abandoned for the day. The time limit will be posted on the Official Notice Board.
- 15.2. The hearing schedule will be posted on the Official Notice Board within 15 minutes after the protest time limit. Hearings will be held at MBYC. Parties and their witnesses shall report to the protest desk and remain in the vicinity until they are called. The protest desk will be on the second floor of MBYC.
- 15.3. Notices of protests and requests for redress by the RC, Event Technical Committee (TC) or PC will be posted on the ONB to inform boats under RRS 61.1(b).
- 15.4. Protest forms may be completed using the following QR Code. Forms are also available on the ONB under General Race Forms: https://www.yachtscoring.com/race_forms/50530



Automated Protest filing: <https://bit.ly/2025hearing>

16. SCORING

- 16.1. The Low Point Scoring system of the RRS Appendix A shall be used.
- 16.2. Three completed races shall constitute a regatta.
- 16.3. When fewer than six races have been completed, a boat's series score shall be the total of her race scores.
- 16.4. When six or more races have been completed, a boat's series score shall be the total of her race scores excluding her worst score.
- 16.5. RRS 90.3(e) is invoked.

17. SAFETY CHECK-IN

- 17.1. Boats must check in by sailing on starboard past the stern of the RC Signal Vessel and hailing their bow number before the first race each day.
- 17.2. Boats that retire from the race shall notify the Race Committee immediately. This notification can be made on VHF Channel 72. Notifications should be made either on the water or upon returning ashore.

18. REPLACEMENT OF CREW OR EQUIPMENT

- 18.1. Substitution of competitors during the regatta, including any change in the number of crew members, will not be allowed without prior written approval of the Chief Judge or Race Committee, per VX One Class Rule C.2.1(b).
- 18.2. Substitution of damaged or lost equipment will not be allowed unless authorized by the Technical Committee (TC).
- 18.3. Requests for substitution shall be made in writing at the first reasonable opportunity.

19. OFFICIAL VESSELS

- 19.1. RC vessels will display RC flags.
- 19.2. Safety Vessels will display a blue flag.

20. TRASH DISPOSAL

- 20.1. Trash may be placed aboard official [or support person] vessels

21. PRIZES

- 21.1. Prizes will be awarded for the first 3 places.
- 21.2. Other awards may be given at the discretion of the OA.

22. SUPPORT PERSON VESSELS

- 22.1. [DP] Support person vessels shall register at check in, and provide name, phone number and boats they are coaching/supporting.
- 22.2. A support person agrees, while on the water, to monitor the official VHF channel, to assist the Race Committee, if requested, and accept the provisions of RRS 4.1(b), Acceptance of the Rules.
- 22.3. From the time of the first warning signal of the day, until a boat has finished the last race of the day, support vessel and their crew may have no contact with their team.
- 22.4. Support persons shall stay 100 meters outside the racing area while any boats are racing.
- 22.5. The Race Committee or Protest Committee may warn a support person who, in their opinion, is about to infringe on a race before protesting under RRS 60.2 or 60.3(d).

23. LAUNCHING – BERTHING – HAULING – TRAILER STORAGE

- 23.1. All launching, berthing, hauling out, and trailer storage will be primarily conducted at MBYC.
- 23.2. There will be no storage fees for competitors. Four (4) days of storage will be included in the entry fees. If competitors plan to stay beyond these days, please notify the HarborMaster MBYC to arrange location.
- 23.3. [DP] Boats shall be kept in their assigned places while in the boat park and harbor.
- 23.4. MBYC will start accepting boats from September 12, 2026. All boats must vacate the premises no later than September 30, 2026.

24. HAUL-OUT RESTRICTIONS

- 24.1. [DP] Boats will be able to haul out each day.

25. INSURANCE

- 25.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.
- 25.2. A copy of the boat's insurance coverage page shall be submitted prior to or at check-in. Please email to: Sailing@mbyc.com

26. RISK and RESPONSIBILITIES

- 26.1. 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.
- 26.2. The Skipper/Owner of each boat is responsible for the conduct of their crew both on the water and ashore. Destruction of property, breaches of good sportsmanship, or failure to comply with reasonable requests from race officials may result in hearing to determine if disqualification and exclusion from the regatta should be imposed.

27. MEDIA RIGHTS

- 27.1. Competitors give absolute right and permission to use their name, voice, image, likeness and biographical material as well as representations of their boats in any media world- wide (including television, radio, print, video footage and internet media) for editorial, commercial purposes, or to be used in press information.

28. FURTHER INFORMATION

PRO:	Darcy Cook	dcookd@sbcglobal.net
VX One Fleet Captain:	Sam Padnos	Sam@padnos.com
MBYC Sailing Director:	Dale Gort	Sailing@mbyc.com
MBYC Harbor Master:	Evan Tolan	harbormaster@mbyc.com

Addendum A

US Sailing Prescriptions that Apply:

Add to the preamble to Part 5:

US Sailing prescribes that no fees shall be charged for protests or requests for redress.

Add to rule 65.1:

US Sailing prescribes that:

- (a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for monetary damages.
- (b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for monetary damages. Such a claim is subject to the jurisdiction of the courts
- (c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for monetary damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of monetary damages resulting from contact with other boats.

Add to rule 76.1:

US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age. However, an organizing authority or race committee may exclude a competitor who is a citizen of, or holds a World Sailing ID as an MNA member of, a country listed on the US Sailing website under 'Exclusion' at ussailing.org/rules.

APPENDIX R: PROCEDURES FOR APPEALS AND REQUESTS:

This appendix is a US Sailing prescription.

See rules 70 and 71. This appendix replaces Appendix R as adopted by World Sailing for the purpose of creating a two-level appeals system. The US Sailing Appeals Committee acts as the national authority under rule 71.

Frequently Asked Questions (FAQ) on the appeals system and their answers, including advice on how to prepare an appeal, can be found on the US Sailing website.

Go to Appeals – US Sailing and click the 'Appeals FAQ' link. Appeals FAQ may also be accessed here: [Appeal-FAQ-rev-2.14.19-1.pdf](#) (ussailing.org)

APPENDIX V: ALTERNATIVE PENALTIES

This appendix is a US Sailing prescription.

Rules V1 and V2 provide alternative penalties that encourage competitors to take a penalty when they may have broken one or more rules of Part 2 or rule 31 in an incident. One or both of these rules apply only if the notice of race or sailing instructions so state.

V1 PENALTY AT THE TIME OF AN INCIDENT

The first two sentences of rule 44.1 are changed to: “A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.”

V2 POST-RACE PENALTIES

When rule V2 applies it does not replace any penalty that may be taken under rule 44.1. The availability of the penalty provided in rule V2 does not eliminate the need for a boat to promptly take an appropriate penalty or action in accordance with the Basic Principle, Sportsmanship and the Rules.

- (a) Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.
- (b) A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.
- (c) A boat takes a Post-Race Penalty by delivering to the race office a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.

US Sailing Rule 81: INDEMNIFICATION OR HOLD HARMLESS AGREEMENTS

US Sailing prescribes that the organizing authority shall not require a competitor to assume any liabilities of the organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official involved with the event. (This is commonly referred to as an ‘indemnification’ or ‘hold harmless’ agreement.) Go to rules.ussailing.org and click the “Indemnification (Rule 81)” link for more information.

ADDENDUM RS
RaceSense RRS changes
Addendum RS 7/23/2026

[NP]Rules and Instructions for Using the Vakaros and RaceSense System

- RS.1 Each boat shall have a working Vakaros Atlas 2 or Atlas Edge, with a paid subscription an active RaceSense Pass, configured for RaceSense at check-in. Boats without a configured Atlas 2 or Atlas Edge may have one provided by the OA, for applicable fees. This shall be mounted as required by the OA or class at all times while racing and secured to the boat with a tether at all times while sailing.
- RS.2 Competitors shall
- a) Calibrate their Atlas 2 or Atlas Edge compass before registration/check-in. It is the responsibility of the competitor to ensure their device remains in proper calibration throughout the event.
 - b) Ensure their Atlas 2 or Atlas Edge is mounted free of sources of magnetic or GPS interference, including other instruments, ferrous components, and carbon or metal brackets obstructing radio performance.
 - c) Ensure their Atlas 2 or Atlas Edge is in a proper, class-compliant profile
 - d) Turn the Atlas 2 or Atlas Edge off after sailing each day. Battery life is approx. 100 hours
- RS.3 The Vakaros RaceSense system will be used by the Race Committee (RC) and the relevant information will be available to all boats.
- RS.4 Instructions for using the electronic Atlas 2 can be found here [Atlas 2 User Guide](#) or Atlas Edge can be found here [Atlas Edge User Guide](#).
- RS.5 Competitors shall take all reasonable measures to keep the Atlas 2 or Atlas Edge safe and operational and promptly notify Vakaros staff on the water or ashore of any device issues.
- RS.6 The countdown to the start on the Atlas 2 or Atlas Edge from RaceSense will be the official time. This changes RRS 26.
- RS.7 The visual identification of boats infringing RRS 29 and 30 by the RC is replaced with electronic identification through the Vakaros RaceSense system, modifying RRS 29.1, 30.1, 30.2, 30.3, and 30.4.
- RS.8 RaceSense will be used to call the Finish Line.
- RS.9 Any alleged failure of the Atlas 2 or Atlas Edge, RaceSense system, or communication systems will not constitute grounds to request redress by a boat or the Protest Committee. This changes RRS 61.1(a), 61.1(c).
- RS.10 If the RC vessel displays flag Oscar (Old School) with a long sound signal before the warning signal of a race, RS.6 and RS.7 inclusive will not apply to that race.
- RS.11 If the RC vessel displays flag Romeo (Re-Boot) with a long sound signal before the warning signal of a race, Competitors shall restart their Vakaros Atlas or Atlas Edge unit by switching it off, waiting 10 seconds and then switching it back on to reconnect to the RaceSense network. Flag R will remain displayed for a minimum of 2 minutes and will be removed with the next warning signal.
- RS.12 If firmware updates to Atlas 2 or Atlas Edge devices are required between scheduled race days, notice will be sent to all boats via email and/or SMS and or the Regatta What's App Group.