



2026 VX ONE North American Championship Regatta September 18th to 26th

Organizing Authority:
Macatawa Bay Yacht Club
VX ONE International Class Association

NOTICE OF RACE

[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] and the VX ONE International Class Association, VXIOCA, Rules found at the following Link:
https://d7qh6ksdplczd.cloudfront.net/sailing/wp-content/uploads/2025/10/13130121/VX1_CR_2026-01Jan-01.pdf.
- 1.2. The following will apply, VX ONE International Class Association, VXIOCA, Event Regulations and Policies which can be found at the following link: https://vxsailing.com/wp-content/uploads/2025/12/VXIOCA-Event-Regulations-and-Policies-Draft-11_11_2025-1.pdf
- 1.3. 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.
- 1.4. If there is a conflict between the NOR and the SI, the SI shall prevail. This changes 63.5 (c) (1) (2).
- 1.5. [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.
- 1.6. RRS 63.1 adds, "Failure of an Atlas 2 or the RaceSense system shall not be grounds for opening a hearing considering redress."
- 1.7. Boats utilizing a loaner Vakaros Atlas 2 will be responsible for loss or damage to the Atlas 2 due to negligence.
- 1.8. 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. COMMUNICATION

- 2.1. The official notice board (ONB) will be online at: <https://www.yachtscoring.com/emenu/50533>
- 2.2. [DP] All boats shall carry a VHF radio capable of communication with the Race Committee on US VHF Marine channels.

- 2.3. On the water, the Race Committee may make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the Sailing Instructions.
- 2.4. RaceSense information will be available to all boats.
- 2.5. [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.
- 2.6. In order to communicate with the fleet, the OA will organize a WhatsApp group. The QR code will be available at Check-In.

3. ELIGIBILITY AND ENTRY

- 3.1. The event is open to all boats conforming with the VXOICA Class Rules.
- 3.2. Helmsperson requirements pursuant to VXOICA Class Rule C.2.1.(c).
- 3.3. Crew declaration shall follow VXOICA CR C.2 and VXOICA Event Regulations A.1.
- 3.4. Each competing hull must display a 2026 annual membership sticker from their respective National Class Association.
- 3.5. Eligible boats must enter by completing the entry form and submitting it, together with the required fee(s) by 1200 on September 16, 2026, found on-line at Yacht Scoring.
- 3.6. Entry is not completed until all fees are paid, crew declaration is complete and proof of insurance is provided.
- 3.7. Signed Liability Wavier will be collected on site during registration.
- 3.8. Per RRS 46, the Person in Charge will submit, at check-in, a cell phone number for immediate communication with the boat while ashore.

4. FEES

- 4.1. The registration fee is \$475.00.
- 4.2. Late fee of \$100 for entries received after August 25, 2026 and are subject to approval by the OA.
- 4.3. Dockage and Trailer Storage at MBYC is free. Contact MBYC Harbor Master for Details.
- 4.4. The entry fee is refundable, minus a \$75 handling fee, if notification of cancellation is received and acknowledged by 1700 September 16th. Entry fees will not be refunded after this date, unless the OA decides to cancel the event in which case all entry fees will be refunded.

5. SCHEDULE

- 5.1. There are 12 races scheduled for the event.
Four (4) to five (5) races may be scheduled per day. However, the event may not get more than one race ahead of schedule.
- 5.2. The race committee reserves the right to change the schedule or racing area based on current wind and weather conditions. Announcements will be made at the Competitors meeting or over VHF if on the water.
- 5.3. Daily Schedule:

Friday and Saturday September 18 – 19

Boat Inspection, Sail Inspection by appointment only

Monday September 21

1000 – 1400 Registration

1000 – 1600 Boat Inspection, Sail Inspection by appointment only

Tuesday September 22

1000 – 1400 Registration

1000 – 1600 Boat Inspection, Sail Inspection by appointment only



Wednesday September 23

- 0930 – Competitors meeting on the Patio of MBYC
- 1100 – First Warning for Practice Racing
- 1630 – Opening Ceremony at MBYC

Thursday September 24

- 0930 – Competitors meeting on the Patio of MBYC
- 1100 – First Warning

Friday September 25

- 0930 – Competitors meeting on the Patio of MBYC
- 1100 – First Warning
- ~1800 – Competitors Dinner at MBYC

Saturday September 26

- 0930 – Competitors meeting on the Patio of MBYC
- 1100 – First Warning
- No Warning after 1500
- 1700 Post-Racing Social and Awards Ceremony on the Patio of MBYC

6. EQUIPMENT INSPECTION AND MEASUREMENT

- 6.1. In order to compete, each boat must complete the Class Rules Compliance Form and have passed Inspection of boat and sails. Documentation must be returned to the Technical Committee prior to 0900 on September 24, 2026.
- 6.2. Sails must be presented to the OA at the time of registration on-site. If required, Sails will be measured at an offsite location.
- 6.3. Inspections will be conducted by appointment only. Those missing their appointed time will be rescheduled to an available time slot. Further information regarding scheduling inspections will be posted on the ONB no later than August 31st.
- 6.4. Inspections will consist of critical items from the Class Rules. The Inspection List will be available at the time the boat is inspected.
- 6.5. Boats may be re-inspected at any time during the regatta by the Technical Committee.
- 6.6. [DP] Boats shall comply with RRS 78.1.
- 6.7. [DP] All boats shall display bow numbers in line with VX One Class Association Appendix H.3.
- 6.8. In the event that the Bow Number does not match the Sail Number, Bow Number will be used for identification.

7. SAILING INSTRUCTIONS

- 7.1. Sailing Instructions will be available on the Yacht Scoring ONB by 2000 hours September 17th.

8. COURSES

- 8.1. 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. Windward leeward racecourses are planned for this event.
- 8.2. Marks will be inflatable or autonomous marks.
- 8.3. [NP] For races sailed on Lake Macatawa, please note the following local prescription in the Sailing Instructions:
 - 8.3.1. Vessels within the limits of the navigation channel shall rank as an obstruction.

- 8.3.2. All boats engaged in the act of fishing, including trolling, shall rank as an obstruction.
- 8.3.3. Yachts observed violating this prescription may be subject to protest by the Race Committee with a penalty not to exceed disqualification.

9. PENALTY SYSTEM

- 9.1. US Sailing Prescription Appendix V shall apply.
- 9.2. 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.

10. SCORING Per Event Regulation C2

- 10.1. The Low Point Scoring system of the RRS Appendix A shall be used.
- 10.2. Three completed races shall constitute a regatta.
- 10.3. When fewer than six races have been completed, a boat's series score shall be the total of her race scores.
- 10.4. 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.
- 10.5. When ten or more races have been completed, a boat's series score shall be the total of her race scores excluding her two worst scores.

11. PRIZES

- 11.1. Series prizes will be awarded for first (1st) through fifth (5th) place.
- 11.2. Awards will be given for the following categories. Top Grand Master Skipper, Top All Female Team and Top Mixed Team.
- 11.3. Other awards may be given at the discretion of the OA.

12. SUPPORT PERSON VESSELS

- 12.1. [DP] Support person vessels shall register at check in and provide name, phone number and the boats they are coaching/supporting.
- 12.2. 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.
- 12.3. 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.
- 12.4. Support persons shall stay 100 meters outside the racing area while any boats are racing.
- 12.5. 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).

13. LAUNCHING – BERTHING – HAULING – TRAILER STORAGE

- 13.1. All launching, berthing, hauling out, and trailer storage will be primarily conducted at MBYC.
- 13.2. There will be no boat storage fees for competitors.
- 13.3. [DP] Boats shall be kept in their assigned places while in the boat park and harbor.
- 13.4. If competitors plan to participate in the VX Great Lakes Regatta September 19th - 20th, 2026 please contact the MBYC Harbormaster to make arrangements for extended storage.
- 13.5. MBYC will start accepting boats on campus September 12th, 2026. All boats must vacate the campus no later than September 30, 2026.



14. [DP] HAUL-OUT RESTRICTIONS

- 14.1. [DP] Boats shall remain afloat for the duration of the regatta. Haul-out, careening, or any form of removing a boat from the water is prohibited from 1600 on September 23 until the completion of the final race.
- 14.2. Exception: A boat may be hauled out only when necessary to make essential repairs and only with prior approval from the Principal Race Officer (PRO). The PRO may require that the boat be inspected before and after the repair.

15. INSURANCE

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

16. RISK and RESPONSIBILITIES

- 16.1. 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.
- 16.2. 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.

17. MEDIA RIGHTS

- 17.1. 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.

18. FURTHER INFORMATION

Regatta Chairs:

Sam Padnos: VX Fleet 6 Captain
Dale Gort: MBYC Sailing Director

sam@padnos.com
sailing@mbyc.com

616.403.6158

PRO: Darcy Cook

dcookd@sbcglobal.net

MBYC Harbor Master: Evan Tolan

harbormaster@mbyc.com

616.900.6292



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.

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.



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.

ADDENDUM RS

RaceSense RRS changes

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

- RS1. Each boat shall have a working Vakaros Atlas 2 or Atlas Edge 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.
- RS2. Competitors shall:
 - a. calibrate their Atlas 2 or Atlas Edge before registration/check-in. It is the responsibility of the competitor to ensure their device remains in proper calibration throughout the event.
<https://youtu.be/CA68kFUbpGl>
 - b. keep the device charged for the entire event.
 - c. ensure their device Firmware and GPS are updated to the most recent versions.
GPS: https://youtu.be/b0nkHbl_jDc Firmware: <https://youtu.be/qgeIN4KS3f0>
- RS3. The Vakaros RaceSense system will be used by the Race Committee (RC) and the relevant information will be available to all boats.
- RS4. 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](#).
- RS5. 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.
- RS6. The countdown to the start on the Atlas 2 or Atlas Edge from RaceSense will be the official time. Signal flags will only be used for information purposes. This changes RRS 26.
- RS7. 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.
- RS8. 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).
- RS9. 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.
- RS10. 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.
- RS11. 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 WhatsApp Group.