

2026 VanderLeek Cup Hospice Regatta

Saturday August 15th, 2026

Title Sponsor: Next Gen Services
Organizing Authority: Macatawa Bay Yacht Club

Sailing Instructions

This event is to raise awareness and support for Hospice of Holland. Please visit [Vanderleek Cup.com](https://VanderleekCup.com) for more information and the full schedule of events.

[NP] The notation '[NP]' in a *rule* means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1, 60.4(a)(2) (and 61.1(a)).

[DP] The notation '[DP]' in a *rule* means that the penalty for a breach of the *rule* may, at the discretion of the protest committee, be less than disqualification.

1. RULES

- 1.1 This regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS/US).
- 1.2 The Organizing Authority (OA) is the Macatawa Bay Yacht Club (MBYC) benefiting Hospice of Holland.
- 1.3 RRS 90.3(e) will apply.
- 1.4 **DP]** Vakaros RaceSense system will be used for this regatta for the S2 7.9 And VX one Classes ONLY. 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)**.
- 1.5 S2 7.9 fleet will be racing under S2 7.9 Class Rules and have their own start if there are 5 or more participants.
- 1.6 VX ONE fleet will be racing under VX One Class Rules and have their own start if there are 5 or more participants.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 If there is a conflict between the NOR and the SI, the SI shall prevail. This changes 63.5 (c) (1) (2).
- 2.2 Any changes in the Sailing Instructions will be posted before 1000 hours on the day they will take effect.
- 2.3 The Race Committee may modify the Sailing Instructions on the racecourse by a broadcast over VHF radio channel 72.

3. COMMUNICATIONS

- 3.1 The Official Notice Board will be the Event Site on Yacht Scoring.
<https://www.yachtscoring.com/emenu/50870>

- 3.2 Courtesy posting will be on the patio windows at MBYC.
- 3.3 **VHF channel 72** will be the designated hailing channel for all courtesy broadcasts.
- 3.4 **[NP]** On the water, the race committee will communicate with competitors on VHF radio. The information is provided as a courtesy. Any errors or omissions of these broadcasts or failure to hear them shall not constitute grounds granting redress. This changes **RRS 61.4(b)(1)**.
- 3.5 Boats shall monitor the designated hailing channel at all times from 30 minutes before the warning signal until 30 minutes after finishing
- 3.6 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

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.

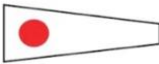
5. SCHEDULE

Sailing Regatta		
9:00 am	Complimentary Sailor's Breakfast	Macatawa Bay Yacht Club (MBYC)
10:00 am	Competitors Meeting	MBYC Patio
11:30 am	First Race Warning	Lake Michigan
2:30 pm (approx.)	Ice Cream Social	MBYC Patio
4:00 pm	Sailing Awards	MBYC Patio

- 5.1 No warning signal after 1400.
- 5.2 After consultation with class representatives, the Race Committee may modify the above program according to prevailing weather conditions and/or other unforeseen circumstances.

6. CLASS FLAGS - ORDER OF START

- 6.1 The intended start order for the first race will be announced at the Competitor's Meeting and broadcast on the hailing channel before the first warning of the day. Final start order will be reviewed at the competitors meeting.

	Time of Day	Flag	Meaning
VX ONE	1130		Warning
S2 7.9	1135		Warning
PHRF 1	1140		Warning
PHRF 2	1145		Warning
JAM	1150		Warning
Comfort Cruisers	1155		Warning

- 6.2 The starting sequence will be announced in a courtesy broadcast by the Race Committee Boat prior to the first warning signal of each race.
- 6.3 After the first race has been completed, the Order of Start may be changed based upon conditions and Race Committee judgment.
- 6.4 Change in starting order will also be announced in a courtesy broadcast. Competitors are responsible for monitoring the class flags displayed during each starting sequence.

7. COURSES AND RACING AREA

Course	
Windward Leeward 4 Legs	Spinnaker, JAM and One Design
Triangle Course 3 legs [one lap]	Comfort Cruisers

- 7.1 The sailing area will be in the open waters of Lake Michigan with the starting area intended to be approximately 1.0 – 1.25 nm from the Holland Pier.
- 7.2 Multiple racecourses may be established by the Race Committee to suit individual class requirements.
- 7.3 The diagram(s) in the SI Addendum show(s) the course(s), including the order in which marks are to be passed.
- 7.4 Marks used may include the following: autonomous marks or inflatable marks.
- 7.5 [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.

8. START

8.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal. The warning signal for each succeeding Class / Division shall be made with the starting signal of the preceding Class / Division.

8.2 Races will be started as follows:

Meaning	Visual Signal and Sound	Minutes before the Start Signal
Warning Signal	Start Flag and 1 Sound	5 minutes
Preparatory Signal	Preparatory Flag and 1 sound	4 minutes
One Minute	Preparatory Flag Removed and 1 Sound	1 minute
Start Signal	Start Flag Removed and 1 Sound	0 minutes

8.3 The starts will be in a rolling format. The start of the current Class / Division will be the Warning for the following Class / Division.

8.4 The starting line is between staffs displaying orange flags on the Signal Vessel and the starting mark.

8.5 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

8.6 General Recall: the race committee may signal a general recall (display the First Substitute with two sounds). The warning signal for a new start for the recalled Class / Division shall be made after the last normally scheduled start and proceed as prescribed above. This changes RRS 29.2.

8.7 A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5. 1.

9. CHANGE OF THE NEXT LEG OF THE COURSE

9.1 To change the next leg of the course, the race committee will move the original mark or the finishing line to a new position.

9.2 Autonomous marks may be moving after the course change has been signaled.

10. FINISH

10.1 The finish line is between staffs displaying orange flags on the Signal Vessel and the starting mark.

10.2 Change RRS 32, Shortening or Abandoning after the Start, will be amended by adding the following:

RRS 32.2 (d) the finish will be the Start/Finish line for the Course, between the pin and orange flag on the Signal Vessel.

11. PENALTIES

- 11.1 Protest time limit is 90 minutes after the last boat finishes the last race of the day. The time limit will be posted on the Official Notice Board as soon as practical and a courtesy announcement will be made by the Race Committee on VHF.
- 11.2 RRS Appendix V – Alternative Penalties will apply for all boats.

12. TIME LIMITS

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

Windward Mark Time limit	Race Time Limit	Finishing Window Time Limit
45 minutes	90 minutes	25 minutes

- 12.2 For each Class / Division, if no boat has passed the first mark within the Mark One Time Limit, the race will be abandoned.
- 12.3 For each Class / Division, the finishing window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place (one) more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2, and A10.

13. SCORING

- 13.1 All classes will be scored Time-on-Distance except for One Design Classes.
- 13.2 The Low Point Scoring system, RRS Appendix A, will apply.
- 13.3 There will be no throw outs.
- 13.4 One race completed constitutes a Regatta.

14. RISK AND RESPONSIBILITIES

- 14.1 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.
- 14.2 The Owner/Person in Charge 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.

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 the first race. Please email to: Sailing@mbyc.com.

16. PRIZES

- 16.1 There will be awards given for 1st through 3rd place in each class or section.
- 16.2 PHRF (PLUS) PLEDGE HANDICAP RATED FINISH. Will not affect the result of individual class winners. (Handicapping will be adjusted after the finish of the race, so as to not interfere with the results of the race). PHRF PLUS is not a class, it's an award. Enter the regatta in any class you wish to participate in. Any Owner or crew who wishes to participate in raising funds for Hospice of Holland will automatically be a contestant for this trophy.
- 16.3 How this works: Boats become eligible for this special award by participating in raising additional funds for Hospice of Holland. Participating boats will enjoy a special handicap adjustment to their assigned rating in accord with the amount of additional pledges they receive. For every \$100 in pledge money there will be a 1.5 second per mile additional handicap allowance added to the boat's existing rating (handicapping is adjusted after the finish of the race to determine the winner of this award). (The adjusted handicap is good ONLY for this award. It applies to no other contest held during this regatta). Two trophies will be awarded; one to the Comfort Cruisers class and one to the PHRF Classes.
- 16.4 This is a very special opportunity to support this most worthy cause and generate a healthy spirit of competition. It is a great way to involve your non-sailing friends and family in the success and excitement of the regatta. While not a pre-requisite for participation in the 2026 VanderLeek Cup Hospice Regatta we are hopeful that all entrants will support this effort.

17. **SOCIAL** - All Social activities will be announced prior to the event and will be compliant with the determinations of the State of Michigan and the laws of physics. Visit [Vanderleek Cup.com](http://VanderleekCup.com) For more information.

Auction, Dinner & Band		
12:00pm – 8:00pm	Raffles and Silent Auction	Yacht Basin Marina Boat Barn
4:00pm	Doors Open	Yacht Basin Marina
5:00pm-7:00pm	Dinner	Yacht Basin Marina
5:00pm-11:30pm	Pizza Available For Purchase	Yacht Basin Marina
8:00pm – 12:00am	Dancing to Band " The 1985 "	Yacht Basin Marina Boat Barn

18. **MEDIA AND IMAGE RIGHTS WAIVER** - By entering this regatta, the owner (or charterer) and crew members on competing yachts grant at no cost the absolute right and permission to use their names, voices, images, likenesses, and biographical material, as well as representations of their yacht in any media (including television, print and internet), to the Organizing Authority and other sponsors.

19. INSURANCE

- 19.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.

20. RISK & LIABILITIES

By registering for this event, the person-in-charge of each boat agrees with the following:

- 20.1. 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.
- 20.2. The Owner/Person in Charge 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.

21. FURTHER INFORMATION

For any other information please contact:

Tom Slanec, Regatta Chair talaria73@aol.com

Dale Gort, MBYC Sailing sailing@mbyc.com

Addendum A - Course Diagrams

Class	Rounding order
All PHRF / One Design	L2: 1 - 3 - 1- Finish
All Comfort Cruiser/JAM	TL1: 1 -2- Finish

