

2026 Commodore's Cup Race

2026 June 13th, Watkins Glen, NY

Notice of Race & Sailing Instructions

Notice of Race

Preamble The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

1 RULES

1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing 2025-2028* (RRS).

1.2 In this document and in the *Sailing Instructions* (SIs), the words "skipper" or "coskipper" refers to the "person in charge" according to RRS 46.

2 SAILING INSTRUCTIONS

The Sailing Instructions (SIs) are included as part of this document.

3 ELIGIBILITY AND ENTRY

3.1 The event is open to all boats for which a suitable racing handicap can be determined by the race committee. The race committee will make the final determination for all handicaps.

3.2 Eligible boats may enter by contacting the race committee in person or via email at race@flyc.us and providing the information requested. All entries must be made prior to the conclusion of the pre-race skipper's meeting.

3.3 Each participating boat shall be insured with valid liability insurance with coverage suitable for the vessel and crew.

3.4 All boats will race in a single class.

3.5 Late entries will be accepted at the discretion of the race committee.

4 ENTRY AND FEES

There is no entry fee for this event.

5 HANDICAPPING AND INSPECTION

- 5.1 A modified Portsmouth Yardstick handicapping system applies to boats racing in this event. If a participant has a certificate from another rating system, it should be submitted to assist the race committee in determining an accurate handicap.
- 5.2 No formal equipment inspection will be performed. By entering this event, the skipper certifies that his/her vessel meets all legal requirements and is sufficiently seaworthy to compete in the event.
- 5.3 All boats shall carry a VHF radio capable of communicating on marine VHF channels 16, 68, 69, 71, and 72.

6 SCHEDULE

- 6.1 Registration is open upon publication of this Notice of Race (NoR).
- 6.2 The 2026 Summer Sailstice Commodore's Cup activities shall consist of:

Date	Activity
2026 June 12	SYC participant sail to Watkins Glen. Pre-race social event at Village Marina, Watkins Glen.
2026 June 13	Skippers' Meeting Commodore's Cup Race Post-race social event at Seneca Yacht Club, Geneva.
2026 June 14	FLYC participant return sail to Watkins Glen.

7 SKIPPERS' MEETING

- 7.1 All crew members are encouraged to join the Skippers' Meeting, however at least one crew member, preferably the skipper, must attend the Skippers' Meeting held on **Saturday, June 13th, 2026, at 09:00 EDT**. Failure to do so may result in a penalty added to the boat's corrected time.

The location of the meeting will be on the marina lawn near the flagpole.

8 COMMUNICATIONS

- 8.1 The official notice board is located at www.flyc.us.
- 8.2 On the water, the race committee will make race announcements and courtesy broadcasts to competitors on marine VHF radio. The channels are listed in the SIs.

8.3 While racing, except in an emergency, a boat shall not receive voice or data communication that is not available to all boats.

Before, during, and following the race, communications between competitors and with the race committee are permitted via marine VHF on channels prescribed by the SIs.

9 THE COURSE

The race will begin at the starting area used by the FLYC race fleet and finish between the outer marks of the entrance to the Cayuga-Seneca Canal.

The approximate rhumb line distance for the race is 29.1 nm.

Details are provided in the SIs.

10 SCORING

10.1 Participants will be handicapped using a modified Portsmouth Yardstick system used by the FLYC.

The event will be scored using a low-point scoring system, with each boat receiving the number of points equal to their ranked finish based on corrected elapsed time.

11 PENALTY SYSTEM

11.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

12 RESPONSIBILITY & LIABILITY

12.1 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.**

13 FURTHER INFORMATION

For further information please contact the FLYC Race Committee at race@flyc.us.

Sailing Instructions

Preamble The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

The notation '[SP]' in a rule of the sailing instructions (SIs) means that the standard penalty for a breach of the rule may be applied by the race committee or technical committee without a hearing. This changes RRS A5.

1 RULES

The event is governed by the rules as defined in *The Racing Rules of Sailing 2025-2028*.

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions that have not been posted to the official race web site will be announced at the pre-race skippers' meeting.

2.2 Changes to a sailing instruction may be made on the water via marine VHF radio communications by the race committee.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located at www.flyc.us.

3.2 The race office can be contacted via email at race@flyc.us

3.3 On the water, the race committee will monitor and communicate with competitors on marine VHF radio.

VHF channel 71 will be used prior to the race start. After the start, all participants are to monitor **VHF channel 16**. All subsequent race communications will be initiated on **VHF channel 16**.

In the event of excessive interference, the race committee may elect to use a working channel other than VHF 71. After the race start, all communications will be initiated on VHF channel 16, however.

3.4 The following communications may be made by the race committee on VHF marine radio channels.

- Radio checks with all participating vessels.
- Courtesy announcements regarding pre-race start signals.
- Course changes or shortening of the race.
- Any other messages relevant to race and event management.

4 CODE OF CONDUCT

4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SCHEDULE OF RACES

5.1 This event consists of a single race that will be held on 2026 June 13th.

5.2 There will be a pre-race skippers' meeting at 09:00 EDT on the day of the race. Each vessel must be represented by at least one crew member, but all participants are strongly encouraged to attend. Any last-minute race instructions will be announced at this meeting.

The meeting will take place on the lawn by the Watkins Glen Village Marina flagpole.

5.3 The scheduled time of the warning signal for the race is 09:45 EDT. This time may be changed at the discretion of the race committee.

5.4 To alert boats that a race or sequence of races will begin soon, the race committee will make an announcement on marine VHF channel 71.

6 RACING AREA

The racing area is the entirety of Seneca Lake.

7 COURSES

7.1 The diagram below shows the course. The approximate course length is 29.1nm.

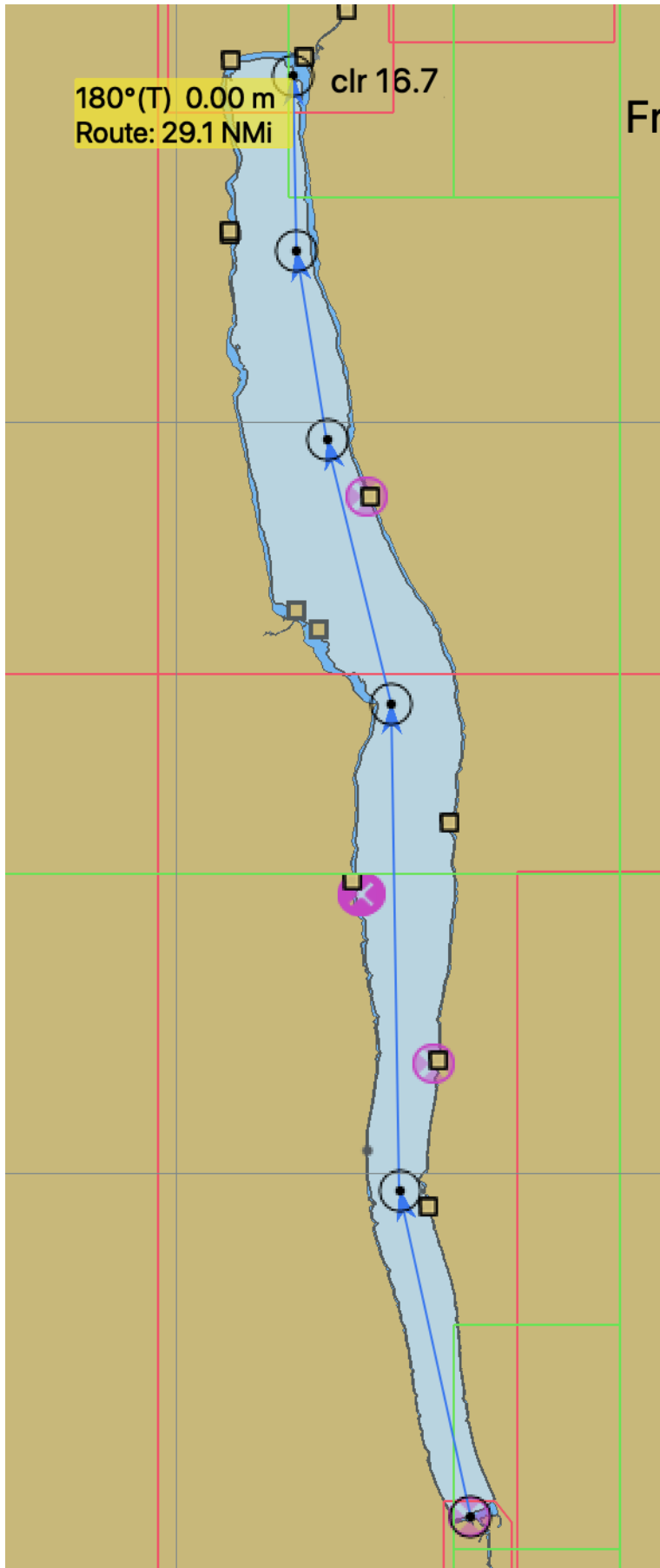


Figure 1: Chart showing the racecourse from Watkins Glen, NY to Geneva, NY.

8 MARKS

There are no marks to be rounded between the start and finish lines.

9 THE START

9.1 Race will be started as follows:

T-05:00	Warning signal.
T-04:00	[No signal] Race rules in effect. Engines must be off
T-01:00	Preparatory signal.
T-00:00	Start signal.

This changes RRS 26.

9.2 The starting line is defined by the range formed by two marks on the outer breakwall as indicated on the chart below. (See Figure 2.) The line extends due west along the range defined by Seneca Lake Light 139 (a metal tower covered with cormorant guano and nests) and the red mark at the east end of the outer breakwall (Fl R 4s). The starting line extends west to the point directly off the “Pumpout Dock” (a.k.a., the “Gas Dock”) of the Village Marina as indicated by the dashed line on the chart below. This line is defined by a range formed by the pilings on the pumpout dock.

Participants are cautioned not to sail past the eastern end of the starting area, as the water is quite shallow and is riddled with underwater obstructions (e.g., pilings). Similarly, participants are cautioned that the water close to all the breakwalls is quite shallow in places.

9.3 Due to the risk of collision, dip starts are not permitted. All participating vessels must be completely behind the starting line at least one minute prior to the start (“One-minute rule”).

9.4 If any part of a boat’s hull is on the course side of the starting line during the minute prior to her starting signal, she must sail around the west end of the starting area, re-enter the starting area on the west side (south of the starting line), and re-cross the starting line. She must do so without impeding boats that are racing. Failure to do so will result in disqualification.

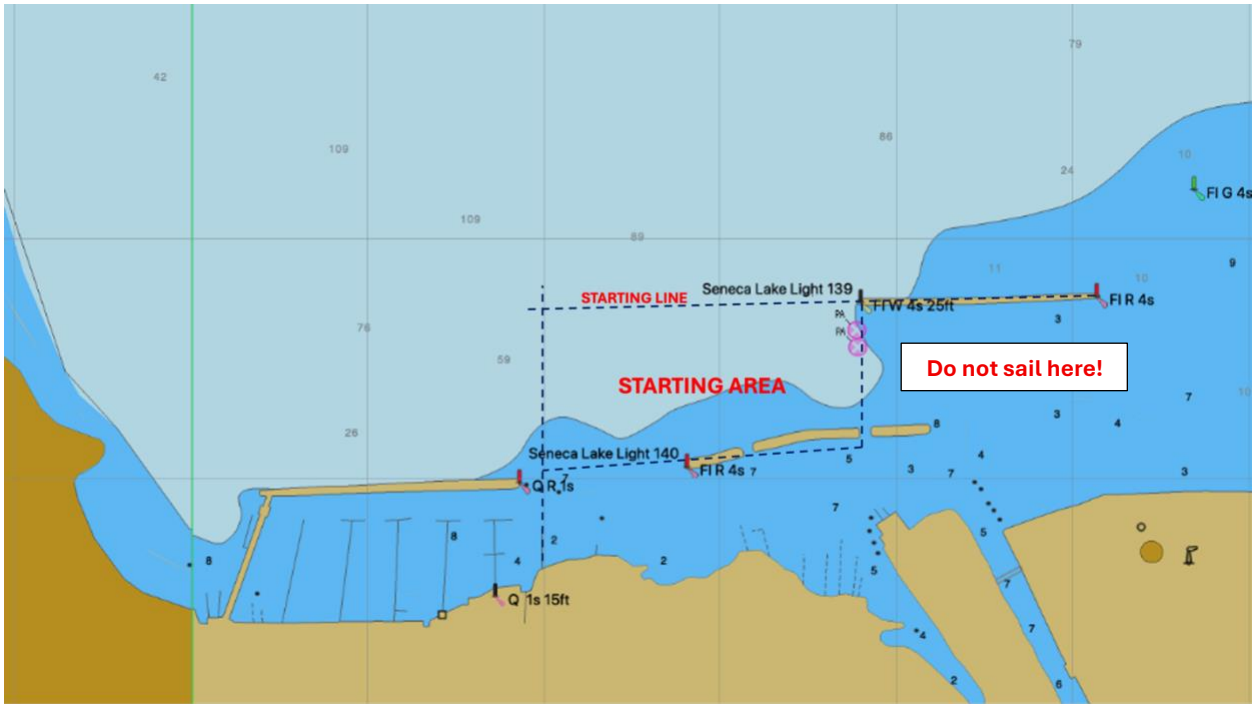


Figure 2: Chart of starting area in Watkins Glen.



Figure 3: Satellite photo of starting area.

10 CHANGE OF THE RACE COURSE

- 10.1** The race committee may, at its discretion, shorten the course if conditions are such that it is unreasonable for any participant to finish in the time allotted. These course changes will be announced on marine VHF channel 16.
- 10.2** If the course is shortened, the finish line will be a defined line of latitude extending the width of Seneca Lake. Participants shall follow the finishing procedure defined below upon crossing this line of latitude.

11 THE FINISH

- 11.1** The finishing line is defined as a line between the two outer marks to the entrance of the Cayuga-Seneca Canal, C-S Light 136 (Fl R 4s) and C-S Light 135 (Fl G 4s) as shown in the diagrams below. (See Figures 4 and 5.) Participants should cross this line in a northeasterly direction (i.e., heading toward the entrance to the canal).
- 11.2** Participants shall hail the race committee on VHF channel 16 as they approach the finish line. Upon crossing the finish line, participants shall report their finish time (as read on their GPS to the nearest second) to the race committee on VHF channel 16 (or the channel indicated by the race committee on final approach check-in). The race committee will confirm receipt of this transmission.
- 11.3** If the race committee is absent or unresponsive when a boat finishes, participants shall report their finishing time to the nearest second, as read on their GPS, and their position in relation to nearby boats, to the race committee at the first reasonable opportunity.
- 11.4** If the vessel carrying the race committee is unable to travel to the finish line, the committee may delegate responsibility to a third party to record finish times. This delegate may be a participant in the race.



Figure 4; Chart of finishing line at the outer entrance of the Cayuga-Seneca Canal.



Figure 5: Satellite photo of finish area.

12 PENALTY SYSTEM

12.1 The Scoring Penalty, RRS 44.3, applies.

12.2 For all competitors, RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

12.3 RRS Appendix P applies with the Two-Turns penalty replaced by the One-Turn Penalty.

12.4 RRS P2.3 does not apply and RRS P2.2 is changed so that it applies to any penalty after the first one.

13 TIME LIMITS

13.1 Race Time Limits (see RRS 35) are shown in the table below. The time limits are set for possible finish lines in the event the race is shortened by the race committee. Time limits are adjusted such that participants can motor beyond the shortened course and still arrive at the Seneca Yacht Club in time for post-race festivities.

Mark Desc.	Race Time Limit
<i>C-S Canal Outer Marks</i>	<i>18:00 EDT</i>
<i>Glass Factory Bay (42° 50.0'N)</i>	<i>17:40 EDT</i>
<i>Kashong Point (42° 46.0'N)</i>	<i>17:00 EDT</i>
<i>Sampson Ent. (42° 43.5'N)</i>	<i>16:30 EDT</i>
<i>Navy Barge (42° 41.8'N)</i>	<i>16:15 EDT</i>
<i>Long Point (42° 39.4'N)</i>	<i>15:40 EDT</i>
<i>Lodi Point (42° 37.1'N)</i>	<i>15:15 EDT</i>
<i>Peach Orchard Pt (42° 29.9'N)</i>	<i>14:15 EDT</i>

13.2 Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.

14 HEARING REQUESTS

NOTE: As is the tradition at FLYC, hearing requests (i.e., formal protests) are strongly discouraged and will only be considered for situations involving injury, property damage, or gross unsportsmanlike behaviour.

14.1 The protest time limit is 20:00 EDT on the day of the race.

14.2 Hearing request forms are available from the FLYC web site (www.flyc.us) under the “About Racing – General Information” link. See RRS 60.3(b) and 61.2(b).

14.3 The right of appeal from a protest committee decision is denied as provided in RRS 70.3(b), (c), and (d).

15 SAFETY REGULATIONS

15.1 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

16 EQUIPMENT AND MEASUREMENT CHECKS

16.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race, and sailing instructions.

16.2 If instructed by a race official, a boat shall proceed to a designated area for inspection.

17 OFFICIAL VESSELS

17.1 Official vessels, if any, will be identified at the pre-race skippers’ meeting.

18 RISK STATEMENT

18.1 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.**

FURTHER INFORMATION

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