



Safety Requirements

Kentucky Lake 100

April 24 - 26, 2026

Hosted By

Bluegrass Sailing Club

1. SAFETY RULES AND REQUIREMENTS

1.1 All Boats and crew must comply with the Safety Regulations set by the U.S. Coast Guard. Please review the safety regulations provided below applicable to your size boat.

1.2. The race will be governed by the rules as defined by The Racing Rules of Sailing 2025 - 2028 (RRS).

1.3. In addition to the U.S. Coast Guard requirements, all competitors should consider the following list a minimum requirement for a long, overnight race.

- A. Navigation Lights
- B. Food and Water for all crew
- C. Spotlights for identifying marks and obstructions at night
- D. Plan to address fatigue of crew
- E. Personal hygiene or bathroom needs
- F. Crew overboard plan
- G. Plan for recharging or powering electronic devices (if used for navigation or safety purposes)
- H. VHF Marine Radio (and a back up)

2. CLASSES - The following classes are anticipated for this event.

- 3.1. Spinnaker: Any boat that plans to run spinnaker for any portion of the race.
- 3.2. JAM A: Jib and Main only, PHRF 179 and below.
- 3.3. JAM B: Jib and Main only, PHRF 180 and above.
- 3.4. The Race Committee may combine or split classes at its sole discretion.
JAM PHRF split subject to change.

3. RACING

3.1. The racing will consist of an approximately 100-mile course with two laps from just north of Sledd Creek entrance to Redds Light (MM 46.6) and back.

Taking the Redds Light to port.

3.2. Race will not be started in less than three (3) knots of sustained wind as determined by the Race Committee.

4. THE SITE, RACING AREA, AND COURSE

4.1. Green Turtle Bay Resort & Marina will be the site of all shore-side activities.

4.2. The racing area is between mile 23 and mile 49 on Kentucky Lake. The Distance Course will be two laps and will begin at a starting line near mile 23 just north of Sledd Creek entrance, turn around at the Redds Light at mile 46.6, and return to a finish line near mile 23. The course will be further described and may be modified in the Sailing Instructions.

Coordinates for Redds Light per Navionics:

36° 42.771' N * 88° 4.871' W

Due to submerged navigational hazards in several areas along the west side of the lake which includes this race course, it is strongly recommended that you monitor your navigation charts and instruments carefully.

All boats must pass to the east of Star Lime red nun buoy throughout the course due to underwater hazards west of this area.

Approximate Coordinates from Navionics:

Coordinates of Star Lime Red Nun = 36° 56.352 N - 88° 11.731 W

4.3. The course, set on Kentucky Lake, may intersect the navigational channel. Commercial traffic (barges) and deep-draft craft in the channel have right-of-way over sailboats and must be treated with utmost respect. When a boat sailing under these rules meets a vessel that is not, the rules of Part 2 (When Boats Meet) are replaced by the Inland Navigation Rules. Any boat impeding the passage of a right-of-way vessel is subject to protest by the race committee or the protest committee. Shallow water and underwater structures, particularly on the west side of Kentucky Lake, should be avoided. The use of up-to-date charts and/or Navionics should be used for navigation.

5. ON-THE-WATER COMMUNICATIONS – VHF radio channel 72 will be used by the Race Committee for warnings and communications to the competitors while on the water. **VHF Radios are required.** Any boats dropping out of the race must notify the Race Committee and receive confirmation of notification.

In the case of an emergency, Hail on VHF Channel 16 for assistance.

6. WAIVER - Competitors in this event are participating entirely at their own risk. See RRS 4, Decision to Race. Competitors agree that the race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. As an inducement to the race organizers to produce the regatta, each competitor agrees that by participating in this event each competitor is deemed to have waived all claims against and released the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law and is deemed to have warranted that they have obtained this same release of the race organizers by each crew member.

7. INSURANCE - Each participating boat must be insured with valid third-party liability insurance.

8. BSC PARTICIPATION REQUIREMENTS:

- The Bluegrass Sailing Club requires everyone to wear a U.S. Coast Guard approved Personal Floatation Device (PFD) to participate in club races and any on-the-water events.
- All competitors in the Kentucky Lake 100 regatta must comply with all U.S. Coast Guard requirements for the boat they are on.
- All boats registered for the Kentucky Lake 100 must have an auxiliary motor, in safe operating condition onboard or obtain prior approval from the Race Committee.

FURTHER INFORMATION - For further information please contact Ky. Lake 100 organizers:

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270-404-0078

Addendum

U.S Coast Guard Safety Requirements

Boats 16ft to Less Than 26ft

Personal Floatation Devices (Life Jackets)

Recreational boats must carry Coast Guard approved Personal Flotation Devices, in good and serviceable condition, and of appropriate size for the intended user. Wearable PFDs must be readily accessible, not stowed in bags, locked or closed compartments or have other gear stowed on top of them. Throwable devices must be immediately available for use. There must be one Type I, II, III, or V PFD for each person on board or being towed on water skis, etc., PLUS one Type IV throwable device. Throwable, Type IV PFDs may no longer be substituted for wearable types on boats less than 16 feet. State laws on mandatory PFD wear may vary.

Fire Extinguishers

At least one B-1 type Coast Guard-approved hand portable fire extinguisher. Not required on outboard motorboats less than 26 feet long and not carrying passengers for hire if the construction of such motorboats will not permit the entrapment of explosive or flammable gases or vapors, and if fuel tanks are not permanently installed.

Visual Distress Signals

Must carry approved visual distress signals approved for daytime and nighttime use. For pyrotechnic devices (handheld or aerial red flares, floating or handheld orange smoke, and launchers for aerial red meteors or parachute flares) a minimum of 3 required, in any combination that totals 3 for daytime and 3 for night use. Three

day/night devices will suffice. Devices must be in serviceable condition, dates not expired and stowed accessibly. Exceptions are open sailboats less than 26 feet long and not equipped with propulsion machinery, and manually propelled boats; both required to carry only night signals.

Sound Producing Device

Every vessel less than 39.4 feet (12 meters) long must carry an efficient sound-producing device such as a whistle or horn.

Ventilation (Boats built BEFORE 8/80)

At least two ventilator ducts fitted with cowls or their equivalent for the purpose of properly and efficiently ventilating the bilges of every closed engine and fuel tank compartment of boats constructed or decked over after April 25, 1940, using gasoline as fuel or other fuels having a flashpoint of 110° F or less.

Ventilation (Boats built AFTER 8/80)

At least two ventilator ducts for the purpose of efficiently ventilating every closed compartment that contains a gasoline engine and fuel every closed compartment containing a gasoline tank, except those having permanently installed tanks vented outside the boat and containing no unprotected electrical devices. Also, engine compartments containing a gasoline engine with a cranking motor must contain power-operated exhaust blowers controllable from the instrument panel.

Backfire Flame Arrestor

One approved device on each carburetor of all gasoline engines installed after April 25, 1940, except outboard motors. Device must be marked to show compliance with SAE J-1928 or UL 1111 Standards.

Boats 26ft to Less Than 40ft

Personal Floatation Devices (Life Jackets)

Recreational boats must carry Coast Guard approved Personal Flotation Devices, in good and serviceable condition, and of appropriate size for the intended user. Wearable PFDs must be readily accessible, not stowed in bags, locked or closed compartments or have other gear stowed on top of them. Throwable devices must be immediately available for use. There must be one Type I, II, III, or V PFD for each person on board or being towed on water skis, etc., PLUS one Type IV throwable device. Throwable, Type IV PFDs may no longer be substituted for wearable types on boats less than 16 feet. State laws on mandatory PFD wear may vary.

Fire Extinguishers

At least two B-1 type approved portable fire extinguishers; OR at least one B-2 type.

Visual Distress Signals

Must carry approved visual distress signals approved for daytime and nighttime use. For pyrotechnic devices (handheld or aerial red flares, floating or handheld orange smoke, and launchers for aerial red meteors or parachute flares) a minimum of 3 required, in any combination that totals 3 for daytime and 3 for night use. Three day/night devices will suffice. Devices must be in serviceable condition, dates not expired and stowed accessibly. Exceptions are open sailboats less than 26 feet long

and not equipped with propulsion machinery, and manually propelled boats; both required to carry only night signals.

Sound Producing Device

To comply with Navigation Rules and for distress signaling purposes all boats must carry a sound producing device (whistle, horn, siren, etc.) capable of a 4-second blast audible for ½ mile. *Boats larger than 39.4 ft. are no longer required to have a bell (see Navigation Rules.)

* Under a recent change, a vessel 12 meters (39.4 ft) to less than 20 meters (65 ft) is no longer required to carry a **bell** on board.

Ventilation (Boats built BEFORE 8/80)

At least two ventilator ducts fitted with cowls or their equivalent for the purpose of properly and efficiently ventilating the bilges of every closed engine and fuel tank compartment of boats constructed or decked over after April 25, 1940, using gasoline as fuel or other fuels having a flashpoint of 110° F or less.

Ventilation (Boats built AFTER 8/80)

At least two ventilator ducts for the purpose of efficiently ventilating every closed compartment that contains a gasoline engine and fuel every closed compartment containing a gasoline tank, except those having permanently installed tanks vented outside the boat and containing no unprotected electrical devices. Also, engine compartments containing a gasoline engine with a cranking motor must contain power-operated exhaust blowers controllable from the instrument panel.

Backfire Flame Arrestor

One approved device on each carburetor of all gasoline engines installed after April 25, 1940, except outboard motors. Devices must be marked to show compliance with SAE J-1928 or UL 1111 Standards.

Placards

Every vessel 26' or larger must display oil and garbage placards.