

**White Bear Yacht Club
2008 Sailing Instructions**

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1. Rules

Except as modified by these sailing instructions and WBYC course diagrams, the races will be governed by The Racing Rules of Sailing 2005-2008, (the RRS), and the rules and scantlings of the following national sailing associations governing each class:

Class A:	National Class A Scow Association
Class E:	National Class E Scow Association
Class MC:	International MC Class Sailboat Racing Association
Class C, X:	Inland Lakes Yachting Association
Laser:	International Laser Class Association
Club 420:	Club 420 Association
Catamarans:	Shall conform to the scantlings of their builder's one-design class rules.

2. Entries and Eligibility

All fees must be paid to the Registrar at least 24 hours before any yacht will be scored in subsequent races. Prohibitions against professional competition do not apply.

3. Postponement Procedure

Prior to the start of each racing session, the Race Officer will make decisions and take actions to inform the participants of those decisions as described in the following table. Decisions are in bold italics, actions are not. "T" is the originally scheduled race time.

Time	Race Officer's Decisions and Actions Prior to the Start of a Race			
T -1 hr.	Race as scheduled. Phone & VHF message announcing decision.	Race postponed and will not start before T+1hr. Phone & VHF message announcing decision. Flag AP and 2 sounds.*		Race canceled. Phone & VHF message announcing decision. Flag N and 3 sounds.*
T	Warning flag & 1 sound.	Race at T + 1hr. Phone & VHF message announcing decision.	Race canceled. Phone & VHF message announcing decision. Flag N and 3 sounds*	NA
T+59min	NA	Flag AP down & 1 sound	NA	NA
T + 1hr.	NA	Warning flag & 1 sound.	NA	NA

*If the Race Officer is ashore at the yacht club, sound signals to draw attention to flags may be horns rather than guns.

Once a decision is made to race and the fleets are on the lake, the Race Officer is permitted an additional half-hour to attempt a start or abandon the races. If the warning signal is given and subsequent recalls and/or line shifts cause a warning signal later than T+ 90 minutes, the races may be continued at the discretion of the Race Officer. Decisions made by the Race Officer during this period will be communicated to the fleets using flags and sounds. Phone and VHF messages are not required but may be used as a convenience for sailors and their families.

During the period from one-half hour before races are to take place (T-30 minutes or T+30 minutes) and the completion of the races, the Race Officer may cancel or abandon the races at any time by flying the N flag with 3 sounds.

4. Courses

Courses displayed on the course board will use the course designators given in the WBYC course diagrams. Courses will be displayed on the course board on the stern of the Race Committee Boat in the starting order. If a course letter designator is followed by a number, then sail that course that number of times.

If a blank appears after a fleet designator on the course board, that fleet will sail the course displayed for the preceding fleet.

5. The Start

Unless otherwise noted in the web site schedule, weekend morning races will be scheduled to start at 10:30 am. and afternoon races will be scheduled to start at 2:30 pm. Monday, Wednesday and Thursday evening races will be scheduled to start at 6:30 pm.

More than one race scheduled to start in the morning, in the afternoon or in the evening means those races are scheduled back-to-back. For back-to-back A races the start of the second race will be no sooner than 45 minutes after the start of the first race.

Races will start no sooner than the specified times, however, races scheduled shortly (less than the time limit) after previous races (i.e. back-to-back races) may start at a later time as determined by the Race Officer. No postponement signal will be used in these cases. The Race Officer will allow a reasonable amount of time for boats to gather at the new starting area. It is each skipper's responsibility to remain in the race area and be in the starting area in time to start subsequent races.

Changes to the web site schedule will be made at least one week before the affected race(s) take place.

Rule 26 of the RRS is replaced by the following paragraphs and table:

Races shall be started using flags and sounds as shown in the table below. Times shall be taken from the visual signals; the absence of a sound signal, e.g. a gun misfiring, shall be disregarded.

First Start Table

Time	Signal	Flag and Sound
Start – 6 min.	Warning	Yellow flag, 1 sound
Start – 3 min.	Preparatory	Blue flag, 1 sound
Start – 0 min.	Starting	Red flag, 1 sound

Classes will start in the order listed on the course board, at three-minute intervals. Flags will come down one minute before the next flag goes up. The starting signal for the first class will be the preparatory signal for the second class, and so on until all fleets have started. When classes sail back-to-back races, all starts after their first start, will begin the starting sequence with the Preparatory signal.

Although not displayed, Code Flag I will be operative for all starts, and therefore the one minute RRS 30.1 Round-an-End Rule will be in effect for all starts, except for Laser class starts.

It is strongly recommended that all fleets not starting keep well clear of the starting line in the two minutes prior to a starting signal.

6. Individual Recalls

Individual recalls will be signaled according to the RRS Rule 29.1. There will be no horn sound for each yacht recalled. A reasonable attempt will be made to hail, by number, each yacht that started prematurely.

The national MC rule Article IX, Section 2, Part F that reads, "The use of any electronic navigational aid or any other electronic device on the MC is prohibited" does not apply.

The second sentence of Rule 29.1 is replaced by:

Display Code Flag X until all recalled yachts are wholly on the pre-start side of the starting line, or for approximately two minutes after the starting signal, whichever is earlier.

7. General Recalls

The second sentence of the RRS Rule 29.2 is replaced by the following:

After a general recall, if the line is not moved, the starts for the succeeding classes will proceed as scheduled. The class(es) recalled will go to the end of the starting order and the first of those recalled classes will start three minutes after the starting signal for the last class not recalled.

The general recall flag, the first substitute, will be taken down before the next fleet's starting signal.

If the starting line is moved significantly, a warning signal will begin a new starting sequence. In this event, the order displayed on the course board is restored and fleets not yet started will resume their original starting order.

8. Cancellation/Abandonment – Weather / High Wind

Race Officer may cancel/abandon races for any reason affecting the safety of the competitors. Rain or approaching storms are the most typical reasons.

All regularly scheduled races shall be canceled when sustained wind speeds are at or exceed 22 miles per hour or when peak gusts are at or exceed 30 miles per hour.

9. Change of Course after the Start

Rule 33 of the RRS is replaced by the following:

At any rounding mark the race committee may signal a change in the direction of the next leg of the course by making repetitive sounds, displaying flag C and hailing the description and compass bearing to the new mark before any affected boats begin the changed leg. All affected boats will be given the same hail.

Course changes may be signaled before the new mark is in position.

Small changes in the location of the leeward mark may be made immediately after the start without following the above-prescribed procedures. These changes will be completed before the first boat rounds the first weather mark.

10. Time Limit

The time limit for all races shall be 2.5 hours.

11. Personal Buoyancy

In classes X and Laser all skippers and crew are required to wear life jackets from shore to shore in all races.

During the Pre-season Series code flag "Y" will be displayed according to Rule 40 of the RRS. In classes A, E, C, MC and Catamaran, the personal buoyancy obligation extends from the preparatory signal until the yacht has finished and fulfilled all obligations under the rules after finishing.

In races other than the Pre-season Series, code flag "Y" will be flown at the discretion of the race officer. Factors that will influence the flying of code flag "Y" are: cold water, winds in excess of 18 mph, lack of adequate rescue craft or impending bad weather.

Note that under Rule 40, a wet-suit is not considered adequate personal buoyancy.

12. Protests and Penalties

Written protests shall be submitted to the Race Officer, to an Executive Officer or mailed to any of those individuals at their address given in the Sailing Division Roster. Mailed protests must be postmarked by midnight of the first working day after the race of the incident. Protests shall be heard at the first reasonable opportunity after the filing of the protest. Parties to the protest will be notified by the Protest Committee Chair as to the time and location of the protest hearing. The protest committee will consist of the Protest Committee Chair and at least two other persons appointed by the Protest Committee Chair, with the chair presiding ex officio (non-voting) except to break ties.

The Protest Committee Chair will be the Race Committee Chair unless the Race Committee is being protested, in which case an Executive Officer will appoint the Protest Committee Chair.

Any yacht in class X, MC or Catamaran that acknowledges a foul may complete one 720-degree turn (two tacks and two gybes). Any yacht in classes A, E and Laser may acknowledge a foul by completing one 360-degree turn (one tack and one gybe). A yacht in class C that acknowledges a penalty may accept an alternative penalty either by completing one 720-degree turn (two tacks and two gybes) or by accepting a penalty of 20% of the number of starters by flying code flag "I" across the finish line and reporting her flag to the race officer. These penalty turns must be completed at the first safe, reasonable opportunity after the foul, regardless of the tactical situation. Yachts completing turns to acknowledge penalties are advised to report these turns to the race officer at the finish line, in the event of a dispute over completion of penalty turns with a protesting yacht.

A yacht infringing a rule in more than one incident shall receive a penalty for each infringement.

13. Scoring

Race results will be posted to our web site within two days of the completion of each race. Competitors have one week after the completion of each race to review the race results and report any inaccuracies to the Scorer. If no inaccuracies are reported to the Scorer within that time the results of that race will be considered correct and final.

All fleets except Catamarans:

All races will be scored using the Low Point Scoring System, Appendix A4.1

Catamarans:

All races will be handicapped using the latest US Sailing Portsmouth numbers and each series will be scored using the Low Point Scoring System, Appendix A4.1

If no boats in a fleet show-up for a race then that race will be scored as no race and that race may be eligible for a make-up race.

Scoring for DNC, DNS, DNF, DSQ, OCS, etc. is according to the RRS Appendix A9.

When six or more races in a series have been completed the worst of them will be excluded from the score. When eight or more races in a series have been completed the second worst of them will also be excluded from the score. Standings may be reviewed on our Web Site <www.wbycsail.org>.

A yacht that is disqualified from a race for violation of Part 5 Section C -- Gross Misconduct may not use that race as a "throw out" for scoring purposes.

Any yacht participating in experimental equipment, rigging, or sail testing for the ILYA will be permitted to sail in regularly scheduled WBYC races, but will not be scored. Yachts sailing with experimental equipment, rigging, or sails are required to notify the race officer before the start of any race in which the experimental equipment is carried, regardless of its use during the race.

Except for the August series, a yacht may request that her average place be awarded for races missed due to participation in the following regattas:

- Class A: Average place is not available for any race in any series.
- Class E: NCESA Championship, ILYA Invitational, ILYA Championship
- Class C: NCCSA Championship, ILYA Invitational, ILYA Championship
- Class MC: IMCCSRA Championship, ILYA Invitational, ILYA Championship
- Class X: Average place is not available for any race in any series.
- Class Laser: Average place is not available for any race in any series.
- Cat Classes: The Class Association Championship or Regional Qualifying Regatta

Requests for average place must be made to the Scorer by postal or electronic mail prior to the regatta. See the on-line roster for the Scorer's contact information

Average points for a yacht are determined by the average of the points received by that yacht in all races sailed by her fleet in the Championship and Special series except for the races missed by that yacht for which she has been granted average points.

During the August series yachts are scored using a handicapped scoring system.

All fleets except Catamarans:

Handicapped scores are computed by re-scoring all Championship and Special races with no throw-outs. Did not starts are scored equal to half the boats registered, rather than one more than boats registered. Average points per race is then calculated for each boat and that average is subtracted from a constant greater than the highest average in the fleet. If the highest average is 12 points the constant might be 15. If the highest average is 18 the constant might be 20. The result is the boat's handicap which is added to their score for each race in the August series.

If a boat that did well during the Champ and Special series has average points per race of 5.3 and the worst boat an average of 12.9 per race then their respective handicaps per race for the August series would be 9.7 (15 - 5.3) and 2.1 (15 - 12.9). These handicaps are added to the points earned under the normal scoring system for each boat for each race in the August series.

Catamarans:

During the August Series the base US Sailing Portsmouth Number (USPN) is replaced by a personal handicap for each competitor based on their performance in the Special and Championship Series during the same season. The personal handicap is based on the Median Back Calculated Rating (BCR) of each competitor during the Special and Championship Series. The competitor who places first on corrected time in a given race will be the "benchmark" for establishing a BCR for other competitors in that race. The "benchmark" boat will receive a BCR equal to their USPN without modifications for that race. Only races with two or more competitors will be used to establish a BCR for any competitor. If any handicap adjustments were used during the scoring of Special or Championship series race, the adjustments will be negated before establishing a BCR for any competitor. As is standard procedure for all race series, US Sailing handicap adjustments will be applied to the personal handicap during the August series to compensate for changes in crew, rigging, sails, etc.

The White Bear Yacht Club Sailing Division has several trophies that are awarded to the best performance across multiple fleets. The Memorial Day weekend trophy is awarded for the best performance in races sailed during that weekend (Sat/Sun/Mon; max. 3 races) will be the number of races counted toward the trophy. Any imbalance between that number and the A fleet race sailed during that weekend will be made up by counting the A fleet races sailed nearest to Memorial Day weekend.

In addition since one fleet may regularly sail 15 to 20 boats and another may have only a few boats sailing, a scoring system that recognizes that difference is required. That system is a high point system where for each race, the boat is scored : $(100/\text{number of boats}) * (\text{number of boats} + 1 - \text{place})$.

Then the total points for all races are divided by the number of races. This allows for fleets sailing a different number of races. A DNS, DSQ or DNF is scored as zero points. This formula produces the following table of points:

place\boats

	1	2	3	4	5	6	7	8	9	10	11	12
1	100	100	100	100	100	100	100	100	100	100	100	100
2		50	67	75	80	83	86	88	89	90	91	92
3		0	33	50	60	67	71	75	78	80	82	83
4			0	25	40	50	57	63	67	70	73	75
5				0	20	33	43	50	56	60	64	67
6					0	17	29	38	44	50	55	58
7						0	14	25	33	40	45	50
8							0	13	22	30	36	42
9								0	11	20	27	33
10									0	10	18	25
11										0	9	17
12											0	8
13												0

Since normally first place is 100 points regardless of number of boats it produces high rewards in a fleet with only a few boats. Therefore if less than five boats sail first place is reduced by five points for each boat less than five sailing. This produces the following adjusted table:

place\boats

	1	2	3	4	5	6	7	8	9	10	11	12
1	80	85	90	95	100	100	100	100	100	100	100	100
2		50	67	75	80	83	86	88	89	90	91	92
3		0	33	50	60	67	71	75	78	80	82	83
4			0	25	40	50	57	63	67	70	73	75
5				0	20	33	43	50	56	60	64	67
6					0	17	29	38	44	50	55	58
7						0	14	25	33	40	45	50
8							0	13	22	30	36	42
9								0	11	20	27	33
10									0	10	18	25
11										0	9	17
12											0	8
13												0

There are currently two trophies awarded on this formula; the Hannaford trophy for the best record on Memorial Day weekend for all fleets and the Iver Johnson trophy for all fleets for the best record for the entire year excluding the August handicap series. (See deeds of gift for restrictions etc.)

14. Class X Series Special Rules

During the Pre-season series and the Twilight series the rules restricting the age of crew in class X are waived. X boaters may use crew of any age during these series, and are strongly encouraged to enlist the help of experienced sailors during these races.

15. Racing Numbers

Catamarans, Lasers and MC Scows will be identified by their builder's number. Sailors in need of a racing number should contact Judy Alnes, our Registrar, for an assignment.