

White Bear Yacht Club

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 2009-2012, (Hereinafter referred to as “The RRS”), and the rules and scantlings of the following national sailing associations governing each class:

Class A:	National Class A Scow Association, except as amended by a majority vote of the WBYC Sailing Division A fleet members, one vote per registered boat.
Class E:	National Class E Scow Association
Class MC:	International MC Class Sailboat Racing Association
Class C, X:	Inland Lakes Yachting Association
Class Laser:	International Laser Class Association
Class Club 420	Club 420 Association
Catamarans	Shall conform to the scantlings of their builder’s one-design class rules.

2. Entries and Eligibility

No yacht will be scored in any races until it is properly registered. No yacht will be considered properly registered until her owner/skipper has:

- Completed the WBYC Online Registration Form,
- Submitted the Form and all fees payable by mail to the Registrar, and
- Verified acceptance of the Registration on the WBYC Sailing Division website.

This applies to all members including Proprietary, SMII, and Sailing Division members.

Registration Forms and any applicable fees must be received by the Registrar at least 7 Days before said yacht will be scored in subsequent races.

Once registration has been accepted and logged by the Registrar, properly registered yachts will appear in a listing online at: <http://www.wbycsail.org/cgi-bin/wbyc/show-roster-fleets>
It is the responsibility of the yacht’s owner/skipper to visit this web page to verify registration. If your registration does not appear in the Roster after a reasonable amount of time, please contact the Registrar.

Lasers not registered at WBYC must submit proof of registration with an affiliated race program in order to be scored in a WBYC Laser series. Laser registration information must be submitted to the WBYC Registrar at least 7 Days prior to a race in order to 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 communicate those decisions to the competitors 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.	<i>Race as scheduled.</i> Phone & VHF message announcing decision.	<i>Race postponed and will not start before T+1hr.</i> Phone & VHF message announcing decision. Flag AP and 2 sounds.*		<i>Race canceled .</i> Phone & VHF message announcing decision. Flag N and 3 sounds.*
T	Warning flag & 1 sound.	<i>Race at T + 1hr.</i> Phone & VHF message announcing decision.	<i>Race canceled.</i> Phone & VHF message announcing decision. Flag N and 3 sounds*	NA
T+59 min	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.

Please do not call the Race Information Phone Line in the minutes prior to a race decision (ie: T-1 Hour) as it can prevent the race officer from leaving informational messages.

Weeknight / Twilight races can be postponed for up to 1 hour. The Race Officer can end the postponement of a Weeknight / Twilight race at any time, but must give competitors a reasonable amount of time to gather in the starting area if the postponement is terminated prior to T+59. Decisions to end a postponement prior to T+59 will be communicated to all competitors using flags with sounds, phone & VHF messages.

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) until 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

Course designators displayed on the course board will match the course designators given in the WBYC course diagrams. Courses will be displayed on the course board at 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. No weeknight race shall start later than 7:45PM.

More than one race scheduled to start in the morning, afternoon or evening means those races are back-to-back. For back-to-back races, the start of the second race will be no sooner than the scheduled start time. 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 determine 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 so as to be informed and to comply with the appropriate instructions.

Changes to the web site schedule will be made at least one week before the affected race(s) take place. All changes to the schedule during the sailing season will be communicated to the sailing division members via email.

For All Fleets except Lasers 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 minus 6 min.	Warning	Yellow flag, 1 sound
Start minus 3 min.	Preparatory	Blue flag, 1 sound
Start time	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 that starting sequence with the Preparatory signal.

For Laser class starts Rule 26 of the RRS is replaced with: US Sailing Prescription Appendix S – Sound-Signal Starting System. This is a sequence of long and short sound signals counting down a three minute start sequence. There will be a series of short sound signals 20 seconds before the 3 minute sequence begins to attract the attention of the sailors. Visual starting signals will not be used. Please refer to the US Sailing Prescriptions which can be found on www.USSAILING.org for further details.

Although not displayed, Code Flag I will be operative for all starts, and therefore the I-Flag Rule will be in effect for all starts, except for Laser class starts.

All Fleets not starting shall keep well clear of the starting line until their Preparatory signal has been displayed.

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 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 not less than one minute 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. With the exception of the A fleet, 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. All A fleet races shall be canceled when sustained wind speeds are at or exceed 20 miles per hour or when peak gusts are at or exceed 23 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, unless a boat is so far back in their fleet as to make this impractical. Such boats are deemed to be able to observe and follow their respective fleet without onus.

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

Small changes of approximately 100 meters or less 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 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, average 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 Principal Race Officer as to the time and location of the protest hearing. The protest committee will consist of the Principal Race Officer and at least two other persons appointed by the Principal Race Officer, with the chair presiding without vote except to break ties.

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

Any yacht in class X, MC or Catamaran that acknowledges a foul may complete two penalty turns (one two-turn penalty) as described in RRS C7.2(a). Any yacht in classes A, E and Laser may acknowledge a foul by completing one Penalty turn. A yacht in class C that acknowledges a penalty may accept an alternative penalty either by completing two penalty turns 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 at the finish, 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 five 24-hour days 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 final.

All fleets except Catamarans & Class C:

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

Class C:

All races except for the Championship series will be scored using the Low Point Scoring System, Appendix A4.1. The Championship series will be scored using the High-Point Percentage Scoring System, Appendix A of the 2009-2012 US Sailing Prescriptions.

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 categories and abbreviations will be according to RRS A11.

One "throw-out" race will be allowed after six races of a series have been completed. Two "throw-out" races will be allowed after eight races of a series have been completed. No "throw-out" races are allowed using the High-Point Percentage Scoring System.

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 the following handicap 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:

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:

There are currently two trophies awarded on this formula; the Hannaford trophy for the best record on Memorial Day weekend among 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 Twilight series the rules restricting the age of crew in class X are waived. X boaters may use crew of any age during this 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 the WBYC Sailing Division Registrar, for an assignment.

16. Sailing Courtesy

The Race Management Oversight Committee (RMOC):
White Bear Yacht Club rules state that all members, including registered sailors, are not to directly criticize any club employees, including Sailing Division Race Officers. In an effort to adhere with this rule the RMOC was established several years ago to provide an avenue for sailors to give feedback regarding the conduct of our race officers. Guidance and management of the Race Officers is handled by the Executive Board of the Sailing Division with input from the RMOC. Please visit the web site for a current listing of RMOC members.

Lake and Lake Front Usage:

It is important that all members of the White Bear Yacht Club Sailing Division remember that our yacht racing program is only one of many programs or groups of people who count on White Bear Lake as a great resource for recreational pleasure. We share the lake with anglers, water skiers, power boaters, sailors, and a host of others. If we are to expect others to respect our rights and needs during our races, we must return the respect to those who are also using the lake. This sensitivity must also be extended those homeowners whose waterfronts are affected by our racing program; especially our neighbors whose lake front property adjoins our sailing pavilion and lift space area. For more information on White Bear Lake use regulations, please visit the web site of the White Bear Lake Conservation District at www.wblcd.org.

Invasive Species Alert:

Certain harmful exotic species that can threaten natural resources and their use have been designated as prohibited exotic species in Minnesota. It is unlawful (a misdemeanor) to possess, import, purchase, transport, or introduce these species except under a permit for disposal, control, research, or education. For more information please visit the website of the Minnesota DNR at www.dnr.state.mn.us/invasives/index.html.