

**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 2013-2016, (Hereinafter referred to as “the RRS”), and the rules and scantlings of the following national sailing associations governing each class:

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

**2. Entries and Eligibility**

**BY REGISTERING, YOU AGREE TO COMPLY WITH THESE SAILING INSTRUCTIONS.** 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 website.

This applies to all members including Proprietary, SMII, and Sailing 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, unless additional late registration fees are paid. New sailing members (not registered in prior years or other WBYC fleets) may register at any time with no late fees and be scored immediately.**

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, unless additional late registration fees are paid.**

Prohibitions against professional competition do not apply.

All E Scows must comply with NCEA membership rules and properly display a valid membership sticker for the current year or they will not be scored.

**ALL WBYC SAILING PARTICIPANTS ACKNOWLEDGE THAT SAILING IS AN ACTIVITY THAT HAS AN INHERENT RISK OF DAMAGE AND INJURY. COMPETITORS IN ALL WBYC RACES AND EVENTS ARE PARTICIPATING ENTIRELY AT THEIR OWN RISK. SEE THE RRS 4, DECISION TO RACE.**

**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 WBYC EVENTS. BY PARTICIPATING IN WBYC EVENTS, EACH COMPETITOR AGREES TO RELEASE THE WBYC RACE ORGANIZERS FROM ANY AND ALL LIABILITY ASSOCIATED WITH SUCH COMPETITOR'S PARTICIPATION IN WBYC EVENTS TO THE FULLEST EXTENT PERMITTED BY LAW.**

### **3. Postponement Procedure**

There are two sets of postponement procedures, one for single races and another for back-to-back races. Back-to-back races are defined as a pair (or more) of races for which the scheduled starting time of the second race is less than the time limit (see section 10) after the scheduled starting time of the first race.

In the following, a race refers to the group of races for different fleets that all start in the same starting sequence (section 5).

The possible decisions of the Race Officer are listed in the tables below with the exception that the race(s) may be cancelled at any time by flying the N flag with 3 sounds. Cancellations always apply to all remaining races of a back-to-back set.

In the following, the originally scheduled race time of the first (or only) race is "T1" and in the case of back-to-back races "T2" is the originally scheduled time of the second race. For sets of more than two back-to-back races, the subsequent races follow the same procedure as for the second race.

The Race Officer can end the postponement of Weeknight /Twilight race(s) 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 T1+59min. Decisions to end a postponement prior to T1+59min will be communicated to all competitors using flags with sounds and, as possible, phone & VHF messages. See section 5 for the latest times that a warning signal can be given for a Weeknight /Twilight race.

Once a decision has been made to race and the fleets are on the lake, the Race Officer is permitted an additional hour beyond the times listed in the tables below to attempt a start of the first race or abandon the race(s). If the warning signal is given and subsequent recalls and/or line shifts cause a warning signal slightly later than T1 + 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.

Please do not call the Race Information Phone Line in the minutes prior to a race decision (i.e.: T1-1 hour) as it can prevent the race officer from leaving a message.

### 3.1 Single Race Postponement Procedure

Prior to the start of each racing session for a single race, 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. The originally scheduled race time is “T1”.

Time	Race Officer’s <b><i>Decisions</i></b> and Actions Prior to the Start of a Race			
T1 - 1 hr.	<b><i>Race as scheduled</i></b> Phone & VHF message announcing decision	<b><i>Race postponed and will not start before T1 + 1hr</i></b> Phone & VHF message announcing decision. Flag AP and 2 sounds*		<b><i>Race canceled</i></b> Phone & VHF message announcing decision. Flag N and 3 sounds*
T1	Warning flag & 1 sound	<b><i>Race at T1 + 1hr</i></b> Phone & VHF message announcing decision	<b><i>Race canceled</i></b> Phone & VHF message announcing decision. Flag N and 3 sounds*	NA
T1 + 59min	NA	Flag AP down & 1 sound	NA	NA
T1 + 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.

### 3.2 Back-to-Back Race Postponement Procedure

Prior to the start of a back-to-back 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. The originally scheduled race time of the first race is “T1” and “T2” is the originally scheduled time of the second race of the back-to-back set.

The second race will start no sooner than T2, but when the races are postponed or the first race takes longer than the scheduled interval between the races (T2 – T1), then the second race will start as soon as possible after the last boat has finished the first race. The AP Flag will be flown after the last boat of the first race finishes if the second race warning will be after T2, but no sounds will accompany it.

For the second race of the back-to-back set, the race officer is allowed an additional half-hour after T2 or after the last boat in the first race finishes (whichever is later) to attempt a start or abandon this race. But no warning signal for the second race of a back-to-back set shall be given after T2 + 1 hr for daytime races. (independent of the finishing time of the last boat in the first race). See section 5 for the latest possible starting time for evening races.

Time	Race Officer's <b>Decisions</b> and Actions Prior to the Start of a Race					
T1 - 1 hr.	<b>Race as scheduled</b> Phone & VHF message announcing decision		<b>Races postponed and will not start before T1 + 1hr and T2**</b> Phone & VHF message announcing decision. Flag AP and 2 sounds*			<b>Both Races canceled</b> Phone & VHF message announcing decision. Flag N and 3 sounds*
T1	Warning flag & 1 sound		<b>Race at T1 + 1hr and T2**</b> Phone & VHF message announcing decision		<b>Race 1 canceled &amp; 1 hour to decision about Race 2</b> Phone & VHF message announcing decisions	NA
T1 + 59min	NA		Flag AP down & 1 sound		NA	NA
T1 + 1hr.	NA		Warning flag & 1 sound		NA	NA
T2	Warning flag & 1 sound	NA (race 1 in progress)	Warning flag & 1 sound	NA (race 1 in progress)	<b>Race 2 cancelled or decision to race at T2 + 1hr</b>	NA
Race 1 complete	NA	Flag AP	NA	Flag AP	NA	NA
Race 2 Warning – 1min	NA	Flag AP down & 1 sound	NA	Flag AP down & 1 sound	NA	NA
Race 2 Warning	NA	Warning flag & 1 sound	NA	Warning flag & 1 sound	NA	NA
T2 + 59 mins.					Flag AP down & 1 sound	
T2 + 1 hr.					Warning flag & 1 sound	

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

\*\* At the earliest or immediately after race 1 is completed.

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

#### **5. The Start**

The schedule of race times is on the WBYC Sailing web site. Races scheduled closer together than the time limit in section 10 are Back-to-Back races and have different procedures from single races. No weeknight race shall start later than the times listed in the table below for the month in which the race is scheduled.

	<b>June</b>	<b>July</b>	<b>August</b>
Earliest Sunset (Civil Twilight)	8:51pm (9:28pm)	8:41pm (9:15pm)	7:52pm (8:22pm)
<b>Latest warning signal</b>	8:15pm	8:15pm	7:30pm

For back-to-back races, the start of the second (or subsequent) race will be no sooner than the scheduled start time. If the second race start will be later than the scheduled time the AP flag will be flown (see the postponement procedure in section 3) and it will be dropped with an accompanying sound one minute before the second race warning signal. The Race Officer will allow a reasonable amount of time for boats to gather at the second race starting area. It is each skipper's responsibility to remain in the race area so as to be able to start the next race on time.

The race schedule (races dates and series) as approved by the Sailing Committee at the beginning of the year cannot be altered without action by the Committee. Any changes must be posted to the WBYC Sailing web site at least two weeks before the dates of any of the affected races. All race series, for which trophies will be presented, must be on the web site race schedule before registration for that season begins. All changes to the race schedule during the sailing season will be communicated to the sailing members via email.

For All Fleets except the A-Scow, Laser, 420 & Opti's classes 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 Warning signal.

For the A-Scow class starts Rule 26 of the RRS is replaced by the following paragraph 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.

Time	Signal	Flag and Sound
Start minus 5 min.	Warning	Class Flag, 1 sound

Start minus 4 min.	Preparatory	I flag, 1 sound
Start minus 1 min.		Preparatory flag down, 1 sound
Start time	Starting	Class Flag down, 1 sound

The Class Flag may be substituted with a solid red flag.

For Laser, 420 & Opti 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](http://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, 420 & Opti 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**

The 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 MC & A fleets, all regularly scheduled races shall be canceled/abandoned 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 MC Fleet races shall be cancelled prior to the start when sustained wind speeds are at or exceed 20 miles per hour or when peak gusts are at or exceed 23 miles per hour. Once an MC fleet race has started the wind limits for abandonment are the club limits set forth in the preceding paragraph.

All A fleet races shall be canceled/abandoned when sustained wind speeds are at or exceed 20 miles per hour or when peak gusts are at or exceed 23 miles per hour.

Wind measurements are taken on the water using a handheld anemometer.

## **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 hours for the first boat in each class to finish. Once the first boat in a class has finished, the remaining boats have an additional 25 minutes (minimum) to complete the race. In the event that a boat(s) is unable or unlikely to complete the race within 25 minutes of the first boat in their class, the race officer may award the boat(s) a finish based on their current position on the race course. All competitors should be given the reasonable opportunity to finish a race and the decision by the race officer to award finishes shall be judicious and exercised out of necessity.

## **11. Personal Buoyancy**

In classes X, 420, Opti 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 WBYC Sailing 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-turns penalty (two tacks and two gybes) as described in RRS 44.1 and 44.2. Any yacht in classes A, E and Laser may acknowledge a foul by completing one-turn penalty (one tack and one gybe). 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.

### **13. Scoring**

Race results will be posted to our website ([www.wbycsail.org](http://www.wbycsail.org)) 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.

Classes A, E and X:

All races will be scored using the Low Point Scoring System, Appendix A4.1 & A9

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 & A9

Class C:

All races except for the Championship series will be scored using the Low Point Scoring System, Appendix A4.1 & A9. The Championship series will be scored using the High-Point Percentage Scoring System, as allowed by RRS Rule 90.3(a).

Class MC & 420:

All races will be scored using the Low Point Scoring System, Appendix A4.1 & A9. The last sentence of Appendix A9 will be replaced with: A boat that did not come to the starting area shall be scored points for the finishing place three more than the number of boats that came to the starting area for that race.

All Fleets:

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 when six races of a series have been completed. Two "throw-out" races will be allowed when eight races of a series have been completed.

No "throw-out" races are allowed using the High-Point Percentage Scoring System.

A yacht that is disqualified from a race for violation of RRS Rule 69 -- Gross Misconduct -- may not use that race as a "throw out" for scoring purposes, as prescribed by RRS Rule 90.3.

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 her participation in the following regattas held for her fleet only:

Class A:	Average place is not available for any race in any series.
Class E:	NCESA Championship, ILYA Invitational, ILYA Championship
Class C:	NCSSA Championship, ILYA Invitational, ILYA Championship
Class MC:	MCSA National 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.

Sailing members of the White Bear Yacht Club have 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 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 Pre-Season and 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 the WBYC Sailing 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 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 Sailing Committee's Executive Board of WBYC 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 Sailing members of the White Bear Yacht Club 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](http://www.wblcd.org).

Aquatic Invasive Species Alert:

Certain aquatic invasive species, such as Eurasian watermilfoil and zebra mussels, that can threaten natural resources and their use have been designated as prohibited invasive 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. It is also illegal to transport aquatic plants in or on your boat or trailer. All drain plugs and bailers must be open when transporting boats. For more information please visit the website of the Minnesota DNR at [www.dnr.state.mn.us/AIS](http://www.dnr.state.mn.us/AIS).