

## White Bear Yacht Club (WBYC) SAILING INSTRUCTIONS

*These SIs include revisions to accommodate for COVID-19 safety protocols and guidelines. Because of these revisions, this document is significantly different from previous seasons. It is the responsibility of every sailor to read through and understand these changes.*

*Also note, the prescription regarding the required 2-week notice for changes to these SI's has been removed. It is our intention to swiftly respond to all Executive Orders with appropriate changes to these SI's in the form of Addendums (provided in a separate document). Members will be notified, and changes will go into effect on the date noted in the Addendums.*

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### 1. Rules

Except as modified by these sailing instructions and White Bear Yacht Club (WBYC) course diagrams, the practices will be governed by The Racing Rules of Sailing 2017-2020, (Hereinafter referred to as “the RRS”), and the rules and scantlings of the following national sailing associations governing each class:

<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>Catamarans:</b>	Shall conform to their Small Catamaran Handicap Rating System (SCHRS) measurement certificate. See section 14 for details.

### 2. Entries and Eligibility

**BY REGISTERING, YOU AGREE TO COMPLY WITH THESE SAILING INSTRUCTIONS AND THE COVID-19 GUIDELINES AVAILABLE ON THE WEBSITE.** No yacht will be allowed to participate in any practices until it is properly registered. No yacht will be considered properly registered until her owner/skipper has:

- Completed the WBYC Online Registration Form,
- Printed and signed the [COVID-19 Guidelines & Waiver](#).
- Submitted a printed copy of the Online Registration Form and all fees payable to the Registrar **by mail**, and
- Verified acceptance of the Registration on the WBYC Sailing website (see below).

This applies to all members including Proprietary and Sailing members. All sailing members may register at any time with no late fees and be eligible to participate 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/wp/roster>

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 seven days after submitting your registration, please contact the Registrar.

**Lasers:** Lasers not registered at WBYC must submit proof of registration with an affiliated program, and sign and submit the WBYC COVID-19 Guidelines & Waiver in order to participate in the WBYC Laser series.

**Professionals:** Prohibitions against professional competition do not apply.

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

**All Participants:**

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

**THE SAILING DIVISION ORGANIZERS (ORGANIZING AUTHORITY, SAILING 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 SAILOR, INCLUDING DEATH, SUSTAINED AS A RESULT OF PARTICIPATION IN WBYC EVENTS. BY PARTICIPATING IN WBYC EVENTS, EACH SAILOR AGREES TO RELEASE THE WBYC RACE ORGANIZERS FROM ANY AND ALL LIABILITY ASSOCIATED WITH SUCH SAILOR'S PARTICIPATION IN WBYC EVENTS TO THE FULLEST EXTENT PERMITTED BY LAW.**

### **3. Sailing Calendar**

The sailing schedule as approved by the WBYC Sailing Division Board at the beginning of the year cannot be altered without action by the Board. The final sailing schedule will be posted on the WBYC Sailing Division website prior to the opening day of registration. The days available for sailing during the season will be determined by the Board.


Any changes to practice dates must be posted to the WBYC Sailing web site, and notice must be given to the membership before the dates of any of the affected practices. All changes to the practice schedule during the sailing season will be communicated to the sailing members via email.

### **4. Postponement Procedures**

In the following described postponement procedures in Sections 4, 4.1, and 4.2:

- A) a "practice" refers to the group of practices for different classes that all start in the same starting sequence (section 5); and
- B) the originally scheduled practice time of the first (or only) practice is "T1" and in the case of back-to-back practices "T2" is the originally scheduled time of the second practice. For sets of more than two back-to-back practices, the subsequent practices follow the same procedure as for the second practice.

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

The possible decisions of the Race Officer are listed in the tables below with the exception that the practice(s) may be cancelled at any time by flying the N flag (  ) with 3 sounds.

The Race Officer can end the postponement of Weeknight /Twilight practice(s) at any time but must give sailors 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 sailors 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 practice.

Once a decision has been made to practice and the fleets are on the lake, the Race Officer is permitted an additional thirty minutes beyond the times listed in the tables below to attempt a start of the first practice or abandon the practice. If the warning signal is given and subsequent recalls and/or line shifts cause a warning signal slightly later than T1 + 90 minutes, the practices 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.

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

#### 4.1 Single Practice Postponement Procedure


Prior to the start of each racing session for a single practice, the Race Officer will make decisions and take actions to communicate those decisions to the sailors as described in the following table. Decisions are in **bold italics**, actions are not. The originally scheduled practice time is “T1”.

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


#### 4.2 Back-to-Back Practice Postponement Procedure

Prior to the start of a back-to-back practice session, the Race Officer will make decisions and take actions to communicate those decisions to the sailors as described in the following table. Decisions are in **bold italics**, actions are not. The originally scheduled practice time of the first practice is “T1” and “T2” is the originally scheduled time of the second practice of the back-to-back set.

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

For the second practice 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 practice finishes (whichever is later) to attempt a start or abandon this practice. But no warning signal for the second practice of a back-to-back set shall be given after T2 + 90 min for daytime practices. (independent of the finishing time of the last boat in the first practice). See section 5 for the latest possible starting time for evening practices.

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

T2 + 1 hr.					Warning flag  & 1 sound	
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\* 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 practice 1 is completed.

## 5. Courses

Course designators displayed on the course board will match the course designators given in the WBYC course diagrams, which can be found at <http://wbycsail.org/wp/practice-courses/>. Courses will be displayed on the course board at the stern of the Practice Committee Boat in the starting order. If a blank appears after a class designator on the course board, that class will sail the course displayed for the preceding class.

Exceptions to the published courses have been approved for the Laser Fleet who have back-to-back practices and practice independent of other fleets.


The practice course diagram identifies the start and finish lines with the judges' boat moving from one side of the mark for start and to the other side of the mark to finish.

The Laser fleet has granted discretion to the Race Officer to deviate the start/finish line from the published practice course diagram. The Race Officer can choose to keep the judges' boat in the same place for both start and finish if desired to speed the turnaround of facing events. In this case, the start/finish line will be defined as the line between the mark and judges' boat flag regardless of which side of the mark the judges' boat is on.


## 6. The Start

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

	June	July	August
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 practices, the start of the second (or subsequent) practice will be no sooner than the scheduled start time. If the second practice 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 practice warning signal. The Race Officer will allow a reasonable amount of time for boats to gather at the second practice starting area. It is each skipper's responsibility to remain in the practice area so as to be able to start the next practice on time.




All Classes: As a courtesy, boats not starting shall keep well clear of the starting line until their Preparatory signal has been displayed.

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 starts.

Class E, Cats, C, MC, and X: Rule 26 of the RRS is replaced by the following paragraphs and table:

Practices 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 Classes have started. When classes sail back-to-back practices, all starts after their first start will begin that starting sequence with the Warning signal.

Laser: Rule 26 of the RRS is replaced with: US Sailing Prescription Appendix U – Audible-Signal Racing 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 three-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.


### **7. Individual Recalls**

Individual recalls will be signaled according to the RRS Rule 29.1. A reasonable attempt shall be made to hail by megaphone and VHS, each yacht, by number, that started prematurely.

### **8. 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 Classes starting signal.

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

### **9. Cancellation / Abandonment – Weather / High Wind**

The Race Officer may postpone, cancel, or abandon practices for any reason affecting the safety of the sailors. Rain or approaching storms are the most typical reasons.


Class E and Laser practices shall be postponed, cancelled or abandoned when peak gusts are at or exceed 30 miles per hour.

Class C, MC, X, and Cat practices shall be postponed or cancelled prior to the start when peak gusts are at or exceed 23 miles per hour. Once a C, MC, X or Cat practice has started, the wind limits for abandonment are when peak gusts are at or exceed 30 miles per hour.

Wind measurements are taken by the Race Officer either on the water or on the dock.

### **10. Change of Course after the Start**

Rule 33 of the RRS is replaced by the following:

At any rounding mark the practice 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.

## **11. Time Limit**

The time limit for all practices shall be 90 minutes 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 practice. In the event that a boat(s) is unable or unlikely to complete the practice 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 practice course. All sailors should be given the reasonable opportunity to finish a practice and the decision by the Race Officer to award finishes shall be judicious and exercised out of necessity. If the Race Officer deems that it is unlikely that any boat shall finish the practice within the time limit, due to a change in wind conditions during the practice, the Race Officer, at their discretion, may abandon the practice prior to any boat finishing.

## **12. Personal Buoyancy**

Classes X and Laser: all skippers and crew are required to wear life jackets from shore to shore in all practices.


Code flag "Y"  will be flown at the discretion of the Race Officer. Factors that may 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.

Under Rule 40, a wet-suit is not considered adequate personal buoyancy.

## **13. Protests and Penalties**

Written protests shall be submitted to the Race Officer, to an Executive Officer or mailed or e-mailed to any of those individuals at their address given in the WBYC Sailing Roster. Mailed or e-mailed protests must be postmarked by midnight of the first working day after the practice in which the incident occurred. 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 class 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.

## **14. Scoring**

### Practices & Attendance:

The 2020 sailing season will not include any racing, in adherence with the Minnesota Department of Health document, "Guidance for Social Distancing in Adult Sports". Our sailing schedule will be comprised of "Practices" and **no scores will be kept or posted**. The Race Committee will record the sail numbers of the participants in each race, as a standard safety protocol to keep track of all participants.

### Special Equipment:

Any yacht participating in experimental equipment, rigging, or sail testing will be permitted to sail in regularly scheduled WBYC practices, but will not be scored unless approved by the Class and noted in the sailing instructions. Yachts sailing with experimental equipment, rigging, or sails, which have not been approved by the Class, are required to notify the Race Officer before the start of any practice in which the experimental equipment is carried, regardless of its use during the practice.

## **15. 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 these series and are strongly encouraged to enlist the help of experienced sailors during these practices.

## **16. Hull/Sail Numbers**

All yachts shall display a legible sail number and hull number (if required by their class), in accordance with their class rules. If the number displayed on the sail/hull does not correspond with the sail/hull number that yacht is registered under, the crew shall notify the Race Committee or on the water before the starting sequence begins. 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.

## **17. 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 WBYC Sailing Committee's Executive Board 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 practices, 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 White Bear Lake Conservation District website at [www.wblcd.org](http://www.wblcd.org).

## **18. Aquatic Invasive Species Regulations**

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 Minnesota DNR website at [www.dnr.state.mn.us/AIS](http://www.dnr.state.mn.us/AIS).



**White Bear Yacht Club (WBYC)  
ADDENDUMS TO SAILING INSTRUCTIONS**

The following addendums are meant to supplement the 2020 White Bear Yacht Club Sailing Instructions (Version: Revised – July 6, 2020), and the COVID-19 Guidelines & Waiver. If anything contained in the following addendums contradicts information in either of those documents, the content contained in the latest addendum in this document supersedes the wording or rule contained in the Sailing Instructions or COVID-19 Guidelines & Waiver.

**A1 – July 6, 2020**

In response to the Minnesota Department of Health (MDH) ‘*COVID-19 Sports Guidance for Youth and Adults*’ document released on June 19, 2020 (See below), the White Bear Yacht Club Sailing Division will be making the following changes to its 2020 Sailing Instructions, *effective Saturday July 11, 2020*.

<https://www.health.state.mn.us/diseases/coronavirus/sportsguide.pdf>

**Definitions:** The following phrases are used in the MDH Sports Guidance document, and this document. Here is how we understand that they apply to sailing and sailboat racing:

**Pod:** The crew of one boat makes up a ‘pod’. References to safe distancing between different pods, is referring to the distance between the crew of different boats. This includes on shore and on the water.

**Plan Administrator:** We are required to name a Plan Administrator, as the point of contact for reporting COVID-19 cases to the MDH and notifying our membership of any COVID-19 cases within our fleet. More information on this below, in Update #4.

**Updates to the Sailing Instructions:**

- 1) ‘Racing’ will be reinstated for the classes of boats listed below, beginning Saturday July 11, 2020. Scores will be kept and posted on the WBYC Sailing Division website; however, series trophies will not be awarded.
  - a. For the WBYC classes - Cat, E, C, MC, Laser and X.
- 2) Sailors from different households will be allowed to sail and compete on the same boat. Rosters for each boat/team must be kept up to date throughout the season, on the WBYC Sailing Division registration system or through communication with the Registrar. It is solely the responsibility of the registered boat owner or helmsperson to keep their team’s roster updated.
  - a. Rosters: Each boat must provide the names and contact information (phone, email and address) of every person who may participate with them in a WBYC race this season. Keeping a complete and up to date roster is mandatory, and failure to do so may result in disqualification from races or revoking of club membership.

- b. Whenever possible, it is recommended that all sailors maintain a safe distance from the teammates in their pod and try to avoid physical contact with members of their crew.
  - c. Face masks or coverings are recommended while sailing.
  - d. Sailors must not share any food or water bottles with other people in their pod or fleet. Sailors also must not share/loan out equipment, including gloves, life jackets, foul weather gear or other articles of clothing.
- 3) Social Distancing at WBYC: The following guidelines apply only while on White Bear Yacht Club property.
- a. It is recommended that facemasks or face coverings be worn by all individuals while on shore, on the WBYC docks and while rigging.
  - b. Gatherings involving people from multiple pods should be avoided, if possible.
  - c. Social gatherings on YC grounds, before or after racing, are prohibited.
- 4) Reporting COVID-19 and waiver of participant's 'right to privacy' – In adherence with MDH and CDC guidelines.
- a. Any participant, employee or volunteer within WBYC Sailing Division must report to the Plan Administrators as soon as reasonably possible, if they, or a member of their pod have tested positive for COVID-19, tested positive for COVID-19 antibodies, or decided to self-quarantine after showing symptoms related to COVID-19.
  - b. By registering to sail with the White Bear Yacht Club, each participant has waived their 'right to privacy' as it relates to the above described personal medical information. The Plan Administrators reserve the right to report any positive cases to the MDH and share the information with the membership of the WBYC Sailing Division.  
This reporting is important to the MDH and CDC, in their efforts to track COVID-19, and reporting positive tests within our membership is a required element in this process, and adherence to this policy will allow us to loosen our crew requirements and social distancing guidelines.

Our Plan Administrator is:

***Past Executive Officer – Mark Dunsworth***

- ***Cell Phone: 651-343-1333***
- ***Email: mark.dunsworth@gmail.com***

Mark will be receiving assistance with on-water attendance and maintaining accurate rosters from:

- Principal Race Officer – John Weiss
- Race Officer – Tom Johnson
- Registrar – Matt Markoe

This team will be responsible for the following tasks throughout the season:

- Recording attendance at each race.
- Ensuring the online roster is as current and accurate as reasonably possible, and accessible to the Race Officers.
- Enforce penalties resulting from violations of these guidelines during WBYC races or on shore at WBYC.

- Report any participants in our organization who have tested positive for COVID-19 or COVID-19 antibodies to the MDH, CDC and WBYC Sailing Division membership, as required by the MDH and CDC.
- 5) By registering with the WBYC Sailing Division, all participants are agreeing to adhere to the aforementioned rules and guidelines. Failure to do so may result in disqualification or revoking of membership.
-