



White Bear Yacht Club 2021 Racing Season

White Bear Yacht Club (WBYC)

White Bear Lake, Minnesota

Sailing Instructions (SIs)

1 RULES

- 1.1 The Racing Season (event) is governed by the rules as defined in *The Racing Rules of Sailing 2021-2024* (RRS).
- 1.2 The prescriptions of the United States Sailing Association (US Sailing) will apply. The RRS rule book with US Sailing prescriptions is available here: <https://www.ussailing.org/competition/rules-officiating/the-racing-rules-of-sailing-2021-2024/> .
- 1.3 The rules and scantlings of the following national sailing associations governing each class apply.
- Class A:** National Class A Scow Association (NCASA), except as amended by a majority vote of the WBYC Sailing Class A members, one vote per registered boat (see SI 20.4 for class rule exceptions).
 - Class E:** National Class E Scow Association (NCESA)
 - Class MC:** MC Sailing Association (MCSA)
 - Class C:** National C Scow Sailing Association (NCSSA)
 - Class X:** Inland Lakes Yachting Association (ILYA)
 - Class Laser:** International Laser Class Association (ILCA)
 - Class Cat:** Shall conform to their Small Catamaran Handicap Rating System (SCHRS) measurement certificate (see SI 18.3 for details).
- 1.4 All boats shall display a legible sail number, and if required by their class, a hull number in accordance with their class rules. Classes **Cat**, **MC** and **Laser** will be identified by their builder's number.
- 1.5 Boats in need of a racing number for classes **A**, **E**, **C**, and **X** should contact the WBYC Sailing Registrar for an assignment.
- 1.6 If there is a conflict between the Notice of Race (NoR) and these SIs, the SIs will take precedence. This changes RRS 63.7.

- 1.7 The COVID-19 safety protocols and guidelines included in SI Addendum D apply.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions, excluding the schedule of races in the online Racing Calendar, must be approved by the WBYC Sailing Division Board, and must be posted to the WBYC Sailing website official notice board at least one week before it will take effect.
- 2.2 Any change to the schedule of races in the online Racing Calendar, including race dates or assignment of dates to series, must be approved by the WBYC Sailing Division Board, and must be posted to the WBYC Sailing website at least two weeks before the dates of any of the affected races.
- 2.3 All changes to the SIs during the racing season, including the schedule of races, will be communicated to the sailing members via email.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 The official notice board is located online at <https://wbycsail.org/wp/racing/> .
- 3.2 The race committee can be contacted by emailing the Race Manager at guiddyup@gmail.com.
- 3.3 All boats except class **Laser** should carry a VHF radio capable of communicating on VHF Channel 72 and monitor this channel.
- 3.4 On the water, the race committee intends to monitor and communicate with competitors using VHF radio on channel 72.
- 3.5 While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This includes mobile phones.

4 CODE OF CONDUCT

- 4.1 Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2 *Lake and Lake Front Usage: It is important that all Sailing Members of WBYC be courteous and respectful to others while on the water, as well as on shore at WBYC. Especially as White Bear Lake becomes crowded during peak summer days, please be tolerant and respectful of others who are also enjoying the lake. On shore, there will be occasions when weddings, social events, or tennis matches are held near the waterfront - please be respectful of all participants and guests and ensure that the Lakeside Pavilion area remains clean at all times.*

For more information on White Bear Lake use regulations, please visit the White Bear Lake Conservation District website at www.WBLCD.org.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at the WBYC main dock on or near the Race Committee (RC) boat. These signals will be relayed by voice to the WBYC Race Line phone greeting at (612) 564-9292 and on VHF Channel 72.
- 5.2 The primary reason for signals made ashore will be postponement or cancellation. See SI Addendum B for Postponement Procedures.

6 SCHEDULE OF RACES

- 6.1 Dates, times, classes, and series for races are listed in the online Racing Calendar located here: <https://wbycsail.org/wp/calendar/> .
- 6.2 The racing schedule as approved by the WBYC Sailing Division Board at the beginning of the racing season cannot be altered without action by the Board. See SI 2.2 for change procedures.
- 6.3 No weeknight race shall start later than the times listed in the table below for the month in which the race is scheduled.

	June	July	August
Earliest Sunset (Civil Twilight)	8:52pm (9:28pm)	8:39pm (9:13pm)	7:50pm (8:20pm)
Latest warning signal	8:15pm	8:15pm	7:30pm

- 6.4 Postponement Procedures are included in SI Addendum B.
- 6.5 Back-to-Back races are races scheduled closer together than the Race Time Limit in SI 16.1. When back-to-back races are scheduled, the scheduled start time for the second (or subsequent) race is approximate. The start of the second (or subsequent) race may be sooner than the scheduled start time at the discretion of the race committee. The race committee will allow a reasonable amount of time for boats to gather at the starting area. It is each boat's responsibility to remain in the racing area to start the next race on time.

7 CLASS FLAGS

- 7.1 The class **A** flag is the red A Scow insignia on a white background or a solid red flag. Class flags will not be used for classes **E, Cat, C, MC, X, and Laser**. Course(s) to be sailed will be indicated by the letter descriptions **A, E, Cat, C, MC, X, and Laser** on the course board (See SI 9.3).

8 RACING AREA

- 8.1 Racing may be held anywhere on the navigable waters of White Bear Lake but will generally be located on the large part of the lake and into the bay towards Mahtomedi. Lasers will generally race in the WBYC bay.

9 COURSES

- 9.1 SI Addendum A: Course Diagrams shows the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.2 Course designators displayed on the course board located at the starboard aft corner of the WBYC Race Committee (RC) boat will match the course designators shown in SI Addendum A.
- 9.3 Classes racing will be displayed in the starting order using the class designators from SI 7.1. If a blank appears after a class designator on the course board, that class will sail the course displayed for the preceding class.
- 9.4 Some special races such as the Ordway Cup or Tour the Lake may use courses not defined in SI Addendum A. The course will be communicated by the race committee before the warning signal.

10 MARKS

- 10.1 The windward and leeward marks will generally be inflatable orange cylinders. The offset mark (course designator A) and the windward mark for a modified course (course designator M) will generally be an inflatable orange “tomato”.
- 10.2 The starting marks will be the Race Committee (RC) boat at the starboard end displaying an orange flag and an inflatable orange cylinder at the port end.
- 10.3 The finishing marks will be the RC boat displaying a blue flag and a nearby inflatable cylinder.
- 10.4 New marks, as provided in SI 13, will generally be inflatable green cylinders.

11 THE START

- 11.1 For class **A**, races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal. RRS 30.1 will be in effect for all starts and flag I () will be the preparatory signal.
- 11.2 For classes **E**, **CAT**, **C**, **MC**, and **X**, RRS 26 is replaced with 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.

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 be lowered one minute before the next flag is raised. 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 races, starts after the first race will begin with a new warning signal.

- 11.3 For class **Laser**, RRS 26 is replaced with RRS 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 Warning signal to attract the attention of the competitors. Visual starting signals will not be used. US Sailing Prescriptions can be found at www.ussailing.org for further details.
- 11.4 Although flag I () is not displayed for classes other than class A, RRS 30.1 will be in effect for all starts except class **Laser** starts.
- 11.5 The starting line is between a staff displaying an orange flag on the Race Committee boat at the starboard end and the course side of the port-end starting mark.
- 11.6 Boats whose preparatory signal has not been made shall avoid the starting area during the starting sequence for other classes.
- 11.7 Individual recalls will be signalled according to RRS 29.1. If any part of a boat's hull is on the course side of the starting line at her starting signal or she must comply with rule 30.1, and she is identified, the race committee will attempt to hail her sail number by VHF radio and/or loud hailer. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).
- 11.8 RRS 29.2 General Recall is changed as follows – replace the last sentence with:

After a general recall, if the starting 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 lowered one minute before the next class starting signal with no sound.

If the starting line is moved 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.

- 11.9 A boat that does not start within five minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12 ABANDONMENT OR CANCELLATION - WEATHER / HIGH WIND

- 12.1 The race committee may postpone, cancel, or abandon races for any reason affecting the safety of the competitors. Rain or approaching storms are the most typical reasons.
- 12.2 Class **E** and **Laser** races shall be postponed, cancelled, or abandoned when peak gusts are at or exceed 30 miles per hour.
- 12.3 Class **C**, **MC**, **X**, and **Cat** races 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 race has started, the race shall be abandoned when peak gusts are at or exceed 30 miles per hour.
- 12.4 Class **A** races shall be postponed, cancelled, or abandoned when peak gusts are at or exceed 23 miles per hour.
- 12.5 Wind measurements are taken by the race committee either on the water or on the WBYC main dock.

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 13.2 RRS 33 is changed as follows – add this text after 33(c):

Small changes of approximately 100 meters or less in the location of the leeward mark may be made immediately after the start without signaling a change. This change will be completed before the first boat rounds the windward mark.

14 THE FINISH

- 14.1 The finishing line is between a staff displaying a blue flag on the RC Boat and the course side of a nearby inflatable cylinder, as shown in SI Addendum A.
- 14.2 If the race committee is absent when a boat finishes, she should report her finishing time and her position in relation to nearby boats to the race committee at the first reasonable opportunity.

15 PENALTY SYSTEM

- 15.1 For classes **MC**, **X**, and **Cat**, the Two-Turns (two tacks and two gybes) penalty of RRS 44.1 and 44.2 for breaking a rule of Part 2 will apply.
- 15.2 For classes **A**, **E**, and **Laser**, RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty (one tack and one gybe).
- 15.3 For class **C**, a boat may accept either a Two-Turns Penalty or a Scoring Penalty of 20% of the number of starters by flying code flag "I"  or a yellow flag across the finish line and reporting her flag to the Race Officer. This changes RRS 44.1 and 44.3.
- 15.4 Boats completing turns to acknowledge penalties shall report these turns at the finish to the Race Committee.

16 TIME LIMITS AND TARGET TIMES

- 16.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Class(es)	Mark 1 Time Limit	Race Time Limit	Finishing Window	Target Time
A, E	None	90 minutes	25 minutes	45 minutes
Cat, C, MC	None	90 minutes	25 minutes	40 minutes
X	None	90 minutes	25 minutes	35 minutes
Laser	None	45 minutes	10 minutes	15-20 minutes

- 16.2 The Finishing Window is the time for boats to finish after the first boat in a class sails the course and finishes. If a boat(s) is unable or unlikely to finish within the Finishing Window, the race committee may award the boat(s) a finish based on their current position on the race course. All boats should be given a reasonable opportunity to finish and the decision by the race committee to award finishes shall be judicious and exercised out of necessity. This includes the need to start subsequent back-to-back races. This changes RRS 35, A5.1 and A5.2.
- 16.3 RRS 35 is changed as follows – add this sentence: If the race committee deems that it is unlikely that any boat shall finish within the time limit due to a change in wind conditions, the race committee may abandon the race prior to any boat finishing if the race time limit has not expired.
- 16.4 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

17 HEARING REQUESTS (PROTESTS, REQUEST FOR REDRESS, REOPENING)

- 17.1 The protest time limit is before midnight on the day which the incident occurred.
- 17.2 Written hearing requests must be hand delivered to the race committee at WBYC or emailed to the PRO (Principal Race Officer) and an Executive Officer. Email addresses for these officers are given in the online WBYC Sailing Roster. Emailed requests must be time stamped by the protest time limit in SI 17.1. This changes RRS 61.3.
- 17.3 Hearing request forms are available on the official notice board or at the US Sailing website here: <https://www.ussailing.org/competition/rules-officiating/race-officers/#materials>.
- 17.4 Hearings will be held at the first reasonable opportunity after the filing of the hearing request. Competitors will be informed by the PRO as to the time and location of the hearings in which they are parties or named as witnesses.
- 17.5 The protest committee will consist of the PRO and at least two other persons appointed by the PRO. The Protest Committee Chair will be the PRO unless the race committee is being protested, in which case the Executive Officer will appoint the chair. The chair will preside without vote except to break ties.

18 SCORING

- 18.1 For classes **A, E, MC, X,** and **Laser** except for August series races in classes **E, MC** and **X**, the Low Point Scoring System of RRS A4 is used and RRS A5.3 will apply.
- 18.2 For class **C** except for the Championship and August series races, the Low Point Scoring System of RRS A4 is used and RRS A5.3 will apply. For class **C** Championship series races, the High-Point Percentage Scoring system of SI Addendum C3.4 is used as allowed by RRS Rule 90.3(a).
- 18.3 For class **Cat**, all races will be handicapped using the Small Catamaran Handicap Rating System (SCHRS). Each series except for August series races will be scored using the Low Point Scoring System of RRS A4 and RRS A5.3 will apply.
- Handicap ratings are computed from an individual boats SCHRS measurement certificate. Multiple ratings may be computed and utilized throughout a race series to accurately reflect different crew, sail and rigging configurations that are utilized. All boats must possess a Measurement Certificate from either A) an approved SCHRS measurer or B) the designated WBYC Catamaran Fleet measurer.
- 18.4 For classes **E, C, MC, X,** and **Cat**, the August series will be scored using the Handicap Scoring system of SI Addendum C2.

- 18.5 1 or more races are required to be completed to constitute a series (includes make-up races for the Championship series).
- 18.6 Discards:
- (a) When fewer than 6 races have been completed, a boat's series score is the total of her race scores.
 - (b) When from 6 to 7 races have been completed, a boat's series score is the total of her race scores excluding her worst score.
 - (c) When 8 or more races have been completed, a boat's series score is the total of her race scores excluding her two worst scores.
 - (d) If the High-Point Percentage Scoring System of SI Addendum C3.4 is used, a boat's series score is the total of her race scores.
 - (d) A score that is Disqualification Not Excludable (DNE) shall be included in a boat's series score, per RRS 90.3(b). One reason for this score would be action taken by a protest committee under RRS 69 – Misconduct.
- 18.7 Scoring abbreviations will be according to RRS A10.
- 18.8 If no boats in a class come to the starting area for a race, then that race will be scored as no race and that race may be eligible for a make-up race.
- 18.9 All efforts will be made to post race results to the WBYC Sailing Division website (www.wbycsail.org) within two days of the completion of each race. Competitors have five days after the completion of each race or three days after the actual posting of the results, whichever is longer, 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.
- 18.10 See SI Addendum C for Special Scoring situations. These include the awarding of average points for participation in certain off-lake regattas, the August series handicap scoring system, and scoring for special trophies.

19 SAFETY REGULATIONS

- 19.1 For classes **X** and **Laser**, each competitor shall wear a personal flotation device at all times while afloat, except briefly while changing or adjusting clothing or personal equipment. This changes RRS 40.
- 19.2 For classes **A**, **E**, **Cat**, **C**, and **MC** the race committee will display flag Y () at their discretion. See RRS 40. Factors that may influence the display of flag Y are cold water, winds in excess of 18 mph, lack of adequate rescue craft or impending bad weather.

- 19.3 If flag Y () is displayed afloat with one sound before or with the warning signal, each competitor shall wear a personal flotation device while racing in that race. See RRS 40 and RRS Definition Racing.
- 19.4 A boat that retires from a race shall notify the race committee at the first reasonable opportunity, by VHF radio or hail, if possible.
- 19.5 COVID-19 safety protocols and guidelines included in SI Addendum D apply.

20 REPLACEMENT OF CREW OR EQUIPMENT

- 20.1 For class **X** during the Pre-Season and Twilight series, the rules restricting the age of crew are waived. X boat skippers may use crew over the age of 16, including adults, during races in these series. New X boat skippers are strongly encouraged to enlist the help of experienced sailors for coaching. These crew over age 16 should not take the helm while racing.
- 20.2 The same boat hull must be sailed throughout a series except when one of the following applies:
- the registered hull is damaged and cannot be sailed
 - a boat owner purchases a different boat and no longer intends to race the originally registered boat
- 20.3 For all classes, class rules are amended to allow boats to sail with sail numbers that do not match the hull or registered number when the boat notifies the race committee preceding the start of the race.
- 20.4 For Class **A**, the use of following equipment has been approved for regular use by the fleet:
- Johnson Boat Works, built in 1963, Wood Hull #3 (Gryphon W-7) using carbon fiber rather than the standard aluminum bilgeboards (approved by vote of Class A Fleet on March 13, 2017)
 - Robinson, built in 2001 (Dumbledore W-2) fiberglass hull (approved by vote of Class A Fleet on March 13, 2017).
- 20.5 Experimental Equipment:
- Any boat participating in testing experimental equipment, rigging, or sails will be permitted to sail in regularly scheduled WBYC races, but will not be scored unless approved by the class and noted in the sailing instructions. Boats sailing with experimental equipment, rigging, or sails, which have not been approved by the class, are required to notify the race committee before the start of any race in which the experimental equipment is carried, regardless of its use during the race.

21 TRASH DISPOSAL

- 21.1 Trash may be placed aboard official Race Committee vessels.

22 AQUATIC INVASIVE SPECIES REGULATIONS

- 22.1 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.

23 PRIZES

- 23.1 Prizes will not be given. For each class and series, winners' names will be added to the perpetual trophies.

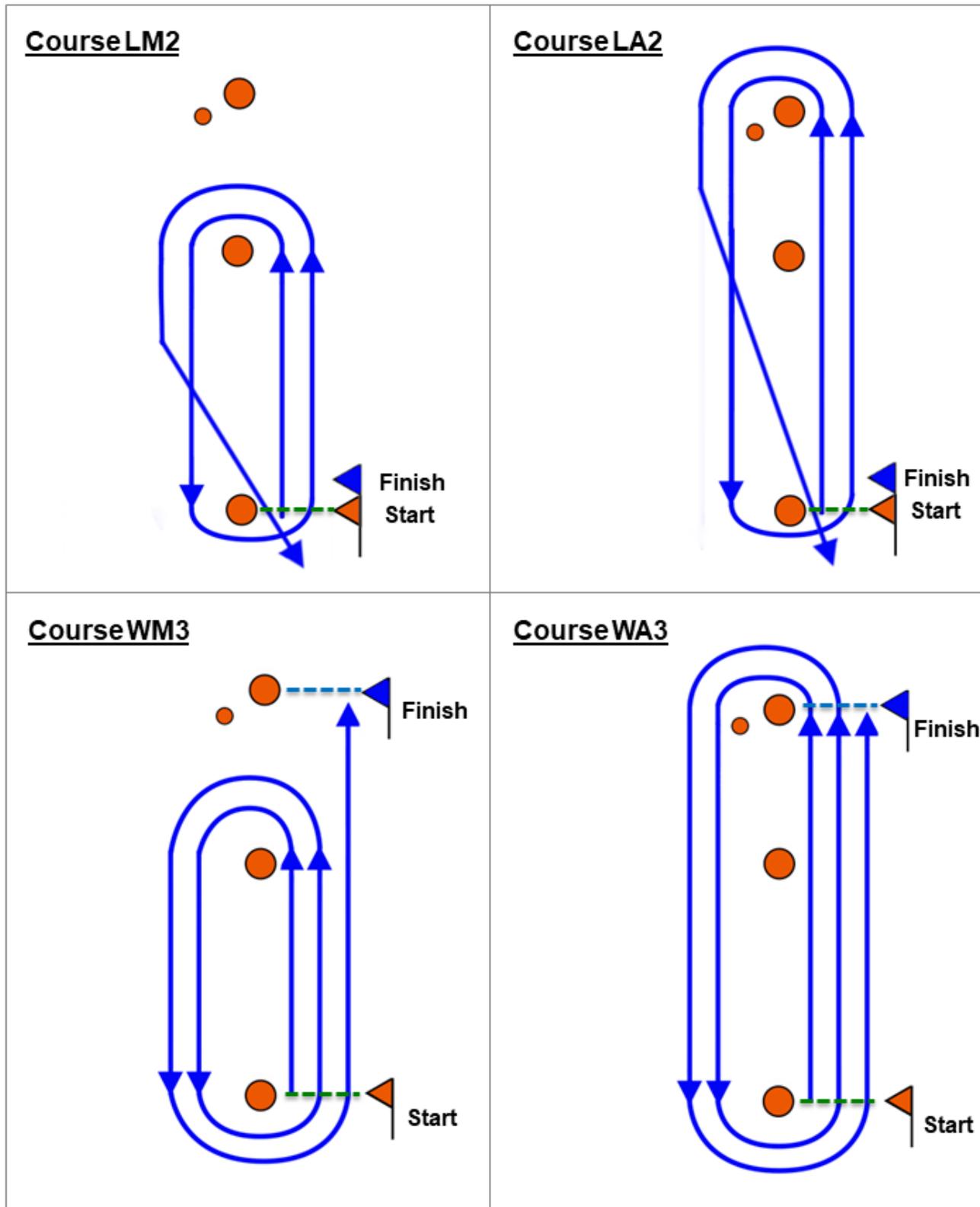
24 RISK STATEMENT

- 24.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in the WBYC 2021 Racing Season, each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks.

See NoR Appendix A, 2021 RACING SEASON WAIVER AND RELEASE OF LIABILITY, for more details.

SI ADDENDUM A: COURSE DIAGRAMS

WBYC Race Courses – revised 4/29/2021



Course letter designators are: W - windward finish, L - leeward finish, A (optional) - offset mark present near the windward mark, M (optional) - shorter (modified) windward mark. Course number designators indicate the number times a windward (course W) or leeward (course L) mark is passed after the start. For example, W4 means a boat passes the windward mark for the fourth time at the finish (7 legs).

SI ADDENDUM B: POSTPONEMENT PROCEDURES**B1 GENERAL**

B1.1 In the following described postponement procedures in Sections B1, B2, and B3:

(A) a “race” refers to the group of races for different classes that all start in the same starting sequence (see SI 11); and

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

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 or subsequent race is less than the race time limit (see SI 16.1) after the scheduled starting time of the first/previous race that day.

The possible decisions of the race committee 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.

The race committee can end the postponement of Weeknight /Twilight races 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 radio messages. See SI 6.3 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 committee is permitted an additional thirty minutes beyond the times listed in the tables below to attempt a start of the first race or abandon the race. If the warning signal is given and subsequent recalls and/or line shifts cause a warning signal slightly later than T1 + 90 minutes, the race may be continued at the discretion of the race committee. Decisions made by the race committee during this period will be communicated to the fleets using flags and sounds. Phone and VHF radio messages are not required but may be used as a convenience for sailors and their families.

B2 SINGLE RACE POSTPONEMENT PROCEDURE

B2.1 Prior to the start of each single race, the race committee 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 Committee's <i>Decisions</i> and Actions Prior to the Start of a Race			
T1 - 1 hr.	<i>Race as scheduled</i> Phone & VHF message announcing decision	<i>Race postponed and will not start before T1 + 1hr</i> Phone & VHF message announcing decision. Flag AP  and 2 sounds*		<i>Race cancelled</i> Phone & VHF message announcing decision. Flag N  and 3 sounds*
T1	Warning flag  & 1 sound	<i>Race at T1 + 1hr</i> Phone & VHF message announcing decision	<i>Race cancelled</i> 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

B2.2 *The race committee will generally use horns as sound signals to draw attention to flags. Guns will be used on the water when weather conditions limit the audible range of horns.

B3 BACK-TO-BACK RACE POSTPONEMENT PROCEDURE

- B3.1 Prior to the start of a back-to-back races, the race committee 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 times of the first and second races are “T1” and “T2”, respectively.
- B3.2 The start of the second (or subsequent) race may be sooner than the scheduled start time at the discretion of the race committee (see SI 6.5). When races are postponed or the first race takes longer than the scheduled interval between the races (T2 – T1), the second race will start as soon as possible after the last boat has finished the first race.
- B3.3 For the second race of the back-to-back set, the race committee 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, except that no warning signal for the second race of a back-to-back set shall be given after T2 + 90 min for daytime races. See SI 6.3 for the latest times that a warning signal can be given for a Weeknight /Twilight race.

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

B3.4 *The race committee will generally use horns as sound signals to draw attention to flags. Guns will be used on the water when weather conditions limit the audible range of horns. ** T2 or after race 1 is completed.

SI ADDENDUM C: SPECIAL SCORING

C1 AVERAGE POINTS

C1.1 A boat may request that her average points be awarded for Championship Series races missed due to her participation in the following regattas held for her class:

- 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, MC: Masters Championship, MCSA Team 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

C1.2 Requests for average points must be made to the Scorer by mail or email prior to the regatta. See the on-line roster for the Scorer's contact information.

C1.3 Average points for a boat are determined by the average of the points received by that boat in all races sailed by her class in the Championship Series, except for the races missed by that boat for which she has been granted average points.

C2 AUGUST SERIES – HANDICAP SCORING

C2.1 During the August Series boats are scored using the following handicap scoring systems.

C2.2 For classes **A**, **E**, **C**, **MC**, and **X** - Handicapped scores are computed by re-scoring all Championship and Special races with no throw-outs. DNS is 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 class. 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 Championship 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.

C2.3 For class **Cat** – the computed SCHRS rating 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 base SCHRS rating without modifications for that race. Only races with two or more competitors will be used to establish a BCR for any competitor. If modified rating was used during the scoring of Special or Championship Series race, the modifications will be negated before establishing a BCR for any competitor. As is standard procedure for all race series, rating modifications will be applied to the personal handicap during the August Series to compensate for changes in crew, rigging, sails, etc.

C3 SPECIAL TROPHIES – HIGH POINT PERCENTAGE SCORING

- C3.1 Sailing members of the White Bear Yacht Club have two trophies that are awarded to the best performance across multiple classes. These are the Hannaford trophy and the Iver Johnson trophy. See deeds of gift for restrictions, etc.
- C3.2 The Hannaford trophy is awarded to the boat with the best record on Memorial Day weekend among the **E, C, MC,** and **X** classes. Races sailed during that weekend, Sat/Sun/Mon, will be scored for this trophy. A maximum of three races will be counted.
- C3.3 The Iver Johnson trophy is awarded to the boat with the best record by a scow for the entire year, excluding the August handicap series.
- C3.4 A scoring system that recognizes that one class may regularly sail 15 to 20 boats and another may have only a few boats sailing 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 classes 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

SI ADDENDUM D: WBYC 2021 SAILING COVID-19 SAFETY PROTOCOLS AND GUIDELINES

WBYC SAILING DIVISION

COVID-19 Protocol On the Boat and at the WBYC Waterfront

It is the intent of the WBYC Sailing Division to ensure and to encourage the safety of our members during the current COVID-19 health crisis. The following are recommended precautions by health officials, the Department of Natural Resources and consistent with Governor Executive Orders to assist you as you enjoy the 2021 season on White Bear Lake.

While Sailing, On Shore and On the Docks at WBYC.

1. **Fleet Racing Boats.** If you are racing, it is always strongly recommended to wear a face covering, and do not gather in groups greater than 10 people before or after the competition. While not racing, wear masks and keep the social distancing at 6 feet. Consider briefing or debriefing by phone or later with Zoom, Google, etc., for face time.
2. **Spectator and Support Boats.** (motorboats and sailboats). On land, keep social distancing of 6 feet in mind except for immediate family members. Wear masks when encountering others. Do not gather in groups of more than 10 on land, before or after your time on the water.
3. **WBYC Docks.** While on the docks, keep your masks on and keep the social distancing of 6 feet to the extent possible. Be aware of your distancing since no dock is 6 feet wide. Be patient with each other as you board your boat if you must wait a moment or two to keep separated while another crew boards their boat. “Crew” refers to family members or non-family members.
4. **On shore at WBYC.** If you plan to have lunch, dinner, or play, follow the same guidelines *as if in your boat*. Keep gatherings to a minimum number of people especially when non-family members are included. Keep social distancing at the forefront, especially with non-family members. Wear masks. Wipe down—sanitize—any picnic table used, or area touched, or any other materials used.
 - **Crew—non-family members.** If you have non-family members on your boat, to the extent possible, keep and enforce some type of distance between each other—as far from each other as possible. If

the non-member has his or her own lifejacket have them bring it and keep their gear, water, and food separate and stored away from yours.

- Afterwards, because non-family members were on your boat, sanitize your boat, including lines.

At All Times

If you or anyone in your crew (or family) is ill, stay at home; do not attend any White Bear Yacht Club Sailing Division scheduled event.

In the end, it is common sense to do what is necessary for you to keep yourself, your family, and others safe during this COVID-19 crisis. The above are guidelines, not rules but, the idea is to be safe.

Reporting – *As a mandatory step in opening our sailing restrictions, we are required to have a plan for reporting all positive cases within our membership to the MDH. So, we must require all sailors to report any positive cases on their team to us, so we can follow up with the MDH. Please report to Ryan Drake at 651-261-8101 or ryanjdrake@outlook.com.*