

MAST Racing 2021 Summer Series

May 28 – September 10, 2021

Milwaukee Bay, Milwaukee, Wisconsin

NOTICE OF RACE

1. RULES

- 1.1. Except as otherwise noted in the Sailing Instructions, the race series will be governed by the rules as defined in *The Racing Rules of Sailing for 2021 - 2024*.
- 1.2. 'Safety First' is THE most important rule for MAST racers. The MAST Racing Series is structured to allow a safe and supportive environment for sailors and families who want to try their hand at racing. Our emphasis is on learning and having fun. We encourage sailors of all abilities and experience to join.

2. SAILING INSTRUCTIONS

- 2.1. The sailing instructions will be available at <https://mastracing.org/forms-docs> by May 21, 2021
- 2.2. The sailing instructions will consist of the instructions in RRS Appendix S, Standard Sailing Instructions, and supplementary sailing instructions that will be on <https://mastracing.org/forms-docs>.

3. COMMUNICATION

- 3.1. All official notices will be posted on <https://mastracing.org/forms-docs>
- 3.2. All boats shall carry a VHF radio capable of communicating on channel 79.

4. ELIGIBILITY AND ENTRY

- 4.1. The MAST Summer Racing Series is open to all seaworthy sailboats appropriate for the waters within 4 nautical miles of the Breakwater Light marking the “center gap” entrance to Milwaukee Harbor on Lake Michigan in Milwaukee, Wisconsin.
- 4.2. Eligible boats may enter by completing the form available at and paying the appropriate fees at <https://mastracing.org/join-us> by May 21, 2021. Renewing members will receive an invoice via email on approximately March 1st and are eligible to race once dues are paid and the required membership survey is completed. A renewing member can also log into their account at www.mastracing.org and find a copy of the invoice there.
- 4.3. To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.
- 4.4. Registrations must be received by May 21, 2021 to participate in the first race.
- 4.5. Late entries will be accepted if space is available in the appropriate division.

4.6. Late entries must be registered by the Monday preceding the race to participate in that week's race.

4.7. MAST reserves the right to limit the number of entries for safety.

4.8. Guest Boats: Skippers **new to MAST** may race their boat in one race as a guest as follows:

4.8.1. The skipper notifies the Race Committee via email at mastracechair@gmail.com no later than the Monday before the race they intend to sail.

4.8.2. The Race Chair will provide sailing instructions and indicate the proper start time.

4.8.3. The guest boat will be timed, and adjusted times will be posted. The guest boat will not be scored in any division or in the fleet.

4.8.4. If the guest boat subsequently registers, the boat will be placed in a division and scored for the guest race. Previously registered racers will retain their scores for the race. (Scores will not be adjusted as a result of adding the guest boat).

5. FEES

5.1. Required fees are as follows:

Membership Type	Fee
<i>Racing Member</i>	\$85.00

(Required: includes Skipper and Vessel registration)

<i>Crew/Social Member</i>	\$35.00
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(All regularly participating crew, additional owners, and social members are strongly encouraged to join/pay the Crew/Social Member Fee)

6. SCHEDULE

6.1. Races will be held on Friday nights as follows:

- May 28
- June 4, June 11, June 18, June 25
- July 2, July 9, July 16, July 23, July 30
- August 6, August 13, August 20, August 27
- September 3, and September 10
- Make up race date reserved is September 17
- The Almost Fall Regatta (a fun race not scored in the series) will be held on Saturday September 18

6.2. The warning signal for the first division shall be at 6:10 pm

7. SCORING

7.1. The scoring system is as follows; this changes RSS 90.3.

7.2. The **minimum number of races** a boat must sail to qualify for the prizes in the Division or MAST Cup shall be **10 of the possible 16 races**. If races are canceled or abandoned, the number of races needed to qualify will be 1/2 the number of races held, rounded down, plus 2 (e.g., 15 races => 9, 14 races => 9, 12 races => 8, etc.)

7.3. In the event of a tie at the end of the season, both boats will be awarded the earned position. There are no tie breakers.

7.4. **Division Scoring:** Division standings will be calculated using each boat's **best 10 scores of the possible 16 races** (or best scores of the adjusted minimum number of races).

7.5. **Fleet Scoring:** Fleet standings are calculated using each boat's **best 14 scores of the possible 16 races** (or best scores of the adjusted minimum number of races, which is determined by the number of races not cancelled or abandoned minus two).

7.6. Committee Boat Scoring:

7.6.1. Individual registered boats who have completed the required training may volunteer to serve as Committee Boat once during the season. A boat that does not race because of Committee Boat obligations will be given a score of 1.25 an "almost 1st place" for the race. This score will be awarded even if a race is canceled or abandoned, so long as a good faith effort is made to conduct the race.

7.7. Canceled Race Scoring:

7.7.1. A canceled race is one in which no boat starts and is scored:

7.7.1.1. All boats are scored 0 for the race

7.7.1.2. The following points are added to the final division and fleet scores.

- Committee Boat: 1.25
- All other boats: 2

7.8. Abandoned Race Scoring:

7.8.1. A race started but then abandoned is scored:

7.8.1.1. All boats are scored 0 for the race

7.8.1.2. The following points are added to the final division and fleet scores.

- Committee Boat: 1.25
- Boats checked-in to race: 2
- All other boats: 3

7.9. Guest Skipper Point Reduction:

7.9.1. Skippers who serve as crew for at least one race on another boat that is sailing in its first season in MAST, will receive a one-time only, 0.5pt. deduction from their series point total, provided their boat does not also race in the same race.

7.10. **Division Splits:** The fleet will be scored in four separate divisions.

- 7.10.1. The groupings for the divisions are dependent upon a boat's PHRF rating and are determined by the Race Chairperson. The objective is to balance the size and relative handicaps of the boats in each division.
- 7.10.2. The groupings for the divisions are determined after the Spring Skipper's Meeting and prior to the first race. Contact the Race Chairperson if you are unsure of your division or need a PHRF assignment.
- 7.10.3. Boats without a valid PHRF rating will be assigned a PHRF based on sister ships registered with the LMPHRF database, or similar source. If no similar handicapping data is available, a PHRF will be assigned on the basis of the best judgment of the Race Chairperson.

7.11. **Week-to-Week PHRF Adjustment:** MAST encourages members, especially new and less experienced racers, to come out to race every week. At the same time, the scoring system must present a sufficient challenge to those who are experienced racers. To that end, all boats start out with their assigned PHRF rating and then, after each race, the ratings are adjusted based on their performance. The PHRF rating of those that finish at or near the top of their division is adjusted down (forcing them to "give more time" to other boats). The rating for those that finish farther down in the division or fleet have their PHRF increased slightly (giving them a better chance in the next race).

7.12. **Spinnaker Adjustment Factor (SAF):** For purposes of clarification, MAST uses 'Spinnaker' handicaps (HCP). Available databases do not provide sufficient information to fairly handicap all yachts in our fleet, with 'non-spinnaker' handicaps. In specific races as noted in the Sailing Instructions, boats may fly a spinnaker. Boats choosing to fly a spinnaker will be penalized 13.848 sec. for each 10 minutes sailed.

8. RISK STATEMENT

8.1. 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 this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform, and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.**

9. INSURANCE

9.1. Each participating boat shall be insured with valid third-party liability insurance with minimum coverage of \$300,000 per incident.

10. FURTHER INFORMATION

10.1. For further information please contact mastracechair@gmail.com.