

## FROSTBITE RACING GENERAL INFORMATION

*To derive the greatest enjoyment and benefit from racing, safety and seamanship must come first. We have therefore established the following guidelines and policies to be followed by all participants in the Boston Sailing Center's Frostbite Racing program:*

1. Because of the dangers inherent in winter sailing, please note the following:
  - A. Keep in mind Rule 4 - Decision to Race. Each skipper must decide if conditions are safe for their team. Do not exceed your limits.
  - B. Life jackets must be worn while racing.
  - C. Remove all traces of snow and ice from your decks before racing. Please use only **plastic** scrapers and shovels.
  - D. Secure hatches and lockers while sailing. **If the race committee is flying the no spinnaker flag, sail with the drop board in place and hatch slide shut.**
  - E. In gusty conditions don't cleat either sheet. Make sure the vang can be eased in the event of a knockdown.
  - F. All skippers need to be approved by the BSC. If you plan on using a substitute skipper contact the office at least two days prior to racing for approval.
  - G. Competitors are strongly urged to bring a VHF radio and monitor Channel 72. Any safety communications can be made to the RC through radio contact.
2. Boston Harbor is a major commercial traffic area. Please note that all large deep draft commercial vessels have the right of way under all circumstances. The race committee maintains radio contact with the harbor pilots and upon their request or on its own discretion may abandon a race in progress or delay a start for the passage of such vessel. When it is necessary to abandon a race in progress the committee boat will indicate which side of the ship channel you must immediately sail to and await the passage of the vessel. In calm conditions the committee boat may tow you out of the channel. However, it is each team's responsibility to sail safely and prudently at all times.

In addition, the Coast Guard enacts a security zone (2 miles ahead, 1 mile behind, and 500 yards either side) around LNG tankers both inbound and outbound. If you are underway during the transit of a LNG tanker follow the instructions of the race committee or the patrol boats escorting the tanker.
3. Please stay vigilant at all times while racing. In order to avoid collision on a reliable basis you must continuously be alert for other vessels – both racing and non-racing.
4. Inspect your spinnaker before sailing. If you find any damage bring the spinnaker to the office. We will repair it or give you a spare. If a tear occurs during racing, we recommend you immediately douse to prevent the tear from getting larger (and more expensive). Please do not apply tape of any kind. You can then request a spare spinnaker from the Race Committee.
5. Please do not use duct tape or write on the decks. All footwear must be non-marking.
6. All crew must [sign a waiver online](#).
7. All [Skippers must sign a waiver online](#).

# FROSTBITE RACING SAILING INSTRUCTIONS

November 5, 2016 – March 25, 2017

## 1 RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing and the prescriptions of the US Sailing. Where discrepancies exist, these SIs shall take precedence.
- 1.2 The J-24 Class rules will not apply.

## 2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located in the BSC office.

## 3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 10:00 on the day it will take effect.

## 4 BOATS AND EQUIPMENT

- 4.1 Competitors shall not modify shroud tensions or the forestay length. The penalty for not complying with this will be disqualification from all races sailed in which the instruction was broken.
- 4.2 All equipment provided with the boat for sailing purposes shall remain in the boat while racing and anchors shall be stored in the port cockpit locker.
- 4.3 All collisions must be reported to the BSC office either by filing a protest or filling out a collision report. Describe the incident, identify the other boats involved and list any damage. **The penalty for not complying with this is disqualification from the last race sailed for the day.**
- 4.4 Competitors shall report any damage or loss of equipment, however slight, in the maintenance log in the office immediately after securing the boat. The penalty for breaking this instruction, unless the protest committee is satisfied that the competitor made a determined effort to comply, will be disqualification from the race most recently sailed. **Damaged headsails and spinnakers shall be put in the sail repair pile and tagged.** Include the boat name and specific location of damage. Report mainsail repairs in the maintenance log and leave on the boom.
- 4.5 If a boat or sail is damaged by user error, the skipper or skippers found to be at fault by the BSC will be responsible for the cost of repairs. Damage caused by guest skippers will be billed to the team's skipper.

## 5 SCHEDULE OF RACES

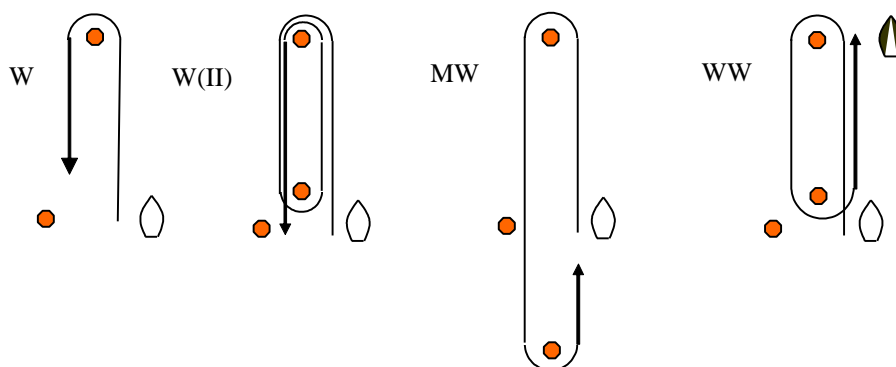
- 5.1 Weather permitting there will be up to six races each Saturday afternoon from noon to 3:00pm November 5, 2016 through March 25, 2017, inclusive, with the exceptions of November 26, 2016, December 24, 2016, and December 31, 2016. The season will be divided into 3 series.
- 5.2 The match-race eliminations and finals will be held on March 18<sup>th</sup> and 25<sup>th</sup>, 2017. Sailing instructions will be posted at a later date.
- 5.3 The scheduled time of the warning signal for the first race each day is 12:00.

## 6 RACING AREAS

Racing will be held in Boston's Inner Harbor.

## 7 THE COURSES

- 7.1 The diagrams below show 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. A windward offset mark or leeward gate in place of a leeward mark may be added to these courses.



- 7.2 The course to be sailed will be designated by letter(s) on the Committee Boat course board. Marks shall be rounded in order and left to port, except when an offset mark or gate is used as described in 7.3 and 7.4.
- 7.3 An offset mark, if used, will be set approximately 100 feet to the left of the windward mark. If in place, the offset mark shall be left to port after each rounding of the windward mark. There will be no signal from the race committee signifying the addition or deletion of the offset mark. This changes rule 33.
- 7.4 The leeward mark may be replaced by a gate, which shall be rounded as described in rule 28.2(c). There will be no signal from the race committee signifying the addition or deletion of a gate mark. This changes rule 33.
- 7.5 The symbol "II" displayed below the "W" or "MW" course means "sail the course twice around".
- 7.6 The W(II) course will have the leeward mark (or gate) located approximately 50 yards to windward of the starting/finishing line.

## 8 MARKS

- 8.1 Marks are red or green spheres about three feet in diameter.
- 8.2 The offset mark, if used, is a white sphere about three feet in diameter.

## 9 THE START

- 9.1 All starts will be modified dinghy starts with horn signals indicating the countdown. Before the starting sequence of each race there will be several short blasts of the horn to warn racers of the upcoming sequence. This changes rule 26.

THE SEQUENCE	HORNS	TIME
WARNING	1 LONG	5 MINUTES
PREPARATORY	3 LONG	3 MINUTES
	2 LONG	2 MINUTES
	1 LONG, 3 SHORT	1 MINUTE, 30 SECONDS
	1 LONG	1 MINUTE
	3 SHORT	30 SECONDS

	2 SHORT	20 SECONDS
	1 SHORT	10 SECONDS
	5 SHORT, 1 LONG	5, 4, 3, 2, 1, START

*Note: the beginning of the horn signal marks the exact time.*

9.2 The starting line will be between a blue flag on the committee boat at the starboard end and the port-end starting mark.

## 10 INDIVIDUAL RECALLS

The Race Committee may attempt to hail premature starters by boat name or sail number. Recalls may also be broadcast on **VHF Channel 72**. Delay, failure to hail or broadcast the individual sail numbers of recalled boats shall not be grounds for redress.

## 11 GENERAL RECALLS

General recalls will be signalled by many short blasts of the horn after the starting signal. After a general recall, the Race Committee may start a new sequence immediately. This changes rule 29.2.

## 12 CHANGE OF THE NEXT LEG OF THE COURSE

12.1 The Race Committee may move the position of a mark to maintain the course configuration provided no boats are sailing on that leg. In addition, offset marks and gates can be added or removed, per sections 7.3 and 7.4 above.

12.2 To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position.

## 13 ABANDONING AFTER THE START

When it is necessary to abandon a race in progress the committee boat will display an "N" flag and sound several short blasts of the horn. This changes race signal N.

## 14 THE FINISH

14.1 The finishing line will be between a blue flag on the committee boat and the finishing mark.

14.2 If at least  $\frac{3}{4}$  of the fleet has finished, the race committee may score the remaining boats last finisher plus one, to avoid abandoning the race due to ship traffic or lack of wind.

## 15 PENALTY SYSTEM

15.1 Section A of Appendix T will apply which changes rule 44.1. (See page 6 for a copy of Appendix T)

15.2 Section B of Appendix T, Post-Race Penalties shall apply (See page 6 for a copy of Appendix T)

## 16 PROTESTS AND REQUESTS FOR REDRESS

16.1 A boat intending to protest need not display a red flag. Protests will be indicated by a hail of "protest" at the time of the alleged infringement. This modifies rule 61.1(a). Note: the word "protest" will be sufficient to fulfil the protest requirements. "Do your circles" or other such hails will not.

16.2 Section C of Appendix T, Expedited Hearings, shall apply. (See page 6 for a copy of Appendix T)

16.3 Protest forms are available in the BSC office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

- 16.4 The protest time limit is 30 minutes after the last boat has docked.
- 16.5 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held at the side desk in the BSC office. Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).
- 16.6 Rule 63.5 is changed by adding, "A protest involving contact may be heard by the Protest Committee even though the requirements of rule 61.1(a) and 61.3 have not been fulfilled."

## 17 SCORING

- 17.1 The "Low-Point Scoring System" of Appendix A of the racing rules will apply for each of the series.
- 17.2 The "Low-Point Scoring System" is modified such that a first-place finish will receive .75 point
- 17.3 Each boat's total score will be the sum of her scores for all races, excluding her worst races (20% of the races sailed per series rounded to a whole number).

## 18 SAFETY REGULATIONS

- 18.1 Life jackets must be worn while racing.
- 18.2 A boat's crew may not hang on the shrouds to promote roll tacking or gybing.
- 18.3 The Race Committee may disqualify a boat without a hearing for crossing close in front of a deep draft vessel.

## 19 SAIL RESTRICTIONS

The race committee may fly any of the following flags to limit the sail inventory that may be used in each race:

NS – No Spinnakers

RM – Reef Mainsail

NJ – No Jibs

NG – No Genoas.

## 20 PRIZES

Prizes will be awarded for 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place in each series. There will also be a prize for the team with the best fleet racing score for the entire winter season and for the match racing championship.

## APPENDIX T – ALTERNATIVE PROCEDURES FOR DISPUTE RESOLUTION

This appendix is a US Sailing prescription. One or more sections of this appendix apply only if the sailing instructions so state. The rules in this appendix are intended to improve compliance with the Basic Principle, Sportsmanship and the Rules, and may be used for fleets of boats in major or minor events.

Sections A and B provide alternative penalties that encourage competitors to take a penalty when they may have broken a rule of Part 2 or rule 31. They can be used together or individually. Sections C and D each provide a modified hearing procedure that is less formal and less time-consuming than the usual hearing procedure. They are designed to encourage boats to enforce the rules by protesting. Sections C and D are not designed to be used at the same event, but either Section C or Section D may be used with Section A or B, or with both. Note however that, if Section D is used, Section B automatically applies.

Please report your experiences with and evaluations of these rules to US Sailing by sending an e-mail to [rules@ussailing.org](mailto:rules@ussailing.org).

### SECTION A - PENALTIES WHILE RACING

If Section A applies, rule T1 shall be included in the sailing instructions.

#### T1 PENALTIES AT THE TIME OF THE INCIDENT

The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.'

### SECTION B - POST-RACE PENALTIES

#### T2 PENALTIES TAKEN AFTER A RACE

**T2.1** After a race, a boat that may have broken a rule of Part 2 or rule 31 while racing may take a Post-Race Penalty for that incident. The penalty shall be a Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply. A boat takes a Post-Race Penalty by informing the race committee in writing and identifying the race number and when and where the incident occurred.

**T2.2** The Post-Race Penalty shall be

(a) 20%, if taken before the protest time limit, or

(b) 30%, if taken after the protest time limit but before the beginning of a hearing involving the incident.

### SECTION C - EXPEDITED HEARINGS

#### T3 INFORMING THE RACE COMMITTEE

A boat intending to protest or request redress based on an incident in the racing area that she is involved in or sees shall, at the first reasonable opportunity after she finishes, inform the race committee at the finishing line of her intent to protest or request redress and, when applicable, the identity of the protestee.

## T4 CHANGES IN HEARING PROCEDURES

This rule applies to all hearings except hearings under rule 69.

- T4.1 If the protest committee is able to assemble the parties to a hearing before the protest or redress time limit, it may begin the hearing and may waive the requirements of rule 61.2 or 62.2.
- T4.2 Rule 63.5 is changed to: 'At the beginning of the hearing, if there is no objection, the protest or request is valid and the hearing shall be continued. If an objection is made, the protest committee shall take any evidence . . . [no further change].'
- T4.3 Insert a new sentence after the third sentence of rule 63.6: 'However, the committee may limit the number of witnesses and the time during which parties may present evidence and ask questions.'
- T4.4 The first sentence of rule 65.2 is changed to: 'A party to the hearing is entitled to receive the above information in writing, provided she asks the protest committee for it no later than thirty minutes after being informed of the decision or coming ashore following the last race of the day, whichever is later.'
- T4.5 The US Sailing prescriptions to rules 60, 63.2 and 63.4 are deleted.
- T4.6 The third sentence of rule 66 is changed to: 'A party to the hearing may not ask for a reopening.'