

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 boom 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 required 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 an 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. To avoid collision on a reliable basis you must continuously be alert for other vessels – both racing and non-racing.
4. Inspect spinnakers 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](#). All [Skippers must sign a waiver online](#).

FROSTBITE RACING SAILING INSTRUCTIONS

NOVEMBER 9, 2020 – MARCH 28, 2020

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.
- 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 a.m. 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 one of the above instructions 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

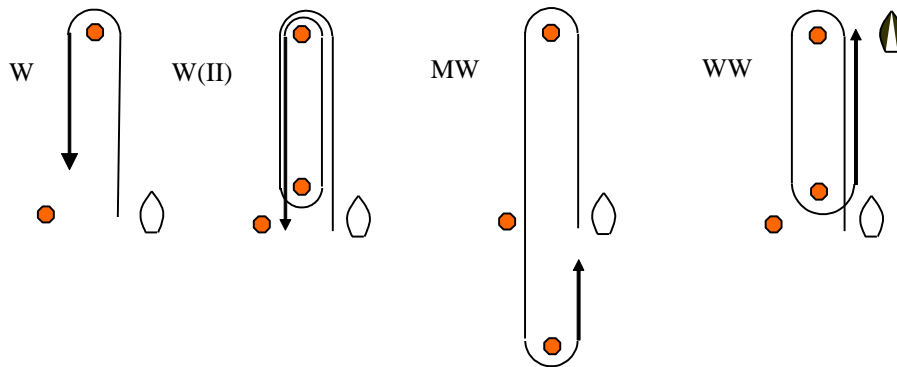
- 5.1 There will be up to six races each Saturday afternoon from 12:00 p.m. to 3:00 p.m. November 9, 2019, through March 14, 2020, with the exceptions of November 30, 2019, December 21, 2018, and December 28, 2019. The season will be divided into 3 series.
- 5.2 The match race eliminations and finals will be held on March 21 and March 28, 2020. Sailing instructions will be posted later.
- 5.3 The scheduled time of the warning signal for the first race each day is 12:00 p.m.

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 to windward of the starting/finishing line.

8 MARKS

8.1 Marks are red spheres about three feet in diameter. The starting line pin will be a green mark approximately 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 The start sequence will be conducted as indicated below. The race committee may use several short sound signals as notification of an approaching starting sequence, but it is not required.

TIME	VISUAL SIGNAL	SOUND SIGNAL	MEANS
5 MINUTES	CLASS FLAG RAISED	1 SOUND	WARNING SIGNAL
4 MINUTES	P-FLAG/I-FLAG RAISED	1 SOUND	PREPARATORY SIGNAL
1 MINUTE	P-FLAG/I-FLAG LOWERED	1 LONG SOUND	1 MINUTE TO START
START	CLASS FLAG LOWERED	1 SOUND	START

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

- 9.2 If Rule 30.1 is not in effect, a P Flag will be used as the Preparatory Signal and will be raised four minutes prior to the starting signal and lowered one minute prior to the starting signal.
- 9.3 If Rule 30.1 is in effect, an I Flag will be used as the Preparatory Signal and will be raised four minutes prior to the starting signal and lowered one minute prior to the starting signal.
- 9.4 The starting line will be between a blue flag on the committee boat 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 or 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 multiple short blasts of the horn (6-10) 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 multiple short blasts (6-10) 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 V1 of Appendix V will apply which changes rule 44.1. (See page 4 for a copy of Appendix V)
- 15.2 V2 of Appendix V will apply which changes rule 44.3 (See page 4 for a copy of Appendix V)

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: Only the word "protest" will fulfil the protest requirements. "Do your circles" or other such hails will not.
- 16.2 Protest forms are available in the BSC office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

- 16.3 The protest time limit is 20 minutes after the last boat has docked.
- 16.4 Notices will be posted no later than 20 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).
- 16.5 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. The Race Committee may disqualify without a hearing any boat observed with crew not conforming to this rule. Any disqualification applied under this rule is not excludable.
- 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. Any disqualification applied under this rule is not excludable.

19 SAIL RESTRICTIONS

- 19.1 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

If any of these flags are flying on the race committee boat during the warning signal for a race, the indicated sail restrictions shall remain in place for the entire race.

- 19.2 If the race committee is displaying the NS flag, boats are required to race with the drop board in place and cabin hatch closed.

20 PRIZES

Prizes will be awarded for 1st, 2nd, and 3rd 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 V ALTERNATIVE PENALTIES

This appendix is a US Sailing prescription.

Rules V1 and V2 provide alternative penalties that encourage competitors to take a penalty when they may have broken one or more rules of Part 2 or rule 31 in an incident. One or both of these rules apply only if the sailing instructions so state. Please report your experiences with and evaluations of these rules to US Sailing by sending an email to rules@ussailing.org.

V1 PENALTY AT THE TIME OF AN 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 one or more rules of Part 2 or rule 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.'

V2 PENALTY TAKEN AFTER A RACE

After a race, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident while racing may take a Post-Race Penalty for that incident. A boat takes the penalty by delivering a written notice to the race office that identifies the race number and when and where the incident occurred. The penalty shall be a 30% Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply, and the penalty shall not be taken after a protest hearing involving the incident has begun.