

FROSTBITE SERIES – FALL 2024 & SPRING 2025

PEQUOT YACHT CLUB

669 Harbor Road, Southport, CT 06890

SAILING INSTRUCTIONS

1. RULES

The Frostbite Series at Pequot Yacht Club (“Frostbite Series”) shall be governed by the rules as defined in the *Racing Rules of Sailing 2021-2024*. The prescriptions of US SAILING shall apply. If there is a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions take precedence.

2. NOTICES TO COMPETITORS

Official Notices to competitors, including race results and amendments shall be posted on the official Frostbite Race Committee notice board located in the Sailing Center on the Junior Clubhouse porch. This information may also be posted on the Club’s website (www.pequotyc.com) in the Frostbite section.

3. CHANGES TO THE SAILING INSTRUCTIONS

Any changes to the Sailing Instructions will be posted on the official Frostbite Race Committee Notice Board in the Sailing Center of the Junior Clubhouse porch 30 minutes prior to the warning signal of each class's first race on the day any changes first take place. Changes may also be posted as soon as practical on the Club’s website (www.pequotyc.com) in the Frostbite section.

4. SIGNALS MADE ASHORE

Signals made ashore will be made from the Senior Clubhouse upper deck. If a postponement is announced or signaled ashore, the warning signal for the next race will be made as soon as is reasonably possible.

5. BOATS

All competitor boats shall sail in 9” Dyer Dhow boats as more fully described in Appendix A. It is presumed that all modifications not specifically listed are prohibited. All equipment provided with the club-owned boat for sailing purposes shall be in the boat while afloat.

6. RACE SCHEDULE

- a. The first warning signal for the Division I will be at 11:30 A.M. and no warning signal shall be made after 12:45 P.M.
- b. The first warning signal for the Division II will be at 1:30 P.M and no warning signal shall be made after 3:15PM.

Multiple races are scheduled, and subsequent races will be held as soon as possible after the end of the previous race.

7. VENUE

The racing area will be within the confines of Southport Harbor unless noted on the notice board.

8. MARK LOCATIONS

Generally, racing marks are positioned in the harbor with Marks “A” and “B” toward the harbor mouth with “A” on the golf course side and “B” on the Perry Green side. Marks “C” and “D” are located farther up the river with “C” on the Yacht Club side and “D” on the golf course side. Mark “H” is an extreme windward mark, placed to windward of either “A” and “B” OR “C” and “D” depending on the wind direction. Mark “X” will usually be placed near and to leeward of the finish line. Other marks may be used at the discretion of the Race Committee.

9. MARKS

All marks will be orange inflatable balls. A black letter, identifying the buoy, will be painted on each mark.

10. STARTING AND FINISHING LINES; STARTING SYSTEM

Generally, the Starting Line is a range from a movable red and white pole on the Junior Clubhouse deck through a stake on top of one of the pilings numbered on the finger piers in front of the clubhouse. The Finish Line is that of the same line, unless otherwise indicated. The Race Committee may infrequently hold races from a boat or from a floating dock, in which case verbal instructions will be given regarding marks, roundings, and the start/finish lines. If the Race Committee is operating from a boat, RRS Appendix U will be used as the starting system. An alternative location will be at the discretion of the Frostbite Chair in concert with the club General Manger. An upcoming starting sequence may be signaled by a series of short sound signals. The starting sequence will be the "three minute sequence" as outlined in RRS Appendix U.

11. SIGNALS: STARTING LINE AND COURSES TO BE SAILED

A horizontal board will display a number identifying the piling to be used for the starting line range. A letter ("S" or "P") next to the number will indicate the required direction of mark roundings (except at gate marks).

Another vertical board will display the marks of the course in the order they shall be rounded. A colored placard placed next to the mark signal will indicate the required rounding – usually the opposite of the "S" or "P" posted. Red means leave the indicated mark to port and green means leave the indicated mark to starboard.

A number displayed at the bottom of the vertical board will indicate the number of laps to be sailed. If no number is displayed, only one lap is required.

A posting of "G" does not indicate a mark; rather, it indicates a "gate" formed by two marks as announced by the Race Committee. When there is a gate, boats shall sail between the gate marks from the direction of the previous mark (usually downwind) and round either gate mark.

12. INDIVIDUAL RECALLS & GENERAL RECALLS & STARTING RULES

- a. The Race Committee will endeavor to hail the sail number of each boat that is OCS. Failure to make, or for the competitor to hear, such announcement shall not be grounds for redress. This changes rule 62.1(a).
- b. RRS 30.1 is automatically in effect after a General Recall. RRS 30.1: the "One Minute Rule" is modified when it is not possible to go around the ends of the starting line. After a General Recall, (the first restart), any boat over the starting line one minute prior to its start shall have five points added to its score for that race. Any competitor who is OCS "on course side" in a second restart shall incur an additional five point penalty for that race. The penalty points shall be cumulative. This modifies RRS 36. The Race Committee may notify boats over early during the one-minute period before that race.
- c. It shall not be necessary for the Race Committee to remind skippers of the RRS 30.1 "One Minute Rule" or fly an "I" flag. This modifies RRS 30.1.

13. ROOM AFTER THE START

Unless the starting line is surrounded by navigable water, RRS 20.1 is modified and following shall apply. For the first twenty seconds after the starting signal, boats are not permitted room to tack at these specific obstructions: the sea wall, shallow water near the sea wall, mooring balls and mooring strings along the sea wall, moored boats, boats docked at the Club's piers, and the Club's piers. The Race Committee may attempt to make a sound signal twenty seconds after the start. Failure of the Race Committee to make a sound signal or attempt a sound signal is not grounds for redress. This changes rule 62.1(a).

14. CHANGE OF COURSE

RRS 32 and RRS 33 are modified to allow the Race Committee to inform competitors of a course change or a shortened course by any means reasonable prior to the first boat sailing the leg of the new course. In the case of a shortened course, the next mark is to cross the finish line.

15. PROTESTS AND ALTERNATIVE PENALTIES

A hail of “Protest” shall be made to the offending boat at the first reasonable opportunity. RRS 44.1 is modified so that boats breaking a 'rule' in Part 2 of the RRS may take a One-Turn penalty of one tack and one gybe. Boats intending to protest shall notify the Race Committee and should endeavor to identify the protested boat as soon as possible after finishing the race in which the alleged infringement took place.

16. TIME LIMIT

The time limit for each race shall be twenty minutes for the first boat to finish. Boats finishing more than ten minutes after the first boat to finish shall be scored DNF (did not finish, starters + 1). This changes RRS 35.

17. ABANDONMENT

A race shall be abandoned immediately if a boat capsizes or when the safety boat is not readily available to the racing fleet or as directed by the Race Committee. All sailors are required to dock their boats at the nearest dock when a race is abandoned. This rule does not apply in the event of equipment failure, beaching or partial swamping of a boat unless otherwise directed by the Race Committee. RRS 32.1 is modified to allow the Race Committee to inform the competitors of race abandonment by any means reasonable.

18. PROTESTS & PROTEST HEARINGS

All protests not resolved on the course shall be resolved using the “Three Minute Justice System”, described below:

- i. An Interested Party shall notify the race committee of the protest according to section 18(c) of the sailing instructions.
 - ii. Each sailor involved in the incident shall find one qualified person (list TBD) to serve during the protest hearing. These persons shall comprise the Ad-hoc Protest Committee. A member of the race committee shall observe the hearing.
 - iii. Upon commencement of the hearing, each sailor shall have one minute to describe the incident and the reason for their position.
 - iv. Upon hearing the explanations from each sailor, the Ad-hoc Protest Committee shall take another minute without the interested parties to discuss the incident and make a decision.
 - v. If the Ad-hoc Protest Committee determines that the protest includes elements of Fair Sailing, injury, serious damage, or Gross Misconduct, no decision shall be offered. The incident may be elevated to the Pequot Yacht Club Protest Committee, which shall convene a formal hearing. The protestor may withdraw his protest, or submit a written protest to the Pequot Yacht Club Protest Committee within twenty-four hours.
 - vi. If the Ad-hoc Protest Committee cannot make a decision, the protest is disallowed. The decision of the Ad-hoc Protest Committee is final. The decision is then reported to the race committee.
- a. Rule 60.3 shall be removed as there is no set protest committee other than the ad-hoc committee that is established under section 18 (i).
 - b. Rule 61.1(a) is changed to include the following notice and procedures: “At any time after the incident, up to and including immediately after finishing, a protesting boat shall notify the race committee orally of its intent to lodge a protest. The race committee shall broadcast all protests received by the race committee by loudhailer announcement. Broadcasts will commence after the last boat has finished. These broadcasts constitute the notification of protest and hearing to a protested boat required by rule 61.1. Failure to hear such announcements is not grounds for redress.” *[make sure all race committee members understand this]* This changes rule 62.1(a).
 - c. Rule 61.2 is removed – no written protests are required.
 - d. Rule 61.3 is replaced by: “A protest by a boat, or by the race committee about an incident the committee observes in the racing area, shall be communicated to the race committee before the last boat returns to the dock after racing. Other race committee protests shall be delivered to the Frostbite Chair as soon as practical after the committee receives the relevant information. The protest committee shall extend the time if there is good reason to do so.”
 - e. Rule 62.2 is amended such that “Frostbite Chair” replaces the “race office”.
 - f. The third sentence of Rule 63.1 is replaced to read: “The protest committee, as created for each incident under section 18 (i) of these sailing instructions, shall hear all protests and requests for redress that have been delivered to the race committee for each incident, respectively, unless the protest has been withdrawn.”
 - g. Rule 63.2 is replaced to read: “The time and place of the hearing shall be immediately following completion of racing for the day and the location shall be at Pequot Yacht Club.”
 - h. Rule 65.2 is removed
 - i. Rule 66 is removed. All protest committee decisions made from Three Minute Justice shall be final and not subject to reopening.

- j. Rule 69.1 (a) shall be amended to replace “protest committee” with “protest committee or race committee” in the first sentence. The second sentence shall be amended with “...shall promptly inform the competitor and Pequot Yacht Club’s Protest Committee...”
- k. Rule 69.1 (b) shall be amended to replace “of at least three members” with “comprised of at least three members of Pequot Yacht Club’s Protest Committee”.

19. SCORING

- a. A minimum of three registered skippers shall be necessary to constitute a race. The skipper who finished in first place for a race is awarded 1 point. The skipper who finished in second place for a race is awarded 2 points. The skipper who finished in third place for a race is awarded 3 points. The pattern continues with exceptions as outlined in sub-paragraph d.
- b. A skipper's worst race per day shall be discarded (not scored) when the skipper competing in Division I, has started at least four races held that day; or, when the skipper competing in Division II has started at least five races held that day. Skippers attending the annual meeting may retire early without a scoring penalty.
- c. The Series Rankings shall be calculated by adding the points accumulated for all races scored, and dividing that total by the number of all races scored.
- d. A boat that did not start a race will be scored (DNC). Boats starting but not finishing (DNF) will be scored for the finishing place one more than the number of finishers in the race. Boats disqualified (DSQ) will be scored one point more than the number of boats starting that race. Races scored DSQ shall not be discarded. Boats that retire after finishing (RAF) shall be scored number of starters plus one.
- e. To qualify for the series, competitors shall sail equal to or greater than 50% of the days raced, or equal to or greater than 50% of the number of races in the series. To qualify for a “day”, a competitor must start in one more than 50% of the number of races held for the day, rounded down. Credit for volunteering will be given to those riding in the crash boat or serving on the Race Committee during a combined Spring Series. Competitors shall not receive credit for more than two days for volunteering.
- f. To qualify for the series, competitors shall volunteer for race committee a minimum of 1 day.
- g. Occasional guests not registered for the series will not be scored and their finishes will not affect the scores of registered competitors.

20. BREAKDOWNS

In any series when a skipper using a boat provided by the organizing authority whose finishing place, through no fault of her own, is made significantly worse because of a breakdown may seek redress. A boat seeking redress for breakdown shall inform the Race Committee as soon as practicable but not later than ten minutes after the last boat returns to the dock after racing.

21. DISPOSAL OF TRASH

Boats shall not discharge trash into the water. The penalty for breaking this rule shall be at the discretion of the jury and may include adding points to a boat's score in the race or the series.

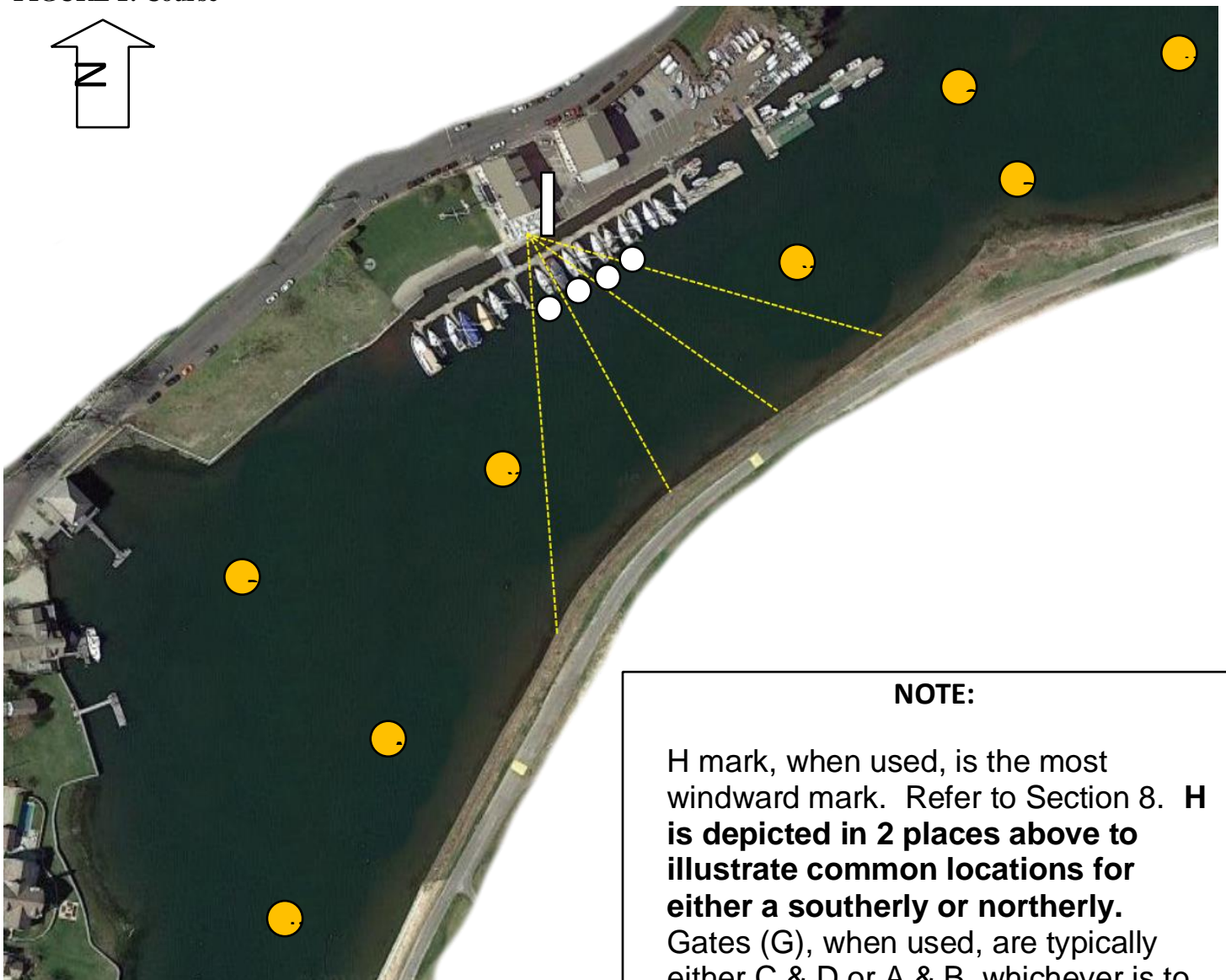
22. SAFETY REGULATIONS

All competitors shall wear, while on the water, other than brief periods while adding or removing clothing, a US Coast Guard approved personal flotation device. A boat retiring from a race shall notify a Race Committee vessel before leaving the course, or, when that is impossible, the Race Committee immediately after arrival ashore. No competitor participating in the Frostbite Series will be permitted to sail in Southport Harbor unless a safety boat is free of the dock and is available to lend assistance to a competitor. If the safety boat is involved in the recovery of a competitor, the retrieval of a capsized boat, or is not readily available to the fleet, all sailors must return to the nearest dock. This applies before, during and following a Frostbite Series race or event. This rule applies regardless of the ownership of the boat in which the competitor is sailing.

24. PRIZES

Prizes will be awarded separately for the Fall Series and Spring Series for each division. The number of awards provided shall be based upon the number of boats that qualify for each division during each series. Awards shall be provided for the top half of the qualifying boats within a series after rounding down, up to a maximum of 5 awards in any series for each division. For example, if 7 boats qualify for a series, 3 awards shall be provided ($7 \times 50\% = 3.5$, rounded down to 3).

FIGURE 1: Course



NOTE:

H mark, when used, is the most windward mark. Refer to Section 8. **H is depicted in 2 places above to illustrate common locations for either a southerly or northerly.**

Gates (G), when used, are typically either C & D or A & B, whichever is to leeward of the start line. Refer to section 10.

X mark, when used, is placed to leeward of the start line or at the discretion of the race committee. Refer to Section 8. **X is depicted in 2 places above to illustrate common locations.**

All mark locations shown are approximate. Marks may be moved at the discretion of the race committee.

APPENDIX A – DYER 9 STANDARDS

For measurement purposes, there shall be one standard dinghy, the current fiberglass 9" Dyer Dhow as built by The Anchorage or its successors. While all reasonable steps will have been taken to equalize the club-owned charter boats provided by the OA, variations in the boats will not be grounds for redress. This changes RRS 62.

All boats must conform to the following criteria:

I. SPARS

Spars may be of wood or aluminum but must have been originally purchased from The Anchorage or its successors. All spars in the fleet as of October 1, 1998 are eligible.

II. CENTERBOARDS AND RUDDERS

Centerboards and rudders must be made of plywood or fiberglass and have a profile which conforms to standards provided by The Anchorage or its successors. All centerboards and rudders in the fleet as of October 1, 1998 are eligible.

III. SAILS

Until the Fleet makes any alteration to its sail program, sails must be purchased from an approved sailmaker and consistent in size, shape and material with sails previously made for the Fleet. New sails may be purchased any time after the two- year anniversary date of the purchase of the member's most recently acquired sail. The purchase date shall be designated October 1st of the year in which the sail was actually acquired. If a sail is destroyed or lost, the Frostbite Chair may waive this rule. No sails may be recut except through special permission of the Frostbite Chair. Presently approved sailmakers include North Sails.

IV. PROHIBITED ITEMS AND ACTIONS ON CLUB-OWNED BOATS

Except in an emergency or in order to prevent damage or injury, or when directed by the OA, the following are prohibited:

- a. Any additions, omissions or alterations to the equipment supplied.
- b. The use of any equipment for a purpose other than that intended or specifically permitted.
- c. The replacement of any equipment without the sanction of the RC OA.
- d. Sailing a boat in a manner that it is reasonable to predict that significant further damage would result.
- e. Taking a boat from its berth without permission from the RC OA, or, on race days, without presence of safety boat.
- f. Perforating sails, even to attach tell tales.
- g. Marking directly on the hull or deck or sails with permanent ink.
- h. Use of duct tape, glue, or other excessive adhesive materials.

V. MANDATORY ITEMS AND ACTIONS FOR CLUB-OWNED BOATS

The following are mandatory:

- a. Competitors shall report any damage or loss of equipment on club-owned boats to **rhys.d.goff@gmail.com** and/or the Race Committee immediately after securing the boat ashore. Reports shall include any evidence of matters, which could cause damage or disadvantage to the boat in future matches.
- b. At the end of each sailing day:
 - i. Rolling, bagging and placement of the sail as directed
 - ii. Leaving the boat in the same state of cleanliness as when first boarded that day
 - iii. Releasing forestay tension
 - iv. Cleaning the boat, removing all trash & recycling and removing all tape and marks.
- c. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- d. Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- e. The penalty for not complying with one of the above rules in this section may also be disqualification from the race or races sailed in which the above rules are broken, unless the protest committee is satisfied that the competitor made a determined effort to comply. Additional penalties may be considered.

VI. PERMITTED ALTERATIONS

- a. Adjustable headstay
- b. Boom vang
- c. Toggle, or additional purchase for outhaul
- d. Non-skid material inside hull
- e. Multiple part mainsheet
- f. Fabric spray cloth fitted around the bow and extending no further aft than the chainplates along the gunwale and the mast along it fore and after centerline.
- g. Tiller extension
- h. Non-standard types of cleats and blocks
- i. Fore and aft stringers made from non-exotic materials (wood, cardboard or PVC foam) and attached to the hull with resin and/or fiberglass mat. Such reinforcement shall come no closer than 10" from the edge of the chine and the centerline of the hull and have a maximum width of 2 inches.
- j. Clew tie-down or track
- k. A second exterior gunwale rail extending from the chainplates around the bow
- l. Double knee braces connecting the thwarts to the gunwale
- m. A wooden chock that extends no more than 4 inches below the middle thwart designed to secure the centerboard truck to the thwart
- n. Screws and rivets may be replaced with bolts
- o. Running rigging of one's choice (private boats only)
- p. Masthead fly and/or other non-electronic wind indicators may be affixed, taped or tied anywhere on the standing rigging

VII. PROHIBITED ALTERATIONS

- a. Hiking straps or structure
- b. Center or forward thwarts that are permanently and directly affixed to the hull
- c. The use of exotic materials to enhance the structural properties of the boat except for the purpose of affecting a repair or maintenance so long as the effect is not to produce a structure which is stronger than that of a new Dyer
- d. Laminated or glued on gunwale rails
- e. Any changes to the standing rigging with the exception of IVa.
- f. Center seat flotation may not contact the bilge or sides of the hull
- g. An adjustable mainsheet traveler or bridle.

VIII. PROHIBITED ACTIONS

- a. The shrouds may not be adjusted during a race.