



**Indian Harbor Yacht Club Winter Sailing Association
2023-2024 Frostbiting Championship
Indian Harbor Yacht Club, Greenwich CT**

NOTICE OF RACE

1. ORGANIZING AUTHORITY

The Organizing Authority of this championship is the Indian Harbor Yacht Club Winter Sailing Association in conjunction with the Indian Harbor Yacht Club.

2. RULES

- 2.1 The regatta will be governed by the rules as defined in the current Racing Rules of Sailing (RRS).
- 2.2 Appendix U, Sound Signal Starting System will be used as modified in the Sailing Instructions.
- 2.3 Competitors shall wear a non-inflatable Class III personal flotation device while sailing.
- 2.4 Competitors in Division A (and ballast if any) shall have a minimum weight equal to the lesser of 200lbs or 135% of their fully dressed body weight. Any ballast shall be self-buoyant and be non-movable while racing. There are no minimum weight requirements for competitors in Division B.
- 2.5 Participants are required to follow current COVID-19 guidelines.
- 2.6 Protests and requests for redress will be adjudicated using "Three Minute Justice" as described in Addendum B. This modifies RRS 61, 62, and 63.

3. BOATS AND ELIGIBILITY

- 3.1 Competitors shall be members of the Indian Harbor Yacht Club Winter Sailing Association or the invited guests of such members.
- 3.2 Boats shall be standard Dyer Dhow 9s and shall conform to the standards found in Addendum A. However, a start will be granted to any class of boat provided there are a minimum of three (3) participating boats.
- 3.3 A limited number of club-owned boats will be available for charter. Reserve a club boat by contacting cfoley@indianharboryc.com or via the Frostbite Race Committee Sign-Up and Boat Reservation Google Document.

4. SCHEDULE OF RACING

- 4.1 Racing is scheduled every Sunday beginning November 12, 2023 and concluding Sunday, March 24, 2024, except for December 24, 2023 and December 31, 2023.
- 4.2 The Fall Series will run from November 12, 2023 to January 21, 2024 - nine race days are scheduled.
- 4.3 The Spring Series will run from January 28, 2024 to March 24, 2024 - nine race days are scheduled.
- 4.4 Daily racing begins at 1400 with no starts after 1600.
- 4.5 As many races will be run each day as possible.

5. ENTRIES & FEES

- 5.1 IHYC Winter Sailing Association membership dues are \$230 for Indian Harbor Yacht Club members and \$345 for non-members; season-long storage fees are \$380. However, dues for Indian Harbor Yacht Club member's first season are \$0 and dues for a non-member's first season are \$150.
- 5.2 Club Boat usage is \$20/day (first day free).
- 5.3 Payment is via club account.

6. SAILING INSTRUCTIONS

Sailing Instructions will be available on-site and online at <http://www.indianharboryc.com/frostbiting>.

7. RACING AREA

Racing will be inside Greenwich Harbor or in the mooring field south of the clubhouse.

8. PENALTY SYSTEM

- 8.1 For courses other than no-gybe courses, 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. This changes rule 44.1.
- 8.2 For no-gybe courses, a boat may take a 30% scoring penalty when she may have broken a rule of Part 2 or rule 31 while racing. This changes rule 44.1.

9. SCORING

- 9.1 **Qualifying:** The Frostbiting Championship will consist of the races in the Fall and Spring Series. One race is required to be completed to constitute a series. To qualify:
 - 9.1.1. A Fleet competitors must race at least 50% of the days sailed in that series (rounded up) and must sail at least 50% of the races completed that day.
 - 9.1.2. B Fleet competitors must race and complete at least one race on at least 50% of the days sailed (rounded up) in that series.
 - 9.1.3. Competitors who capsize will be given credit for racing that day regardless of the number of races they started.
 - 9.1.4. To qualify for the Championship a sailor shall qualify in both the Fall and Spring Series.
 - 9.1.5. Serving on the race committee will count as a day sailed, up to a maximum of one day per series.
- 9.2 **Race Scores:** The winner of a race will receive points equal to the highest number of boats that compete in a race on that day. Second place receives one point less, and so on. The winner of the day will have accumulated the greatest number of points. Boats scored DNC, DNS, OCS, DNF or DSQ shall be awarded zero points. Boats scored TLE will be awarded points equal to the points received by the last boat to finish within the time limit minus two.
- 9.3 **Series Scores:** The series and season score for each boat will be a percentage calculated as follows: Divide the sum of her race scores (excluding DNC and DNS) by the sum of the points she would have scored if she had placed first in every race in which she competed; multiply the result by 100. The qualified sailor with the highest series score is the winner, and others are ranked accordingly. No race scores shall be excluded.

10. DIVISIONS

- 10.1 Sailors will be scored by divisions within the fleet as well as overall.
- 10.2 Sailors will be divided into two divisions: A and B.
- 10.3 Sailors who qualified for a prior series and achieved a high point percent of perfection of .500 or greater shall be assigned to the A division.
- 10.4 A sailor who qualifies in a series and achieves first place B division B for that series shall be assigned to the A division for subsequent series.
- 10.5 Sailors once assigned to A division shall remain in that division.

10.6 If a skipper did not qualify in a prior season, the Race Committee will assign the skipper a division.

11. PRIZES

11.1 The William Dyer Trophy will be awarded to the sailor with the highest score who qualifies for the Season.

11.2 The Harry L. Moore Frostbite Trophy will go to the winner of either the Fall or Spring Series that has the highest winning percentage for the single series.

11.3 The Cunningham Trophy will be awarded to the female sailor with the highest score who qualifies for the Championship.

11.4 Competitors will be divided into A and B fleets. In addition to the perpetual trophies, prizes will be awarded to the top three qualifiers in each fleet in the Fall and Spring Series.

11.5 Daily prizes shall be at the discretion of the Organizing Authority.

12. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS 3 & 4. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during or after the regatta.

13. FURTHER INFORMATION

For further information please visit the [Frostbiting Page](#) on the Indian Harbor Yacht Club website.

ADDENDUM A

Dyer 9 Fleet Standards

Hull, spar and sail standards shall conform to those used by The Anchorage, Inc. in the production of 9' Dyer Dhows except as modified herein.

No boat should be deemed obsolete as a function of its age. Any boat may be brought up to the competitive standard of a new boat.

1. SPARS

Spars may be of wood or aluminum but must have been purchased for either The Anchorage or Dwyer Aluminum Mast Company.

2. CENTERBOARDS AND RUDDERS

Centerboards and rudders shall be made of plywood and have a profile that conforms to standards provided by The Anchorage.

3. SAILS

- Sails shall conform to the Indian Harbor/ Norwalk standard dimensions
- Sail must have been purchased from Doyle Sails, Hathaway, Reiser and Raymond, UK Sails or Z Sails.
- New sails may be purchased any time after the two-year anniversary of the purchase of a most recently acquired sail. The purchase date shall be designated October 1 preceding the start of the sailing season in which the sail is first used.
- If a sail is lost or destroyed, a new sail may be acquired with the permission of the Organizing Authority
- No sails may be re-cut without the permission of the Organizing Authority.

4. REQUIRED EQUIPMENT

All boats shall be equipped with an 8' ¼" diameter painter tied to the bow

5. PERMITTED ALTERATIONS

- a. Adjustable headstay
- b. Boom vang
- c. Outhaul purchase
- d. Interior non-skid
- e. Mainsheet purchase
- f. Fabric bow dodger
- g. Tiller extension
- h. Fore and aft stringers made from wood, cardboard or foam and attached to the hull with resin and/or fiberglass mat
- i. Clew tie-down or track
- j. Second exterior gunwale rail ("Mystic" style) extending from no more than 12 inches aft of the chain plates and around the bow
- k. Double knee braces connecting thwarts to gunwale
- l. A wooden chock which extends no more than 4 inches below the middle thwart to secure the centerboard trunk to the thwart
- m. A raised mast step of no more than 1 inch
- n. Cordage and hardware of one's choice

6. PROHIBITED ALTERATIONS

- a. Hiking straps are any other structure designed to facilitate hiking
- b. Thwarts affixed to the hull
- c. The use of high modulus material to enhance the structural properties of the hull or spar except for the purpose of effecting a repair as long as the effect is not to produce a structure which is stronger than that of a new Dyer Dhow.
- d. Laminated or glued gunwale rails

ADDENDUM B

Three Minute Justice

Protesting and protested skippers shall use Three Minute Justice to resolve the protest. They must meet immediately after racing. At this time, the protestor can withdraw their protest without penalty. If they proceed to Three Minute Justice, each skipper then selects another member of the fleet to act as a juror.

The use of fleet members is a key feature of Three Minute Justice. We rely on the continuity and camaraderie of our fleet to overcome potential conflicts of interest. In exchange we gain knowledge of the racing rules and the sailing conditions of the racing just completed. We obtain a quick decision and retain the congenial atmosphere that characterizes our sailing and racing.

All sailors are invited to observe the protest hearing. Participants have access to a whiteboard, markers and magnetic boats to reenact the incident. The two skippers and the jurors remain standing. The protestor has one minute to describe the incident including when and where it occurred and the rule believed broken. The protestee then has one minute to present his/her side of the case. The protesting parties and the jurors may question each other. If any of the four want a witness to resolve a matter of fact, the witness has one minute to present his / her testimony.

The jurors then have one minute to reach a decision. The Jury may dismiss the protestor and protestee during deliberations, at their discretion. Jurors will deliberate and reach a decision in one minute. If the jurors are unable to agree on a resolution because of the complexity or difficulty of the protest, the jurors will cause the protestor to file a written protest per the Racing Rules of Sailing. The jurors inform the race committee of their decision. The decision of the jury is final and cannot be appealed. The outcome is then passed on to the scorer for inclusion in the day's scoring.