



Indian Harbor Yacht Club Winter Sailing Association 2024 New Year's Day Regatta

Sunday, January 1, 2024

1400-1600

Indian Harbor Yacht Club, Greenwich CT

NOTICE OF RACE

Posted 12/20/2023

1. ORGANIZING AUTHORITY

The Organizing Authority for this regatta 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 current Racing Rules of Sailing (RRS).
- 2.2 Appendix U, Audible-Signal Racing System will be used as modified in the Sailing Instructions.
- 2.3 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 invited owners or charterers of Dyer Dhows.
- 3.2 A limited number of club-owned boats will be available for charter. Reserve a club boat at the [IHYC Frostbiting web page](#).
- 3.3 Boats shall be standard Dyer 9s and shall conform to the standards found in Addendum A.
- 3.4 A number of conforming sails will be made available to sailors from Dyer Dhow fleets that use a different sail design.
- 3.5 Competitors (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.
- 3.6 Competitors shall wear a Class III personal flotation device while sailing.

4. REGATTA SCHEDULE

- 4.1 The New Year's Day Regatta will be held on Sunday, January 1, 2024. The schedule is:

1300-1330:	Registration and weigh-in
1330:	Competitors' meeting
1400:	First warning
1600:	No warning signal will be made after this time
- 4.2 As many races will be run as possible.

5. ENTRIES & FEES

- 5.1 The entry fee for the New Year's Day Regatta is \$20, payable by check or club charge (no cash).
- 5.2 Boats traveling to participate should contact IHYC Sailing Director, Chris Foley at cfoley@indianharboryc.com or calling (203) 869-2484 x231.

6. SAILING INSTRUCTIONS

Sailing Instructions will be available online at <https://www.indianharboryc.com/frostbiting> before Jan 1, 2024

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. REGATTA SCORING

- 9.1 The Low Point Scoring System of RRS Appendix A will be used.
- 9.2 If five or more races are sailed each competitor's worst score will be discarded.
- 9.3 If two or more boats are capsized/swamped the race will be halted. Boats that have finished will be scored. Boats still racing and not capsized/swamped will be awarded points equal to the number of finishers plus one.
- 9.4 **Holiday Bowl Qualification.** The New Year's Day Regatta is a qualifying event for the Holiday Bowl for members of the IHYC Winter Sailing Association.

10. PRIZES

- 10.1 Prizes will be awarded for first, second and third places.
- 10.2 The Van Waveren Trophy will be awarded to the winner of the regatta.

11. DISCLAIMER OF LIABILITY

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

12. FURTHER INFORMATION

For further information visit <https://www.indianharboryc.com/frostbiting> or contact the IHYC Sailing Director, Chris Foley at cfoley@indianharboryc.com or calling (203) 869-2484 x231.

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 from 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 must have been purchased from Z Sails, UK Sails, Hathaway, Reiser and Raymond, or Doyle Sails.
- 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

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

6. PROHIBITED ALTERATIONS

- Hiking straps are any other structure designed to facilitate hiking
- Thwarts affixed to the hull
- 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.
- 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.