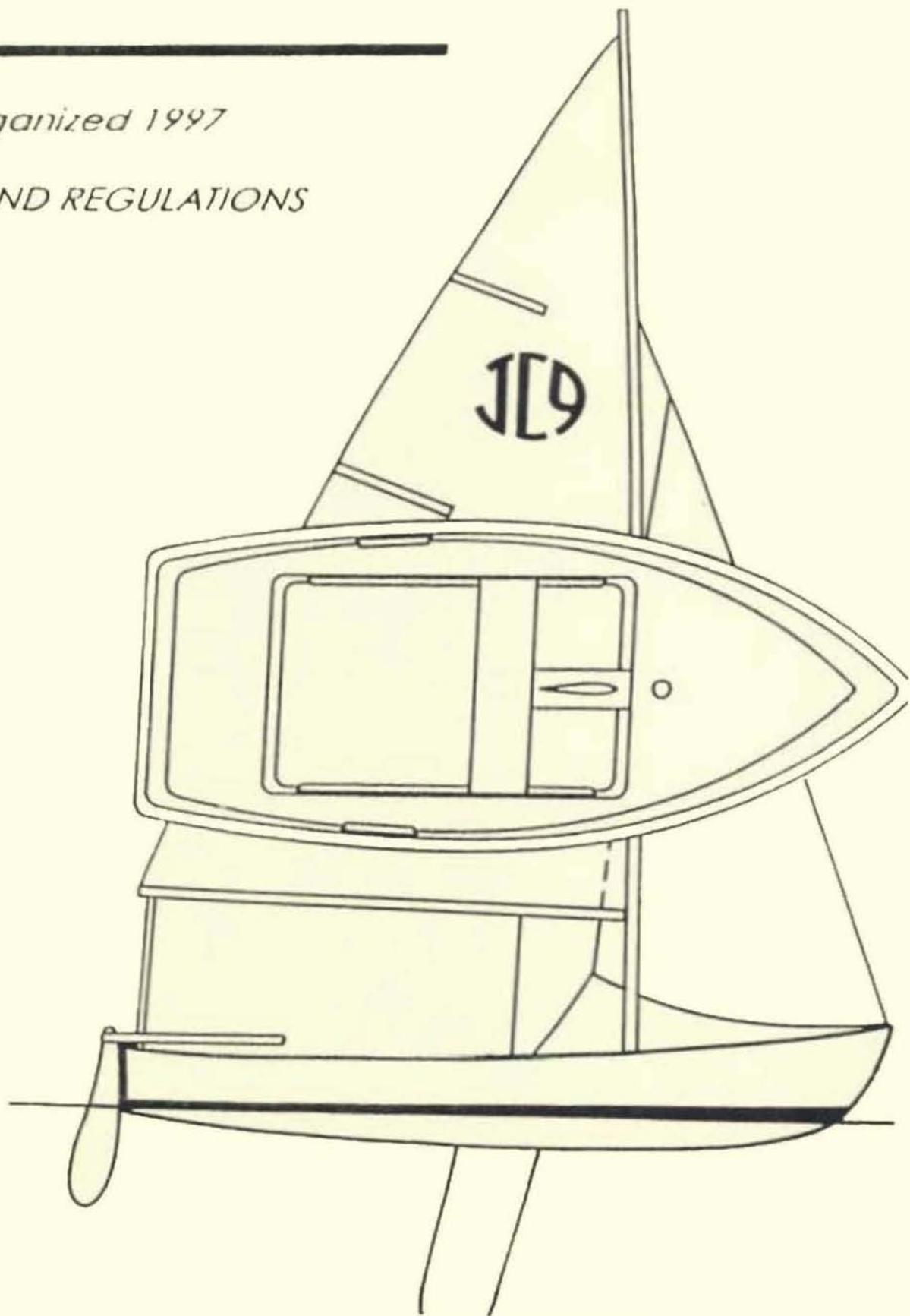


HUGUENOT YACHT CLUB FROSTBITE FLEET



Organized 1997

RULES AND REGULATIONS



PURPOSE: To develop the sport of one-design dinghy racing.

MEMBERSHIP: The Fleet is open to any Huguenot Yacht Club member who wishes to compete and who will abide by these regulations.

FOUNDING MEMBERS: Ted Civetta, Adam Loory, John McAuley, Joe Nekola, Dave Newmark, Dan Pennacchio, Gary Schoenherr, Mark Schwab.

RACING SEASON: Fall through Spring.

SAFETY: No member is permitted to sail during the season unless a crash boat is operating. No boat is permitted to leave the area of the floats unless a crash boat is nearby. No boat is permitted to leave the racing area before the finish of the day's races.

CAPSIZING: It is mandatory that assistance be rendered if possible. Assisting boats will be awarded points commensurate with their position at the time the incident occurred, or other equitable measure as determined by the race committee.

ANNUAL DUES: The annual dues are based on the anticipated expenses for the current year, i.e., dock fees, crash boat operators, maintenance of committee boat, crash boats, marks, ice breaking, prizes and miscellaneous expenses.

PRIZES: Prizes shall be awarded at the conclusion of the season's racing.

EQUIPMENT: A life preserver or float-coat must be worn by all contestants and crews. A paddle and bailer must be aboard. A painter attached to the bow shall have a 1/4 inch minimum diameter and an 8 foot minimum length.

BOAT SPECIFICATIONS: Stuart Marine JC9s maintained as delivered from stock except for the following:

- Types and location of cleats and blocks are optional.
- Painting is permitted, color is optional.
- Gunwale guards are allowed.
- Hiking stick is optional.
- Centerboards and rudders original under-water shape may not be altered in any way.
- Standard JC9 2 piece aluminum masts are allowed, telltales and mast-

- head fly are permitted. Mast may be foam filled.
- Headstay may be adjustable.
 - Shrouds may be adjustable.
 - Standard JC9 aluminum booms are allowed. The outhaul fairlead may not have a sheave that turns and must be located on top of the boom. Boom may be foam filled.
 - Boom vang are optional to be affixed to the base of the mast and to the boom in front of the forward sheet block. The vang will consist of no more than two parts.
 - Outhaul cleat must be located forward of front mainsheet block on underside of boom.
 - Running rigging may be of optional materials. The diameters must not be less than 1/4 inches for sheets and not less than 3/16 inches for halyards and downhaul.

WEIGHT: A minimum weight of 200 pounds (crew, ballast and equipment) is required. Sinkable ballast may not exceed 20 pounds. A contestant found to be below minimum weight shall be disqualified for the day. This *disqualification score may not be used as a throw-out day.*

SAILS: Sails shall not be recut or altered as delivered from Stuart Marine and as manufactured by Neil Pride Sails, except for reef points may be added and less stiff battens may be used on the mainsail. Only one set of sails may be purchased within a two-year period. The Fleet may select a sail maker to make all sails for the Fleet to its specifications.

MEASURER: The Class Committee shall appoint a Measurer whose duties will be to see that all boats and sails conform to H.F.F. principles and that the weight minimum regulations are complied with.

GUEST SKIPPERS: Guest skippers must be sponsored by a fleet member. They must receive permission from the Fleet Captain before sailing, must agree to abide by H.F.F. regulations and must sign a waiver form. Guests shall not sail more than two times per season.

CRASH BOATS: Crash boats will be provided on each day that racing is held.

SAILING INSTRUCTIONS: The current International Yacht Racing Rules (IYRR) will apply except as herein modified. Alternative penalties (the 720 rule) of Appendix 3.1 will apply unless otherwise announced. When the 720 rule is not in effect, a yacht may not exonerate herself under rule 52.2(a)

for touching a mark. Rule 51.1c (the "one minute" rule) is modified to be in effect only when announced by the Race Committee for that particular race. Rule 23 (anchor) is modified so that compliance to this rule is optional.

NUMBER OF RACES: Two or more races shall constitute a race day.

TIME OF START: Boats must be ready to leave the dock by 12:30 p.m. Start of first race should be 1:00 p.m. Last race should start no later than 3:00 p.m.

COURSES: Will be announced by the Race Committee from the committee boat.

TIME LIMIT: There shall be a 30 minute time limit on all races.

STARTING: Races will be started in accordance with IYRR Appendix 16 (Sound Signal Starting System) except as modified below.

STARTING SIGNALS: To be given by horn and/or voice as follows:

Warning:	Several short blasts	
Preparatory:	2 long blasts	= 2 minutes
	1 long and 1 short blast	= 1 1/2 minutes
	1 long blast	= 1 minute
	3 short blasts	= 30 seconds
	2 short blasts	= 20 seconds
	1 short blast	= 10 seconds
	1 blast for each remaining second	= 9,8,7,6,5,4,3,2,1.
Start:	1 long blast	

INDIVIDUAL RECALL: Boats making a premature start will be promptly hailed by sail number. When the sail number is not visible, the hail will be "Boat(s) over." Sail numbers will be called as soon as the race committee can identify them. Boats returning to the pre-start side of the starting line will be promptly hailed. Rule 8.1 is modified such that neither code flag "X" nor a sound signal (horn) are required.

RECROSSING LINE: After starting, the starting and finishing lines may not be crossed except when finishing, unless the Race Committee advises otherwise.

PROTESTS: A protesting skipper must immediately and loudly hail the boat(s) he is protesting. The word "protest" must be used. As soon as the protestor has finished the race, he must also notify the race committee of his protest. Rule 68.3 is modified so that no protest flag need be flown. Rule 68.5 is modified such that a written protest is not required. Protests will be heard at the post-race gatherings. Participants and witnesses in a protest hearing must be available to appear before the protest committee within 1/2 hour after the committee boat docks.

PROTEST COMMITTEE: A Protest Committee will be appointed by the Chairman of the day.

APPEALS: Appeals must be submitted to the Fleet Captain in writing within 10 days. The Captain will appoint an appeals committee which will present a decision with 20 days of receipt of the appeal. The appeal may require a rehearing. Further appeal may be taken in accordance with IYRR rules.

QUALIFYING: To qualify for the season's championship, a skipper must race on a number of race days equal to at least 50 percent of the scheduled Sunday Race Days on which official racing is held. Racing on scheduled Saturdays may be used to add to the skipper's qualifying number of races. Separately scored owners shall be treated as one contestant for the purpose of the requirement, but only the individual skipper's race day shall be used for his season scoring. In addition, each skipper must sail a minimum of 30 percent of Sunday race days.

RACE AND DAY SCORING: Race scoring will be based on the maximum number of members in any one race on a given race day. The number will be multiplied by the number of races held that day to give the total possible points for the day. Each skipper with the lowest number of points wins for the day. A boat that starts a race shall count as a starter in that race and all other races that day. In case of ties, the winner will be (1) the boat that beat the other the greater number of times, (2) the boat with the most firsts, or seconds, etc. Guest skippers will be "invisible" in race scoring.

SEASON SCORING: All race days sailed will be counted for season scoring less throw-out days to be allowed according to the following table:

<u>TOTAL DAYS RACED BY SKIPPER</u>	<u>THROW OUT DAYS</u>
50% of the Sundays on which racing is held	1
3 days more than 50%	2

6 days more than 50%	3
9 days more than 50%	4
12 days more than 50%	5

The season score is calculated by taking the individual's raw score per race days sailed, subtracting one for each race sailed and then dividing by the total possible points per race days sailed. The final score is then calculated by subtracting out the respective throw-out days.

CO-SKIPPER SCORING: It is the skipper, not the boat, that receives a score. Co-owners have the following options which must be elected at the beginning of the season and may not be changed except with the approval of the class committee. They shall report their choice to the Race Committee before starting the first race day. They can decide to alternate races as helmsmen as they please. They will be recorded as co-skippers, regardless of who was at the helm in any race. Their score shall be a single joint score which shall determine their week-to-week division assignment. Or they can elect to receive separate scores, as skipper of the day, which scores shall determine co-owners' week-to-week division assignments. The co-owner must notify the race committee before starting that he is skipper of the day and must skipper all races.

AMENDMENTS: These regulations may be amended by a two-thirds vote of the Fleet.