

**Manhasset Bay Yacht Club**  
**INTERCLUB, IDEAL 18, and LASER FROSTBITE FLEETS**  
**SAILING INSTRUCTIONS**

**Season Championship Instructions**  
**Sundays at 1330 hours, Weather Permitting**

**1 RULES**

- 1.1 Racing will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS) including the prescriptions of US SAILING.
- 1.2 In addition to RRS rule 1 *Helping Those in Danger*, safety rules in paragraph 2, *SAFETY & CAPSIZES* shall apply.
- 1.3 The Interclub Technical Regulations as adopted by the Manhasset Bay Yacht Club (MBYC) Interclub Fleet shall apply to the Interclub fleet. Interclubs shall have bow numbers on both sides. These numbers shall be the same as their sail numbers, unless permission to use different numbers is granted by the Race Committee (RC).
- 1.4 Laser Class Rules shall apply to the Laser fleet.
- 1.5 Ideal 18 Class Rules apply to the Ideal 18 fleet, except a crew of two or three is acceptable and class membership is not required. This changes Ideal 18 class rules 2.5.7 and 13.4.
- 1.6 RRS rule 61 *Protest Requirements* is changed. See paragraph 13, *PROTESTS*.
- 1.7 Class Rules control in the event of a conflict between these Sailing Instructions and a class rule.

**2 SAFETY & CAPSIZES**

- 2.1 **Launching** – No boat shall launch and go sailing until a crash boat is manned and on the water ready to rescue in the event of capsize, injury, breakdown or other problem.
- 2.2 **Life Jackets** – All competitors shall wear life jackets at all times while on the water except for brief periods while adjusting clothing.
- 2.3 **Capsizes** – Each boat's obligation specifically includes the following:

Whenever possible, the boat nearest to a capsized boat that is able to do so, shall go to the assistance of and/or stand by the capsized boat unless a crash boat can respond immediately.

It is required that the skipper and crew of a capsized boat will immediately board the first arriving crash boat for transportation to shore. Neither skipper nor crew will participate in the recovery of their boat unless granted permission by the crash boat operator.

- 2.4 Racing Area** – All boats are to remain in the vicinity of the racing area or the dock. They shall not sail away from the fleet and crash boat coverage.
- 2.5 Participation** – The RC Chair may request a skipper to cease participation and go to the dock, if in his/her judgment that skipper demonstrates a lack of experience and skill consistent with the current weather conditions.
- 2.6 Late arrivals, Withdraws, and Early Departures** – Any boat arriving after the start of the first race, withdrawing from a race, or leaving before racing is over shall inform the RC of her action whenever possible.

The penalty for violating these Safety Rules may include disqualification from the race, from a series, or suspension of Frostbite privileges.

### **3 NOTICES TO COMPETITORS**

All written notices including any changes to these Sailing Instructions shall be posted on the official Frostbite notice board in the Clubhouse not later than 1200 hours on the Sunday that they go into effect.

### **4 SCHEDULE OF RACES**

The first warning signal shall not sound before 1330 hours on Sundays. The number of races and the time racing ends is at the discretion of the RC. If tides affect launching times, the schedule of races may be changed by e-mail notification.

### **5 POSTPONEMENT AND ABANDONMENT**

- 5.1** The RC may postpone or abandon racing by announcement ashore before the fleet launches.
- 5.2** Upon postponement or abandonment, the RC may instruct any or all boats to return immediately to the Club dock and remain there until racing is resumed or abandoned for the day. All such announcements shall be made verbally and may be relayed on the water by crash boats. This changes RRS rule 32.1.
- 5.3** The RC may sound multiple horn blasts to call attention to their decision. They may display code flag "N" to signify that a race is abandoned and that boats shall proceed to the dock.

### **6 RACING AREA**

Racing will usually be run from a committee boat anchored off the MBYC waterfront. At the discretion of the RC, racing may be run from the MBYC dock or from any other location in which case the RC shall notify all competitors verbally of the alternate racing area.

## 7 COURSES & MARKS

- 7.1** Course and mark descriptions shall be made verbally by the RC before the warning signal for each race, including the starting and finish lines, the marks, their colors, their rounding sequences and their required sides to all competitors. Competitors shall sail in the vicinity of the RC in a timely matter before each race and may request repetition of the course instructions if necessary.
- 7.2** The RC may post a course diagram and may display colored flags to indicate the colors of the first two marks. Such flags will be hoisted vertically with top flag signifying the color of the first mark.
- 7.3** At the RC's discretion, code flag "U" may be signaled to indicate crossing the starting and finishing lines is prohibited after starting until finishing a race.

## 8 THE START

- 8.1** The starting line shall be between a staff with a flag on it at the RC end of the line and a buoy with a flag on it at the other end. A boat shall not start later than four minutes after the starting signal has sounded, unless the RC verbally grants permission to start.
- 8.2** Races will be started using horn blasts or any other audible means, as follows. This changes RRS rule 26.

|                    |   |                     |
|--------------------|---|---------------------|
| Warning Signal     | Multiple short blasts                   |                     |
| Preparatory Signal | 2 long blasts                           | 2 minutes           |
|                    | 1 long and 3 short blasts               | 1 minute 30 seconds |
|                    | 1 long blast                            | 1 minute            |
|                    | 3 short blasts                          | 30 seconds          |
|                    | 2 short blasts                          | 20 seconds          |
|                    | 1 short blast                           | 10 seconds          |
|                    | 1 short blast                           | 5 seconds           |
|                    | 1 short blast for each remaining second |                     |
| Start Signal       | 1 long blast                            | Start               |

The warning signal for subsequent races will be made shortly after the finish of the previous race at the RC's discretion.

## 9 RECALLS

- 9.1 Individual Recall** – The RC shall attempt to hail the sail numbers of the boats starting prematurely. The RC boat at the buoy end of the starting line will not be authorized to hail premature starters from their end of the line, but will attempt to inform the RC of their observations. No redress will be granted regarding any aspect of the hail of OCS boats. This changes RRS rule 29.1.
- 9.2 General Recall** – General recalls shall be signaled by a hail from the RC boat and multiple horn blasts. The next signal shall be the warning signal. This changes RRS rule 29.2.

## 10 CHANGE OF COURSE AFTER THE START

A change of course after the start will be hailed near the mark beginning the leg being changed by a crash boat or RC person(s). The change shall be hailed before the leading boat has begun the leg. No code flag “C” will be flown. This changes RRS rule 33.

## 11 THE FINISH

The finish line will be between a staff with a flag on it at the RC end of the line and a buoy with a flag on it at the other end. The finish may be on the opposite side from the starting line.

## 12 TIME LIMIT

If no boat finishes within 25 minutes, that race shall be abandoned. Any boat not finishing within 1 hour shall be scored DNF (TLE) *whereby she places 1 boat after the number of finished boats.*

## 13 PROTESTS

Except in extraordinary circumstances, protests shall be heard at the Club on Sunday afternoon after racing. Spectators may attend protest hearings but must be quiet and may not speak to the Protest Committee or the participants about the protest. Protests shall be in accordance with the RRS with the following exceptions:

- 13.1** The protester shall inform the *protestee and the RC* of his/her intent to protest directly after the finish of the race in which the incident took place unless he/she does not become aware of the circumstances until later or unless he/she is unable to go to the RC due to capsize, breakdown, injury or other emergency in which case he/she shall inform the RC as soon as possible. This changes RRS rule 61.
- 13.2** Protests do not have to be in writing. They may be verbal. This changes RRS rule 61.

## **14 SCORING**

- 14.1** Scoring for each series and the season championship shall be based on the Cox-Sprague system. This changes RRS Appendix A paragraph A9.
- 14.2** Qualification for a series and for the season shall be based on the skipper sailing at least 50% the number of races in the corresponding series or season.
- 14.3** After a boat has entered her first race for the day, she shall thereafter, for the purpose of credit toward the minimum number of races needed to qualify for a series or the season, rank as a starter in all subsequent races for that day. She may withdraw from the race or races following a breakdown, capsize, injury or other unavoidable emergency, or may retire for the remainder of the day. Similarly for the purpose of giving credit toward the minimum number of races needed to qualify for a series or the season, a skipper shall be given credit as having started all races on any given day that she serves on the Race Committee, including crash boats.
- 14.4** Skippers attending a sanctioned away-regatta shall receive qualifying credit toward the applicable Manhasset Bay frostbite series equal to the number of races sailed that day in Manhasset Bay. Sanctioned away-regattas are listed in the Frostbite Schedule as posted on the Club's website which includes, but is not limited to, the Warf Rat Challenge regattas.

## **15 DISCLAIMER OF LIABILITY & CONDITIONS OF ENTRY**

By participating in these races the skipper acknowledges that the safety of his or her crew and boat are his or her sole responsibility. He or she represents that his or her boat and equipment are fully found, thoroughly seaworthy and manned by a competent crew who is physically fit. Further, the skipper represents that all safety equipment (such as life jackets and hull flotation) has been properly maintained, is in sound condition and is properly worn and installed.

Also the skipper acknowledges that the evaluation of the wind, sea and weather conditions including the decision whether or not to start a race, to continue racing or return to the dock, is his or her sole responsibility regardless of whether the RC chooses to start a race, to continue a race or to send boats to the dock.

In addition, the skipper acknowledges that neither the establishment of equipment regulations nor the inspection of a boat shall in any way limit or reduce his or hers compete and unlimited responsibility.

The skipper agrees that any assistance from the RC, the crash boats or other MBYC vessels and from personal manning them is at his or her own risk. Further, he or she, releases the Manhasset Bay Yacht Club, its members, its employees, its Race Committee and crash boat crews, whether members of MBYC or not, from all liability or claims for personal injury or property damage suffered in any way or from any cause during or related to these races.

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**MANHASSET BAY YACHT CLUB WINTER SPORTS COMMITTEE**

John W. Silbersack, Chairman

Rita Syracuse, Treasurer

**MANHASSET BAY YACHT CLUB INTERCLUB DINGHY ASSOCIATION**

John W. Silbersack, Chairman

Rita Syracuse, Treasurer

Stephen W. Moore, Measurer

**MANHASSET BAY FROSTBITE REGATTA COMMITTEE**

Jeanne Miller and Rita Syracuse, Co-Chairs, Winter Race Committee

Susan R. Miller, Crash Boat Operations Chairman

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