

**AMERICAN YACHT CLUB**

**FROSTBITE COMMITTEE**

**Sailing Instructions and Regulations**

Revised November 6, 2005

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I.

**SAFETY RULES**

- A. **Responsibility of a Yacht** - It shall be the sole responsibility of each yacht to decide whether or not to start or to continue to race.
- B. **Life jackets** - U.S. Coast Guard approved life jackets shall be worn at all times.
- C. **Capsizes, Swampings and Disablement's** - US Sailing Rule 1.1<sup>1</sup> provides that every yacht shall render all possible assistance to any vessel or person in peril, when in a position to do so. Any yacht capsized or swamped shall be deemed a vessel in peril. Any problem with a yacht or its equipment disabling the yacht and creating the risk of capsize or swamping shall also presumptively put the vessel in peril. Each nearby yacht shall render immediate assistance, except when a crash boat is at the scene of the capsize.

The Race Committee shall either (a) award points to an assisting yacht commensurate with its position at the time it altered course to render assistance, in which case any doubt as to the position shall be resolved in favor of the assisting yacht or yachts, or (b) make such other arrangements as it deems equitable in accordance with US Sailing Rules 62,63 and 64.

- D. Yachts shall return to the dock when the Race Committee verbally hails them to do so or when the Race Committee hoists code flag "T" (red, white and blue vertical stripes) or when the Race Committee hoists the Race Committee Flag upside down. These signals may be used by the Race Committee whenever in its judgement there are undue risks in continuing racing. See A above.
- E. **Launch Protection** - No yacht should leave the dock or mooring line before a crash boat is under way.
- F. **Painter** - Each yacht shall be equipped with a painter attached to the bow which shall be not less than 1/4" diameter and not less than eight feet in length. The painter shall be run above the deck and the bitter end left free.
- G. **Sails** - Permitted sails are described in Part VI.

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<sup>1</sup> All references herein to a "Rule" or a "US Sailing Rule" are to the Racing Rules of Sailing 2005-2008, including US Sailing Prescriptions and including any revisions thereof.

## II. RACING RULES and MODIFICATIONS

- A. US Sailing Rules shall apply except as modified herein.
- B. Rule 30.1 is modified to permit the Race Committee to invoke the "Round-an-End Rule" by hail and without displaying code flag "I". Rule 30.2 is modified to permit the Race Committee to invoke the "20% Penalty Rule" by hail and without displaying code flag "Z". Rule 30.3 is modified to permit the Race Committee to invoke the "Black Flag Rule" by hail and without displaying a black flag.
- C. For purposes of US Sailing Rule 21:
  - 1. A yacht shall be deemed to be "aground" if it has fouled a winter stake or its ground tackle, and
  - 2. A yacht shall be deemed to be "capsized" if it has been disabled in such a way that its normal progress is abruptly altered by an equipment failure such as a dismasting or the loss of a centerboard, daggerboard or rudder.
- E. Rules 44.1 and 44.2 will apply except that (a) instead of a "Two-Turns Penalty" a "One Turn Penalty" shall be used and (b) if so announced by the Race Committee prior to the start of a race, a Scoring Penalty shall be taken instead of the One-Turn Penalty if a "no-jibe" or other heavy air course is sailed. The first sentence of Rule 44.2 is revised to read as follows: "After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn Penalty by promptly making one turn, including one tack and one jibe, provided that any tack that is necessary for the boat to round the windward mark shall not count as part of the One-Turn Penalty."

## III. RACE MANAGEMENT AND PROCEDURES

- A. **Management** - Races shall be under the management of a Race Committee appointed by the Frostbite Chairman or his or her representative.
- B. **Oral Instructions** - The Race Committee from time to time may orally make changes in these sailing instructions and in courses announced or signaled and may announce any special rules it may deem advisable. Such instructions shall apply only to the race or races for which they are announced.

The Race Committee shall attempt to notify all yachts affected by such instructions. It may signal "Come Within Hail" by use of code flag "L" (two black and two yellow squares) or hail verbally to indicate that oral instructions are being given, in which event it will be presumed that all yachts affected have been notified of the instructions.

- C. **Racing Schedule** - shall be announced in writing by the Frostbite Chairman by a separate notice.

- D. **Registration:** A yacht and its skipper will not be scored unless that skipper has submitted its written registration to the Frostbiting Chairman or Race Committee prior to racing. On each racing day, each yacht that intends to race shall, prior to the first race in which it proposes to race, notify the Race Committee giving the sail number and name of the individual racing the yacht. Any change in the individual racing the yacht during the day shall be reported to the Race Committee prior to the first race in which the new individual intends to race.
- E. **Fleets:** The Frostbite Committee shall determine whether the frostbiters will be scored as one fleet, separately, or both A and B fleets. If there are A and B fleets, both fleets will start at the same time.
- F. **Sail Selection:** The skipper of a boat shall decide the size of sail which shall he or she shall use. A yacht may always use the small sail.
- G. **Withdrawals:** A yacht which withdraws from a race or from racing for the day, for any reason, shall promptly notify the Race Committee, except in the event the yacht has capsized or has been disabled and is unable to do so.

In the event of an infringement of the racing rules or these sailing instructions when the withdrawing yacht has been protested or when the Race Committee has initiated action under US Sailing Rule 60 with respect to the withdrawing yacht, the Race Committee shall determine whether the withdrawal was in fact made promptly and shall not accept the withdrawal if it was not made promptly.

- H. **Time Limit:** The time limit is 45 minutes for any race unless modified orally by the Race Committee prior to the start.
- I. **Starting Time:** Unless otherwise specified in the racing schedule or in a written notice, the warning signal on each racing day shall be at 1330 hours. In the event of adverse conditions, the Frostbite Chairman, or his or her representative, shall announce a decision to hold races, to postpone racing or to cancel racing for the day, not later than 1430 hours.
- J. **Starting Signals:** Unless otherwise announced by the Race Committee, the starting signal shall be:

<i>5 short blasts:</i>	Warning (5-10 seconds before 2 minutes)
<i>Long-long:</i>	Preparatory - 2 minutes to start
<i>Long-3 short:</i>	1 minute 30 seconds
<i>Long:</i>	1 minute
<i>3 shorts:</i>	30 seconds
<i>2 shorts:</i>	20 seconds
<i>1 short:</i>	10 seconds
<i>1 short</i>	For each second 5 through 1
<i>1 long:</i>	START

- K. ***Starting and Finishing Lines*** - The starting and finishing lines shall be established at the discretion of the Race Committee either as separate lines on different sides of the Committee boat or station or as the same line.

The starting line shall be a line between a mark with an orange flag and an orange flag on the Committee boat or station.

When a separate finish line is established, it will be a line between a mark with a colored flag and a flag of the same color on the Committee boat or station. This shall be announced orally by Race Committee prior to the first race in which the separate lines are to be used.

The starting and finishing lines shall not be crossed except: (1) when starting or maneuvering to start, (2) when finishing, (3) when the mark at one end of the line is designated a turning mark, (4) when returning to the course side of the line after contact with a finishing mark or (5) sailing to a mark of the course if the Race Committee orally announces prior to the race that yachts are not prohibited from crossing the starting and finishing lines when sailing between certain marks of the course.

Without the permission of the Race Committee, a yacht which has finished and cleared the finishing line and marks shall not re-cross the finish line until all yachts racing have finished or retired.

- L. ***Courses***: The Race Committee shall orally announce the course and any special instruction. At the discretion of the Race Committee, courses may be signaled by flags flown on the Committee boat.

- M. ***Recalls***:

1. General recall shall be signaled orally or by any other method chosen by the Race Committee.
2. Individual recalls shall be made orally. The Race Committee shall notify yachts which have returned properly after recall.

#### IV. SCORING

- A. **Race Scoring** - Modified low point system. One point for first, two points for second, etc. A boat that withdraws from a race will receive one point more than the number of starters in that race; a boat that is disqualified will receive three points more.
- B. **Race Day Scoring** - One or more completed races shall constitute a Race Day. For Race Day Prizes, a boat will be scored as racing in all races on that day. Non-starters will receive one point more than the number of starters in that race.
- C. **Series Scoring** - Participation in at least 50% of official races sailed is required to qualify for a series. To qualify for the season, a skipper must sail at least 50% of the races sailed during the season. All races started must be counted except that a boat which capsizes or breaks down as a result of a foul may have its score eliminated - if its protest is sustained should the Race Committee so elect under US Sailing Rule 62.
- D. **Calculating Series Percentages**
1. For each race started on a particular race day, a skipper has a PS (Points Scored), which is his finishing position, and a PPR (Possible Points for that Race) which is the maximum number of starters in any race during that day plus one point, under the low-point system.
  2. At the end of a Series, add a skipper's PS's and separately add his PPR's to get the Series totals. From the total PS deduct one point for each race started to get the skipper's CPS (Corrected Points Scored).
  3. Divide the CPS by the total PPR to get a low percentage. Subtract this from 1.000 to arrive at the skipper's high series percentage.
- E. **Race Committee Duty** - For purposes of qualification, for both a series and a season, a participant who is acting as, or assisting the, Race Committee will be counted as having sailed on that day in each of the races sailed. The participant's score will not be affected.

## V. **PROTESTS, HEARINGS AND APPEALS**

### A. ***Protests***

1. US Sailing Rule 61 is modified as follows:

- (a) No flag need be shown to signify a protest.
- (b) Protests need not be in writing.

2. *Notice of Protest* - A yacht which intends to lodge a protest shall:

(a) At the first reasonable opportunity, notify the yacht or yachts protested that a protest will be lodged and attempt to have the notice acknowledged by the protested yacht and

(b) Lodge its protest with the Race Committee immediately after finishing the race in which the protest is being lodged.

### B. ***Hearings***

1. *Protest Committee* - The Frostbite Chairman, or his or her representative, shall appoint individuals to act as a Protest Committee. At least three persons shall hear a protest unless the parties agree thereto that a lesser number may hear it.

2. The definition of Interested Party in the US Sailing Rules is modified so that a skipper who has participated in a race in which a protested incident occurred or a series in which such race is a part, shall not be deemed an "Interested Party" within the meaning of the definition unless the skipper is a party to the protest.

3. *Hearing Time* - Protest hearings shall be held promptly after the conclusion of each day's racing. Parties to a protest should be available promptly when called. The Protest Committee will choose the location of the protest room. It shall be the skipper's responsibility to find out where the protest will be heard.

4. *Failure to Appear* - Any protesting skipper who fails to appear will have the protest disallowed. Any properly notified protested skipper who fails to appear may be disqualified if the Protest Committee so decides on the basis of available evidence. Under unusual circumstances, the Frostbite Chairman or the Protest Committee may postpone a protest hearing.

5. *Procedures* - The Protest Committee may follow the procedures recommended by US Sailing Rules Appendix M. In its discretion, it may permit persons not involved in the protest to attend the hearing.

6. *Decisions* - A written decision shall be required only in the event of an appeal.

C. *Appeals*

1. US Sailing Rule 70.1 is modified to require that appeals from decisions of the Protest Committee shall be taken to the American Yacht Club Protest Committee.

2. *Notice of Appeal* - Written notice of intention to appeal must be postmarked before midnight of the third business day following the protest hearing. It should be addressed to the AYC Protest Committee Chairman, with copies to the members of the Protest Committee and to the parties to the protest. The appeal must be postmarked by the tenth day after receipt by the Appellant of the written decision of the Protest Committee and addressed as above, including copies.

VI.

**YACHT SPECIFICATIONS AND MEASUREMENTS**

- A. **COOK 11** - It is the intent of the Frostbite Committee that these yachts shall be as nearly one-design as possible. Yacht specifications and measurements shall be in accordance with the instructions set out in PART VII, COOK 11 ONE DESIGN RULES, which is incorporated in and made part of these Sailing Instructions. No alterations to the yachts, their rigs, sails, or equipment shall be permitted except as specifically permitted hereby or in writing by the Frostbite Committee.
  
- B. **OTHER Classes** - The Race Committee may give dinghies of other classes an opportunity to race. Yacht specifications and measurements shall be in accordance with class rules unless otherwise specifically modified by the Frostbite Committee before racing.

## VII. COOK 11 ONE DESIGN RULES

- A. **General Principles** - The Cook 11 was designed for frostbite racing conditions, is strictly one-design, has moderate performance (wide beam, but will plane in medium to heavy air), is light weight, is unsinkable (double hull plus foam), has a self bailing cockpit (above waterline), and is designed to be righted by the skipper in the event of capsize.

These rules are intended to govern the class so that skippers of all ages, sizes, and skills can race equally and safely against each other. The principles that these rules on allowed modifications and mandatory equipment are as follows:

1. No modifications will be allowed that gives one boat a clear speed advantage over another boat that does not have the modification.
2. Modifications will be allowed and mandatory equipment specified that:
  - (a) Will increase safety;
  - (b) Will make the boat easier to handle and more equal in performance for skippers of varying size, strength, experience and agility; and
  - (c) Are of moderate additional cost.
3. New proposed modifications and equipment may be tested in a limited and controlled manner by agreement of the Frostbite Committee.

### B. **Rules**

1. In general NO MODIFICATIONS OR ADDITIONS to hull, rigging, sails or equipment of the standard Cook 11 are allowed, unless the modification or addition is SPECIFICALLY ALLOWED or SPECIFIED as mandatory in the following paragraphs.

#### 2. *Ballast*

(a) If the skipper (dressed for racing) and the Cook 11 hull, together, weigh less than 325 lbs., ballast must be added to the Cook 11 to eliminate that deficiency. The Frostbite Chairman may determine how frequently skippers and hulls are to be weighed in order to demonstrate compliance with this rule.

(b) Ballast shall be firmly affixed low in the cockpit, or in the hull, in such a way that it can be demonstrated that the self righting capabilities of the Cook 11 will not be impaired. See figures 1, 2 and 3 for several examples of acceptable ballast methods.

#### 3. *Hull /Rudder/Dagger board*

(a) The only accepted finish for racing is bare gel coat.

(b) A painter at least 8 feet long will ALWAYS be attached to the bow fitting provided when frostbite racing.

(c) Alternate arrangements of shock cord to hold down the daggerboard are allowed. Improvements in fastenings and material to make the wood daggerboard head more robust and easier to grasp are allowed.

#### 4. *Tiller*

(a) May be shortened to original hiking attachment point (allows easier skipper movement and weight placement further aft on heavy air downwind legs).

(b) Wood portion of tiller may be replaced with substitute wood or aluminum (laminated hockey stick handle or oak are recommended as good wooden materials to resist breakage).

(c) Shock cord may be attached between tiller and aft hiking strap eye (recommended to prevent excessive movement if skipper lets go of tiller during maneuvers.)

(d) Metal straps may be added to each side of the tiller so that it may be attached to the metal rudder head in such a way as to allow the tiller to swing up and down, as illustrated in figure -3 (this is a recommended improvement to increase ease of handling and to improve safety, particularly in heavy weather).

#### 5. *Mast*

(a) The downhaul cleat may be replaced with jam cleat.

(b) A masthead wind indicator may be affixed to the top of the mast (recommended for novice sailors in particular, helpful to others).

(c) The mast MUST be tied down to hull when sailing using provided attachment points (prevents mast from coming out unintentionally and causing damage during capsize).

(d) It is recommended that mast chock blocks should be attached to mast with line, and that the one with a groove to fit aft of the mast should be made of plastic material or very hard solid wood to prevent mast rotation and damage.

#### 6. *Boom/Blocks/Running Rigging*

(a) Hardware directly attached to the boom may not be changed, except that:

(i) Any mainsail outhaul adjustment method that is self-contained on the boom is allowed. A tested arrangement is to substitute, a cheek block for one of the eyes at the aft end of the boom, add a cheek block at the forward end of the boom, and turn around the outhaul jam cleat and move it forward on the boom so that it is easy to reach

and adjust by pulling aft (recommended to allow easy outhaul adjustments in stronger breezes without risking capsize).

(b) Soft straps of material may be riveted or screwed to the approximate mid-point of the boom to retain the main sheet and prevent it from sagging into the cockpit during maneuvers (recommended addition for safety and ease of handling).

(c) Fitting attachments to boom may be through-bolted at owner's discretion.

(d) Blocks may be substituted for those provided with the original boat, maintaining original running parts and attachment points (small Harken-type ratchet block for midboom block, plus other small Harken-type blocks aft are recommended for those with less strength).

(e) A plain single block (ratchet block allowed, but no cleat of any kind allowed) may be attached to the forward hiking strap eye for the mainsheet to run through (recommended for safer and easier upwind hiking and better mainsail control during heavy conditions for those with less strength or weight).

(f) A braided polypropylene or other line mainsheet may be substituted for the original (braided polypropylene recommended during icing conditions as it runs freer and retains less water).

(g) Main halyard may be any line.

(h) Traveler may be any line and cleats to secure the traveler line may be added. For safety it is recommended that after adjusting the traveler knots that line tails be cut off short, since in icing conditions long tails hang below the rail, freeze solid, and tend to catch the mainsheet parts during a jibe. An anti-snag safety feature which is allowed and recommended, is to attach small metal straps between the aft projecting transom comers and hull to further reduce the risk of mainsheet hang-up and capsize. Alternate traveler designs may conform to figures 4A and 4B. These designs permit periodic shifting to spread wear and facilitate adjustment, although adjustment during a race is not permitted except in the case of a breakdown.

(i) In addition to the standard outhaul, a second line may be added to the clew to hold it close to the boom.

(j) The original vang tackle blocks have proved hard to operate and any substitute is allowed that maintains the original attachment method to boom and mast but is easier to work during heavy weather (recommend any of several commonly available multipart vangs with self-contained jam cleat, since precise and easy vang control is vital to safe sailing in heavier conditions).

(k) A small turning block is permitted at the clew end of the sail; the outhaul passes through this block, rather than through the clew.

## 7. *Sails*

(a) Only Cook 11 standard sails may be used, built using Cook 11 class sail templates and specified construction. The Frostbite Committee may specify a sailmaker or sailmakers who may be the only sailmaker(s) to provide Cook 11 sails. The following sails may be used for racing:

(i) Cook 11 large sail

(ii) Cook 11 small sail for heavy weather that may be used at any time at the option of the skipper.

(b) Sails may be replaced or repaired as needed, but must result in a sail that matches the standard sail in all respects.

(c) The removable large batten in the large sail may be modified or substituted to achieve desired bending characteristics.

(d) Original foam padding at head of sails may be removed or left out of sail construction since consensus is that it does little to prevent "turtling."

(e) The tack of the Cook 11 large sail may be attached to the mast by a line and need not be attached directly into the bail on the mast. The tack of the Cook 11 small sail must be attached to the mast directly into the bail.

## 8. Capsize

(a) It is recommended that skippers learn a proper technique for righting a capsized Cook II for safety and more enjoyable sailing.

(b) See figure 5 for a method that will allow those with less strength to get back into the Cook 11 from the water after boat is righted following a capsize.

VIII.

**AMENDMENT OF SAILING INSTRUCTIONS AND  
REGULATIONS**

These Sailing Instructions and Regulations may be amended by a majority vote of the Frostbite Committee.

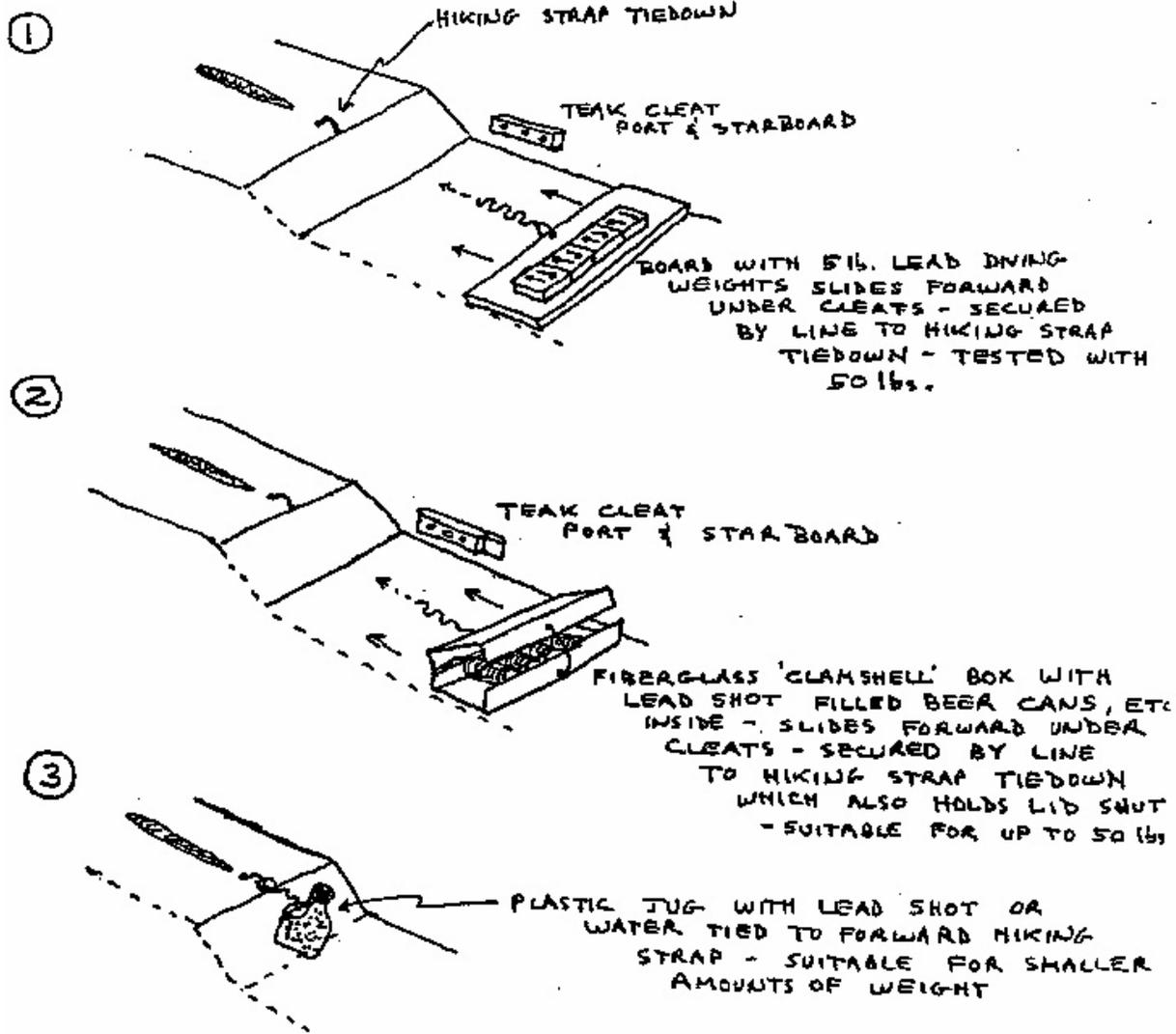


Figure 1,2,3

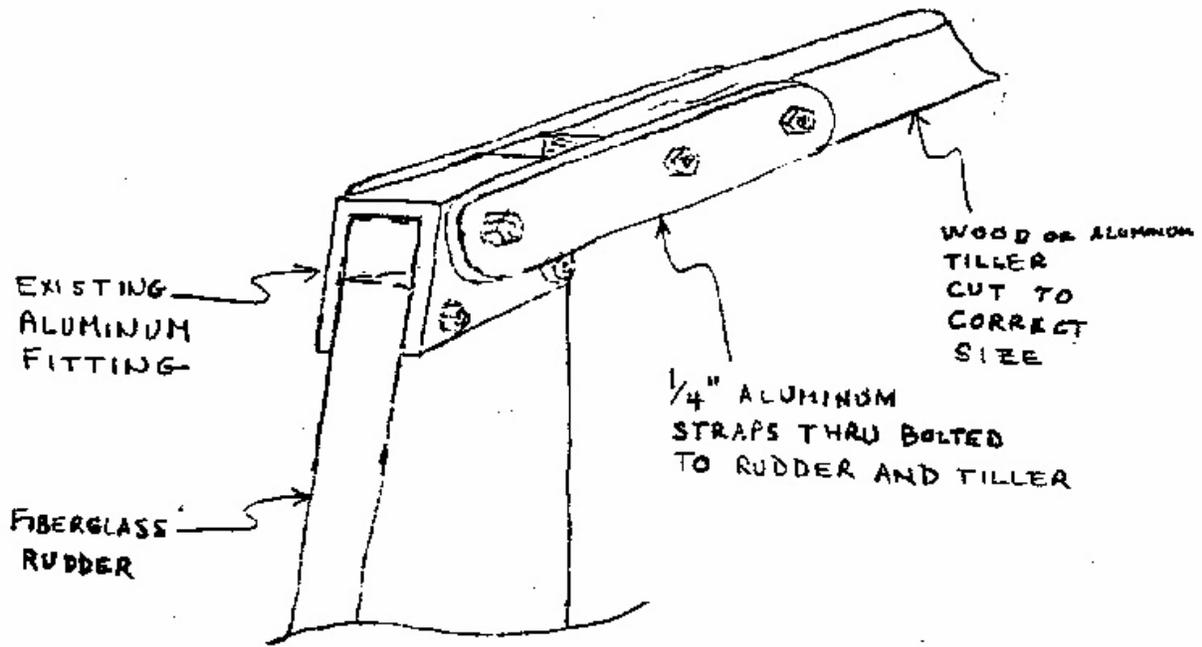


Figure 3.

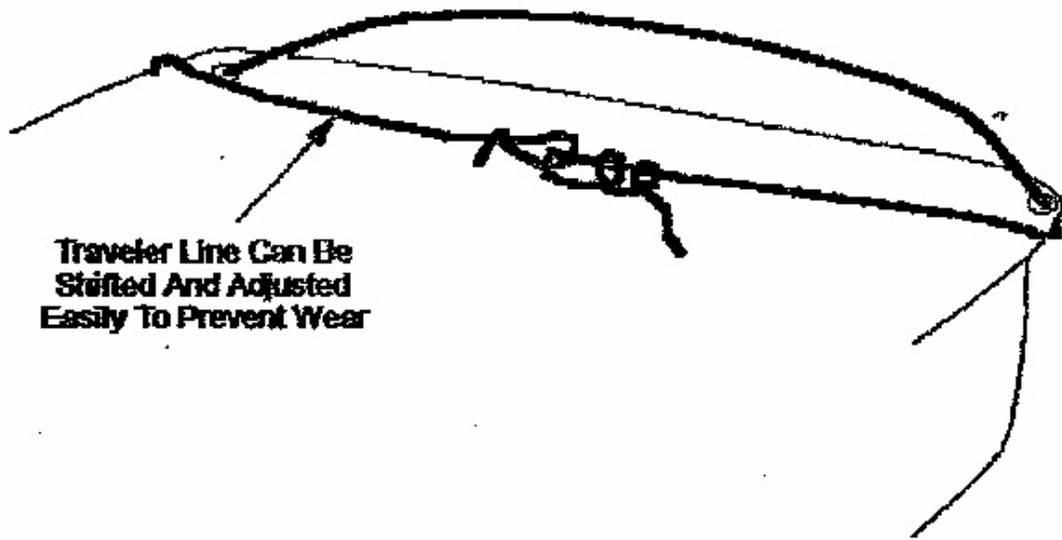


Figure 4.

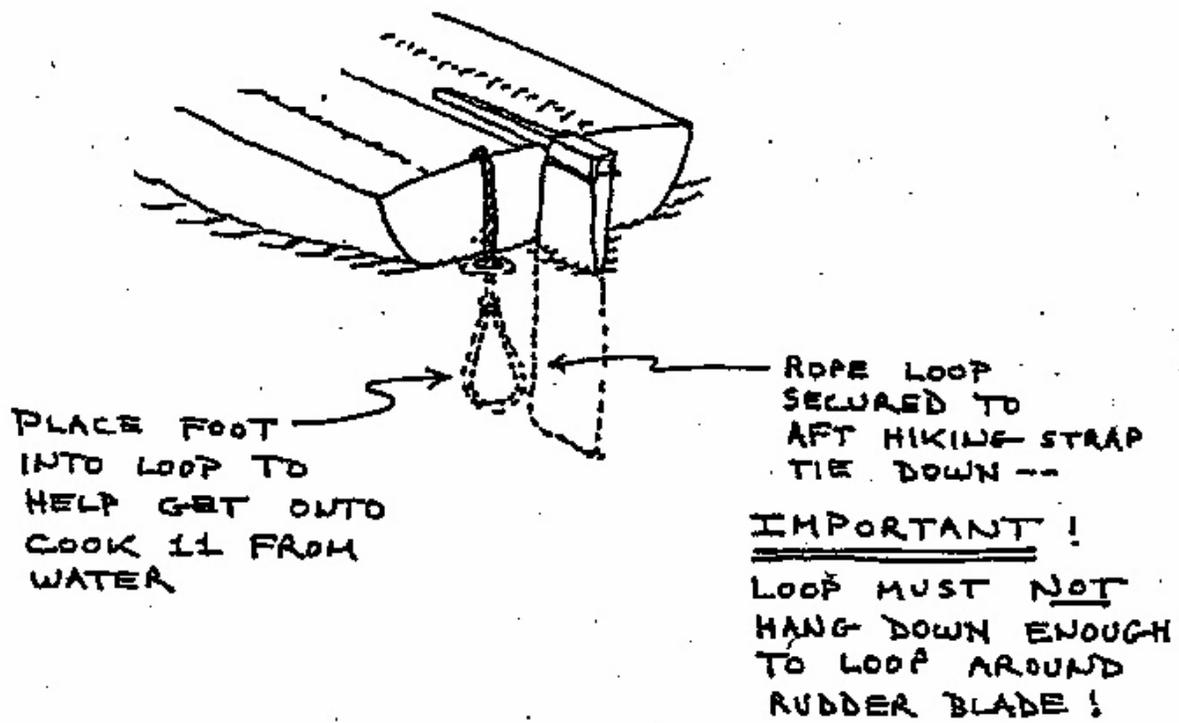
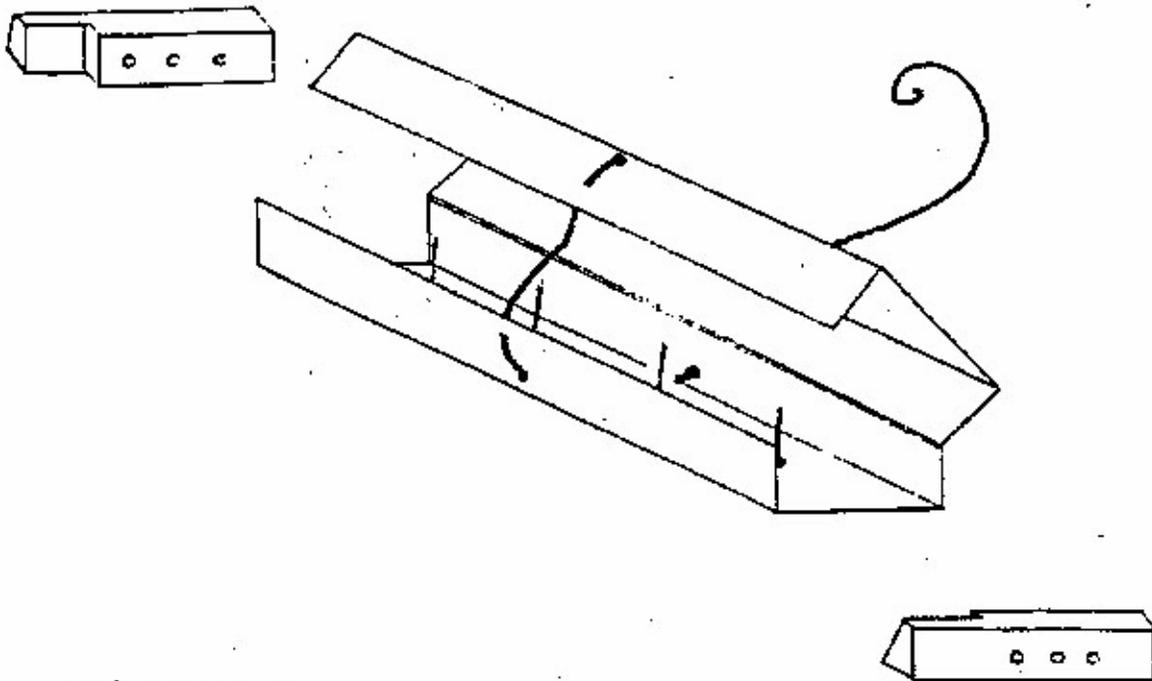


Figure 5.



**CONSTRUCTION**

1. Shell sections (2) fiberglass 1/4 inch wall
2. Support rail (2) teak
3. Hinges (2) brass
4. Lanyard 5 feet 3/16 dacron
5. Fastenings stainless steel and brass

**STORAGE CAPACITY**

257 cubic inches

**WEIGHT**

5 pounds

**LEAD WEIGHTS**

5 lbs. ea.



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