



## FROSTBITING

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### Shellback Dinghy Frostbite Racing

In the early part of the year 2000 three CYC members, Dick Hutchinson, John Quinn, and John Horton decided that it would be a nice idea to start a frostbite dinghy group which could sail on weekends during the winter months. After much research, it was decided that the best type of boat would be a multi-purpose boat which would appeal to a large number of people. The wooden 11' 5" Shellback Dinghy, designed by Joel White was selected as most appropriate. It was available as a totally finished boat, as an assembled boat ready for finishing, as a kit to be assembled, or owners could commute to a New Bedford boat shop to build their own boat with supervision. Shellbacks could also be built from scratch by purchasing complete plans and an instruction book.

A group of initial buyers, some CYC members and some not, was organized and an order for the initial fleet was placed in the early part of 2002. The first racing started in the winter of 2002 from the Conanicut Marina. The season came to an abrupt stop as soon as the marina began to launch boats in the spring. For the past few years the Frostbite fleet has been fortunate to be able to hold a Spring Series from the CYC dock, using the floats for boat storage until they were needed by the Junior Sailing Program.

### Conanicut Shellback Dinghy Association Frostbiting Ground Rules

#### 1. Starts

We are using a 3-minute dinghy start. The following is Appendix Q from the Rule Book describing this system:

2001-2004 US SAILING Prescriptions

Appendix Q Sound-Signal Starting System

This Appendix is a US SAILING prescription.

US SAILING prescribes that, when the sailing instructions so indicate, the Sound-Signal Starting System described below shall be used. This system is recommended primarily for small-boat racing and makes it unnecessary for competitors to use stopwatches.

Supplemental visual course and recall signals are also recommended when practicable.

**Q1** Course and postponement signals may be made orally.

**Q2** Audible signals shall govern, even when supplemental visual signals are also used.

**Q3** The starting sequence shall consist of the following sound signals made at the indicated times:right

**Q4** Signals shall be timed from their commencement.

**Q5** A series of short signals may be made before the sequence begins in order to attract attention.



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**Q6** Individual recalls shall be signaled by the hail of the sail number (or some other clearly distinguishing feature) of each recalled boat. Flag X need not be displayed.

**Q7** Failure of a competitor to hear an adequate course, postponement, starting sequence or recall signal shall not be grounds for redress.

Signal Sound - Time before start

Warning 3 long - 3 minutes

Preparatory 2 long - 2 minutes

1 long, 3 short - 1 minute, 30 seconds

1 long - 1 minute

3 short - 30 seconds

2 short - 20 seconds

1 short - 10 seconds

1 short - 5 seconds

1 short - 4 seconds

1 short - 3 seconds

1 short - 2 seconds

1 short - 1 second

Starting 1 long - 0

### 2. Sailing Instructions

Most Frostbite groups do not publish anything - instructions from the Race Committee are verbal and binding.

### 3. Mark Roundings

a. This question came up at the windward mark, which had a pick-up stick attached to the mooring ball, as to which one was the mark - the RC's answer was "both of them" - i.e. if you hit either one you are in trouble and must do a 360 penalty turn including one tack and one gybe after getting well clear of the other competitors.

b. Direction of rounding marks - a good rule of thumb (unless otherwise advised by the RC is to leave all marks to port except when the next leg of the course lies to starboard (in which case the mark is to be left to starboard)

### 4. Penalty turns for rule violations

One 360 degree turn is more than adequate in these boats (i.e. this should replace the 720 rule)



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### 5. Capsizes

In the event of a capsize, the race in progress is abandoned - all efforts are to be made to get the swimmer out of the water ASAP. Boats that are not standing by to help the capsized one should return to the float and await further word from the RC. After the swimming skipper is safely aboard the crash boat and deemed to be OK, efforts should commence to rescue the dinghy itself under the direction of the RC (or crash boat) as the case may be.

### 5. Required equipment/garb

- a. A bailer (a bottomless Clorox container or equivalent)
- b. Garb: wet suit, dry suit, or paddling suit
- c. PFD's required for those wearing dry suits or paddling suits. Not required with wet suits which you know will cause you to float.

### 5. NEW & MOST IMPORTANT GROUND RULE

No one is to start sailing away from the dock/beach until the Race Committee gives the word to do so

For more information, please contact Dick Trask, [rtbtrask@gmail.com](mailto:rtbtrask@gmail.com)