

NOTICE OF RACE
For
The 95th Annual New Years Regatta of the Frostbite Yacht Club

January 1st, 2027- January 2nd, 2027

Hosted by the Manhasset Bay Yacht Club
455 Main Street, Port Washington, New York 11050

1. Rules

1.1. The series will be governed by rules as defined by the current Racing Rules of Sailing (RRS).

1.2. In the event of a conflict between the NOR and the Sailing Instructions, the Sailing Instructions will apply. This changes RRS 63.7.

1.3. Ideal 18 Class rules.

1.3.1. The Ideal 18 Class Rules, Available at: https://www.shumwaymarine.com/ideal18/idealrules.shtml apply.

1.3.2. Ideal 18 class rule 9.4 is changed such that ideal 18s shall sail without spinnakers.

1.3.3. Ideal 18 class rule 13.4 is changed to read that "Ideal 18s shall race with the same number of crew each race."

1.4. InterClub Class Rules.

1.4.1. The InterClub Dinghy Class Rules, Available at: https://interclub.org/help/ic-technical-info/ Apply with the following Manhasset Bay-specific revisions:

1.4.1.1. The Hull, Rudder, and Boom (with all equipment rigged) is not to weigh less than 200lbs.

1.4.1.2. InterClub Dinghy class rule 7.2 is changed such that Bow numbers are required for each InterClub. If two boats have the same "bow/sail" numbers, the boat whose hull's number matches that "bow/sail" number shall display that number. The bow number shall be color contrasting the hull color. Bow numbers will not be supplied by the OA.

1.5. ILCA Class rules.

1.5.1. The ILCA Class Rules, available at https://www.sailing.org/wp-content/uploads/2020/02/ILCA_CR_10-August-2026.pdf, apply with the following amendments:

1.5.2. C1.2 Is amended to read: The boat may be raced with one rig type: ILCA 6.

1.5.3. C2.2 (a) is omitted

1.6. The Nine-Foot Dyer Dhow Class Rules.

1.6.1. The Nine-Foot Dyer Dhow Class Rules, available in Attachment C, apply.

1.7. Melges 15 Class rules.

1.7.1. The Melges 15 Class rules, available at https://drive.google.com/file/d/1OBOxzQuKjwXeWkyPndx8Xhx_G6i7LT02/view, apply.

1.8. Sunfish Class rules.

1.8.1. The Sunfish Class rules, available at https://www.sunfishclass.org/assets/06670/c0cb0620af15c10b92d4bd39d24559dc, apply.

1.9. JY-15 Class Rules.

1.9.1. The JY-15 Class rules available at http://www.jyca.org/

1.10. Club 420 Class Rules.

1.10.1. The Club 420 class rules, available at https://club420.org/assets/documents/other_docs/c420-Class-Rules-02-03-2022.pdf, apply with the following amendments:

1.10.2. C3.0 is omitted.

1.10.3. C3.1 is omitted.

1.10.4. C8.3 is changed to read: The spinnaker halyard may consist of one fairlead and one cleat mounted on the aft of the centerboard case for the spinnaker halyard. However it may not be used for this regatta.

1.10.5. C9.2 is changed to read: No sails other than one mainsail, and one jib shall be onboard while racing. No spinnaker shall be carried.

1.10.6. C10.1 is omitted.

2. Sailing Instructions

2.1. The Sailing Instructions shall be available after 1200hrs on December 15th 2026 via the Yacht Scoring, available at https://www.yachtscoring.com/event_documents/51012?showAll=true. They shall also be available on December 15th 2026 in print within the club as well as on the notice board.

3. Communications

3.1. The official notice board for the series shall be on the "Sonar" board within the MBO room. Courtesy notices will be posted to the club website.

3.2. All Ideal 18s that are racing shall carry a VHF radio capable of communicating on VHF 69, 72, and 73.

3.3. On the water the Race Committee shall make courtesy broadcasts via loudhailer. For vessels that are carrying VHF, the Race Committee shall make further courtesy broadcasts via VHF. The channel shall be stated in the SIs.

3.4. While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. Eligibility and Entry

4.1. The event is open to all boats of the **InterClub, Ideal 18, ILCA 6, Melges 15, 9-Foot Dyer, 10-Foot Dyer, Cook 11, C420, and JY15** classes to compete in the Annual Frostbite Regatta.

4.2. Classes are defined as follows:

Class Number	Class Name
Class 1	Ideal 18
Class 2	InterClub
Class 3	ILCA 6
Class 4	Nine-Foot Dyer
Class 5	Cook 11
Class 6	C420
Class 7	JY-15
Class 8	Melges 15
Class 9	Ten-Foot Dyer

4.3. Eligible boats may complete the entry form by submitting it via YachtScoring located at https://www.yachtscoring.com/event_registration_email/51012.

4.4. To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.

4.5. Late entries shall not be accepted.

5. Fees

5.1. The Entry Fee is $100 and shall be paid to Manhasset Bay Yacht Club.

6. Schedule

6.1. Dates of Racing, Provided with First Warning for each class:

Date	Last Launch Window (Keelboats)	First Signal Past Commodores Race	First Signal	First Haul Window (Keelboats)	Last Signal
1/1/2026	0930Hrs	1200Hrs	1400Hrs	1545Hrs	1600Hrs
1/2/2026	1015Hrs	Reserve Day	1300Hrs	1630Hrs	1600Hrs

7. Equipment Inspection

7.1. Boats may be inspected at any time.

7.2. Complying with local regulations: Each vessel must carry the number of required life preservers for the full crew complement.

7.3. For Ideal 18s: It is the responsibility of the crew to ensure that each Ideal 18 meets the required equipment standards set forth in the class rules.

8. Venue

8.1. The Racing area shall be around the yellow barge in central Manhasset Bay known locally as "Kraus' Kastle II". The full extent of the racing area is defined by the map in Attachment A.

8.1.1. In the event that the start will change position for the day, the race committee will display a green flag from Kraus's Kastle to indicate that racing will move for the day. The Race Committee intends to fly a Lima Flag from the Vessel that is moving the starting area.

8.2. All shoreside Activities shall take place at Manhasset Bay YC.

9. Courses

9.1. Standard courses shall consist of Windward-Leeward, Figure 4, Triangle, Trapezoid, Gold Cup, Olympic and No-Gybe type courses. These will be outlined further in the sailing instructions.

9.2. Further Course types may be added at the discretion of the race committee.

10. Penalty System

10.1. For all classes, RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

10.2. For all classes, when a No-Gybe type course has been signaled:

10.2.1. For infractions of part 2 of the Racing Rules of Sailing or Rule 31 WITHIN the 3 boat length zone of a mark to be rounded: The penalty shall be a voluntary 20% scoring penalty.

10.2.2. For infractions of part 2 of the Racing Rules of Sailing OUTSIDE of the 3 boat length zone of a mark to be rounded: The penalty shall be a voluntary 10% scoring penalty.

10.2.3. When a boat believes that she has broken a rule of Part 2 or Rule 31, she shall hail the race committee at her first reasonable opportunity; no more than 5 minutes after her respective finishing time.

10.3. This regatta utilizes Appendix T: Arbitration of the Racing Rules of Sailing with the following modification:

10.3.1. T1 (a) is amended to read: "Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time more than 5 minutes after finishing the race until the beginning of a protest hearing involving the incident."

11.Scoring

11.1. The scoring shall be defined by the procedures set forth in Appendix A: Scoring of the Racing Rules of Sailing with no scores excluded (No-Drop).

11.2. A5.3 applies as written.

12.Support Persons/Vessels

12.1. Mark Boats, Crash Boats, and Official Vessels shall be marked with a Yellow Race Committee flag.

13. Chartered/Loaned Vessels

13.1. Vessels borrowed from MBYC shall be accepted "As-Is". All issues that would occur through normal wear and tear shall be reported IN-WRITING to the Organizing Authority at soonest possible opportunity.

13.2. Sailors that utilize MBYC-Provided vessels accept responsibility for avoiding damage and well as the financial responsibility or repairing vessels that were damaged beyond normal wear and tear in their care.

14.Risk Statement

14.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

Prizes

14.2. Prizes will be awarded as follows:

1st 2nd and 3rd for each sailing class.

The Baker-Taylor Founders Trophy will be awarded for the highest percentage performance in any class.

The Sam Wetherill Trophy will be awarded to the outstanding InterClub skipper.

The John P. Barry Memorial Trophy will be awarded to the outstanding Ideal 18 skipper.

The Randy Bartholomew Trophy will be awarded to the outstanding ILCA skipper.

The Henry A. Alker Perpetual Trophy will be awarded to the outstanding MBYC skipper.

The Geoffrey C. Hazard Frostbite Trophy will be awarded to the outstanding PWYC skipper.

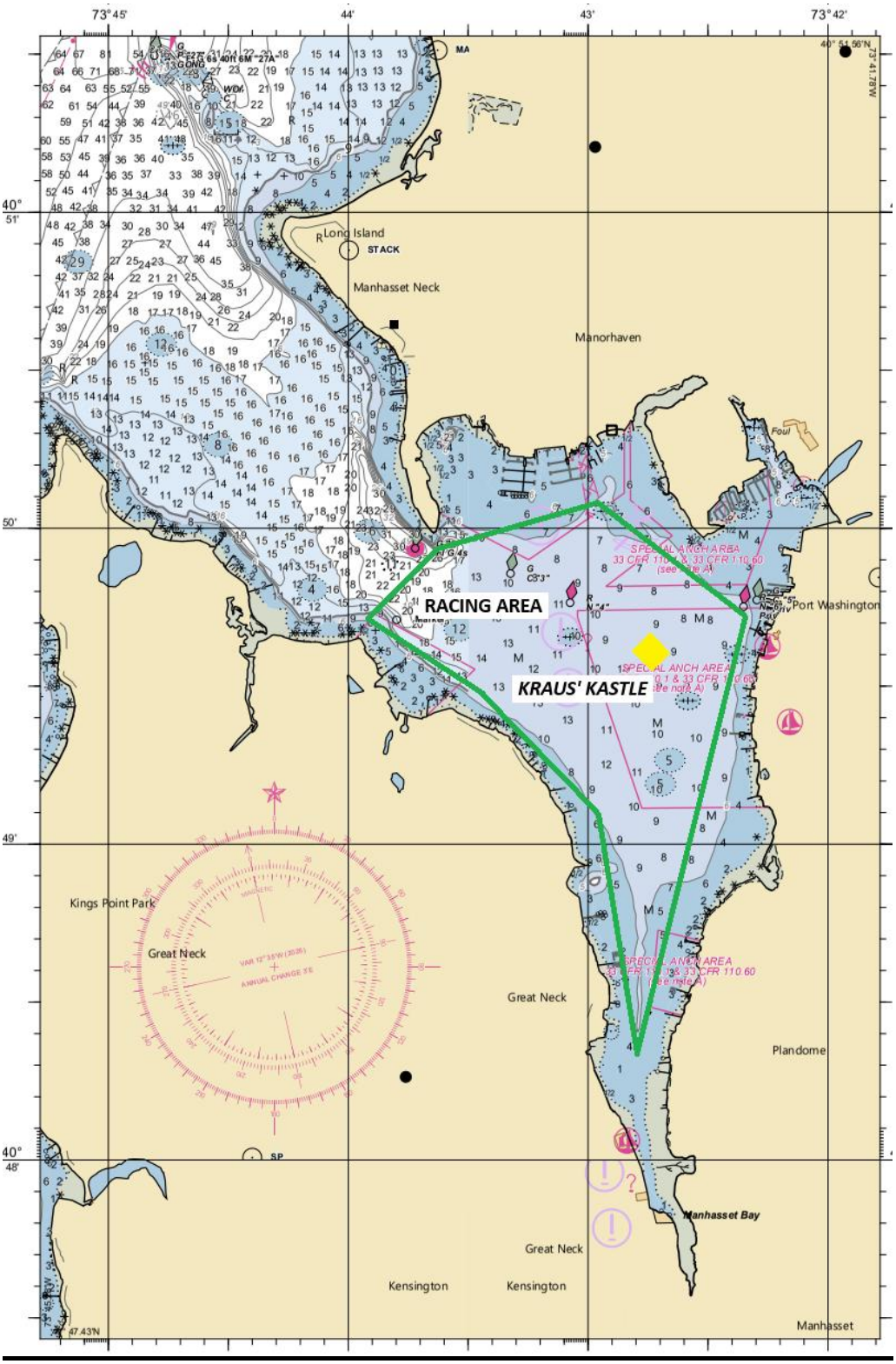
The Robert W. Fraser Memorial Trophy will be awarded to the winner of the Past Commodore's Race.

The Anchor Light Trophy for participation will also be awarded.

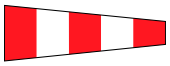
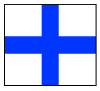
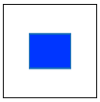
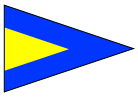
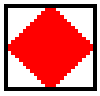
15. Further Information

15.1. For series information, please contact Geoff Barbour, Sailing Director MBYC Sailingdirector@manhassetbayyc.org

Attachment A: CBRA Racing Marks Map



Attachment B: Flags

	Postponement AP and 2 sound signals. The warning signal will be made 1 minute after the removal unless at that time the race is postponed again or abandoned.			Abandonment Code Flag N and three sound signals. All races that have already started are abandoned. When flown over an H code flag, return to the harbor for further instructions. When flown over an A code flag, return to shore, no more racing for the day.
	Come Within Hail or Follow Me Code Flag L and one sound signal. Afloat: Come within hail or follow this boat.			Course Change Code Flag C and repetitive sound signals. The position of the next mark has been changed.
	Personal Buoyancy Code Flag Y and one sound signal. All crew members shall wear USCG approved personal buoyancy.			Missing Mark Code Flag M and repetitive sound signals. The object displaying this signal replaces a missing mark.
	Individual Recall Code Flag X and one sound signal. The Race Committee will attempt to hail sail numbers of boats on the course side. Failure to hail shall not be grounds for redress. This changes RRS 41 and 62.1			Shortened Course Code S flag and 2 signals. The finish line is now between staff of the flag flying the S flag and the closest mark of the course to it.
	General Recall First Substitute and two sound signals. The warning signal will be made 1 minute after removal.			No Further Racing Code Flag A – When displayed at the finish boat: there will be no further racing today.
	Finish separate from Start Code Flag F – A separate finish line has been set.			Start in a different position. If Displayed from Kraus' Kastle, the start for bay racing for the day will take place in a different location. Radio the RC on 69 for more information.

Attachment C: Class Rules for the Nine-Foot Dyer Dhow

BOAT SPECIFICATIONS: Nine-foot Dyers Dhows maintained as originally delivered from stock at the time of manufacture, except for the following:

- Screws and rivets may be replaced with bolts.
- A fabric dodger may be used to cover the bow.
- Painting is permitted, color is optional.
- Gunwale guards are allowed to protect the rails. Boats incoming new to fleet, or with existing double layer wooden Bow Stiffeners are allowed (grandfathered in). However, Bow Stiffeners are not permitted to be installed after the 2019-2020 season.
- An additional bracket may be added to each side of the center seat (four brackets total)
- Boat bottoms may be reinforced with fiberglass, but such reinforcement shall come no closer than 3 inches from the chine.
- Hiking stick is optional. It shall not extend so that it interferes with the traveler.
- Centerboards may be either the standard wood or fiberglass, but their original shape may not be altered in any way.
- Centerboard handles may be constructed of any material. There is no restriction on their length.
- The centerboard may be attached to the boat with a bolt that passes through both sides of the centerboard trunk.
- The sides of the grooved wooden part that is attached to the thwart, and rests upon the centerboard trunk, may be extended vertically.
- A mast-step plate may be mounted on the forward thwart, but shall be no thicker than 1/8 inch.
- The front end of the mast, at its base, must be at least 21 inches from the bow of the boat, as measured from the inside of the shell of the boat, just under the bow rail.
- The top of the front seat of the boat may be no higher than 14 inches from the bottom of the boat, as measured at the center of the front of the seat.
- The width of a boat (as measured from the insides of the hull, just below the rail) at the front edge of the center seat shall be no less than 48.5 inches.
- The distance from the inside shell of the boat at the bow to the middle of the front edge of the center seat, must be between 50.5 and 51.5 inches.
- The center seat may not be glued or otherwise attached to the centerboard trunk.
- Masts: Alspar, Dwyer, and Zephyr aluminum masts, or standard wooden masts may be used.
- The Forestay may be adjustable; During racing, it is recommended that any spring loaded clip on the forestay shall be covered in such a way as to prevent accidental attachment to a competitor’s rigging.
- Booms: Standard Dyer wood, or aluminum booms are allowed.

- The outhaul fairlead may have a sheave that turns, and must be located on top of the boom or through the boom vertically. It may not be located on the side of the boom. The outhaul may not provide more than a 3:1 purchase. It is required that the outhaul line attach to the clew of the sail using a locking clip or knot to prevent accidental attachment to a competitor's rigging.
- Outhaul rigging may be located on top or bottom of the boom. The outhaul cleat may be located fore or aft of the mainsheet block on either the top or bottom of the boom. However, when boom is fully extended forward (as if on a run) the outhaul cleat must remain inside the shrouds when they are taught.
- Boom vang is optional and may be affixed to the base of the mast and to the boom in front of the forward sheet block. If present, the vang cannot provide more than a 4:1 purchase.
- Clew tie-downs are permitted including those with running rigging.
- Wire or rope traveler for mainsheet must raise 11 inches plus or minus 1/2 inch over the transom. A block may be added to the traveler to make a three part mainsheet. The third part must fasten to the boom behind the original aft block. Alternatively, the third part may be attached directly to the aft mainsheet block's becket or fiddle, or looped through the eye of an open sheaved block.
- A sail downhaul adjustment is allowed with a purchase of up to 2:1. The line may be attached to or pass through the grommet on the tack of the sail for luff tension adjustment.
- Running rigging may be of any material;
- All types of cleats and blocks are allowed.
- The Class strongly recommends that members place a name or their sail number on their transom in letters at least two inches tall. Members should also mark all of their equipment with their boat name or sail number, including their boom, rudder, and mast.