

2024 Frostbite Series

Organizing Authority: Charleston Ocean Racing Association

1/6, 1/20, 2/3, 2/17, 2/24 (Make-up) 2024

Charleston, SC

Sailing Instructions

(version 12/23/2023 v1)

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a). The notation '[DP]' is a rule means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification.

1. Rules

1.1. The event is governed by the rules as defined in The Racing Rules of Sailing.

2. Changes To The Sailing Instructions

2.1. Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

2.2. Changes to a sailing instruction may be made on the water in accordance with RRS 90.2(c) by displaying code flag L with 1 sound and the change will be communicated over VHF 73 prior to the warning signal for the race it will take effect.

3. Communication With Competitors

3.1. Notices to competitors will be posted on the official notice board on the CORA website in the individual event link for each event date:

<https://charlestonoceanracing.com/calendar>

3.2. On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 73.

3.3. [DP] 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. Code of Conduct

4.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5. Signals Made Ashore

- 5.1. Signals made ashore will be displayed at the CYC dock.

6. Schedule of Races

- 6.1. Scheduled race dates: 1/6, 1/20, 2/3, 2/17, 2/24 (Make-up) 2024
- 6.2. The Make Up date (2/24/24) will only be raced if less than 3 races have been finished and not abandoned.
- 6.3. The scheduled time of the warning signal for the first class each date is 1300.
- 6.4. Additional starts to follow as determined by the Race Committee

7. Class Flags

- 7.1. Class A: PINK Class flag.
- 7.2. Class B: GREEN Class flag.
- 7.3. J24 Class: J24 Class flag.
- 7.4. Class C: YELLOW Class flag.
- 7.5. Class D: LIGHT BLUE Class flag.

8. Racing Area

- 8.1. The racing area will be Charleston Harbor.

9. Courses

- 9.1. The Race Committee will designate courses by use of a number board at the starting line based on the Race Courses section of the CORA website Skipper Info. <https://charlestonoceanracing.com/skipper-info/skipper-documents>
- 9.2. The courses may be changed prior to the warning flag of the class that the change pertains to and will be announced on VHF channel 73 failure to hear the announcement is not grounds for redress signals posted take precedence.
- 9.3. A shortening of the course for harbor races will be signaled before the leading boat in a Class has begun the new final leg.
 - 9.3.1. The Race Committee will hail on VHF channel 73 notifying the boats of the shortening of course, the last mark of the course, the direction to round the mark, and the Class or Classes affected.
 - 9.3.2. The finish line and finishing direction for any affected fleet(s) will be announced over VHF 73. Failure to hear any announcements shall not be ground for redress.
 - 9.3.3. Not having a functional VHF radio on board will not be grounds for redress in the event of a shortening of course.
 - 9.3.4. This modifies RRS 32 and the Race Signal Code Flag S.

10. Marks

- 10.1. The starting and finishing marks will be anchored orange and/or yellow balls or tetrahedrons.
- 10.2. "J" mark will be a yellow marker buoy in the vicinity of (32.46.675N 79.55.075W)

- 10.3. All other marks are designated in the applicable course selection documents listed in on the Race Courses section of the CORA website Skipper Info. For Harbor Course fixed government marks, refer to NOAA Chart 11524.

11. Obstructions

- 11.1. The following areas are designated as obstructions: Middle Ground, Castle Pinckney and all Commercial vessels.

12. The Start

- 12.1. Races will be sailed in accordance with RRS 26, with classes starting with a five-minute sequence.
- 12.2. Classes will be started in an order determined by the Race Committee. The Race Committee will broadcast as a courtesy, the starting order via VHF channel 73. Class flags will take precedence.
- 12.3. The starting line will be between:
 - 12.3.1. A yellow mark and an orange mark positioned off of the Carolina Yacht Club dock, OR
 - 12.3.2. a staff displaying an orange flag on the Carolina Yacht Club dock and an orange mark or yellow mark, or
 - 12.3.3. a staff displaying an orange flag on the Carolina Yacht Club dock and the flag at Castle Pinckney.
- 12.4. The Race Committee shall announce the starting line configuration prior to the warning of the first class to start.
- 12.5. [NP] At its discretion, the Race Committee may start more than one class at a time.
- 12.6. In the event of a General Recall, the next Class(es) to start may not be the Class(es) which were recalled. This changes the last sentence of RRS 29.2. Race Committee will broadcast as a courtesy, the starting sequence via VHF channel 73.
- 12.7. A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

13. Change of the Next Leg of the Course

- 13.1. No changes to the next legs of the course will be made.

14. The Finish

- 14.1. The finish line will be between:
 - 14.1.1. a staff displaying a blue flag on the Carolina Yacht Club dock and an orange mark or yellow mark, or
 - 14.1.2. a staff displaying a blue flag on the Carolina Yacht Club dock and the flag at Castle Pinckney.
- 14.2. [DP] If the race committee is absent when a boat finishes, she shall report her finishing time, and her position in relation to nearby boats, to the Rear Commodore at the first reasonable opportunity.

15. Penalty System

- 15.1. RRS Appendix V shall apply.

16. Time Limits

- 16.1. The Race Time Limit for each class will be 3 hours from its starting signal.
- 16.2. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for a DNF. This changes RRS 35, A5.1, A5.2 and A10.

17. Hearing Requests

- 17.1. A protest by a boat, or by the Race Committee about an incident the Race Committee observed, shall be emailed to the race PRO or a member of the CORA Executive Committee no later than 1700 the first business day following the race. The Race Committee is not obligated to remain on station after the end of a race to await filing of protests.
- 17.2. The Rear Commodore (or their designee) will organize a Protest Committee. The protest hearing will be held as soon as possible following the protest filing time limit. The Protest Committee Chairman will notify the parties to the protest as to the time and the place of the hearing. It is the responsibility of these parties to have a representative at the meeting and to arrange for any witnesses to be present. The absence of a representative is not grounds for rescheduling a hearing.

18. Scoring

- 18.1. Boats will be handicapped using the appropriate PHRF rating corresponding to the spinnaker status in which each boat has opted to sail as outlined in the Notice of Race Section 4 - and CORA Racing Policy on [Eligibility and Class Assignment](#)
- 18.2. Boats will be scored using PHRF Time-on-Time.

19. Safety Regulations

- 19.1. [NP][DP] A boat intending to race shall check in with the Race Committee using the boat name, sail number and Class participation via VHF channel 74 in accordance with the [CORA Check In policy](#).
- 19.2. [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 19.3. [NP] Boats are encouraged to comply with US Sailing Safety Equipment Requirements:
<https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/>
- 19.4. Boats must always remain clear of commercial shipping traffic. Boats are encouraged to monitor VHF 16 when near any shipping channels. Boats are

further encouraged to contact any commercial ship on VHF 13 that they may come near.

- 19.5. Any boat receiving five horns from a vessel constrained by draft may be disqualified (scored DSQ) by the Race Committee without redress.

20. Risk Statement

- 20.1. 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.