

# Cape Cod Frosty Class Association

## CLASS RULES

(rev. #6, April 2010)

### Constitution

Preamble: The Cape Cod Frosty Class Association (CCFCA) is dedicated to making one-design racing available to the widest range of experienced and novice sailors through the promotion of the Cape Cod Frosty dinghy.

Article I: The highest body of the CCFCA shall be the Annual Association Meeting (AAM). The AAM shall be held once a year and be open to all Class Association members. The AAM shall have complete authority to make or change rules of the class association. The AAM shall have authority to raise funds and organize any committees necessary to the completion of its goals. The AAM will elect a Board of Governors.

Article II: The Board of Governors (BOG) shall be elected by the AAM. The BOG shall carry out the decisions of the AAM and enforce the class rules. The BOG shall have complete authority to raise funds and organize any committees. The BOG shall have complete authority to modify any decision of any committee, including the AAM. The BOG shall elect a secretary/treasurer and publish a newsletter at least once a year. The BOG will be responsible for calling of the AAM and approving fleet charters. The BOG will also be responsible for the organization of a yearly Cape Cod Frosty Class North American Championship Regatta.

Article III: All committees and meetings of the CCFCA shall make all decisions on the basis of majority rule. In the case of making and presenting motions or proposals only one voice of affirmation shall be required. No quorums shall be required.

Article IV: The CCFCA shall be open to all who meet the minimum requirement of having paid yearly dues. Membership shall end when a person is more than one year behind in his or her dues.

### Fleet Charters

1. Fleet charters are available by application to the Board of Governors. A fleet must have a minimum of three dinghies with authorized hull numbers and an elected fleet captain, who will be responsible for corresponding with the Board of Governors.
2. All fleets must follow and enforce the rules of the CCFCA, the International Yacht Racing Rules and the prescriptions of their national sailing authority. (In the USA, the United States Sailing Association).
3. All fleet members must pay annual class association dues.
4. Each fleet captain shall file an annual status report with the secretary/treasurer of the CCFCA.
5. All fleets and clubs are encouraged to organize races open to all CCFCA members.
6. The CCFCA and its BOG is dedicated to making one-design racing available to the widest range of experienced and novice sailors through the promotion of the Cape Cod Frosty dinghy. All Cape Cod Frosty fleets are expected to operate in this spirit.

### Rules

1. This document has been written in order to lay out the class requirements of the Cape Cod Frosty sailing dinghy. Subsequent changes in the rules concerning the sailing dinghy will be allowed by determination of the BOG or the AAM and shall be made available to all members of the class association.

2. Construction. The hull shall be of 1/4" (or nearest metric equivalent) plywood from patterns or plans provided by Thomas E. Leach, designer. All pieces in the plans must be in the boat in the specified positions. Additional stiffening devices may be added. Hull panels must meet.

Rudder and daggerboard shall also be from plans or patterns provided by the designer, and shall be of 1/2" wood without fiberglass reinforcement and may be faired: maximum thickness: 1/2".

The mast shall be made of either aluminum or solid wood 1 1/4" in diameter. Masts must be round in section, untapered, and straight. Masts may be coated with epoxy resin. Fiberglass construction of the hull only is allowed, but only at the written approval of the designer, Thomas E. Leach. Textured/grooved films are prohibited on all surfaces.

3. Flotation. The dinghy shall carry flotation providing a minimum of 60 pounds of buoyancy.

4. Weight correction. Hull weight shall be a minimum of 34 lbs. including flotation but without rudder, daggerboard, spars and sail. Under-weight hulls must be reconstructed to conform. The adding of non-buoyant materials to increase hull weight is prohibited.

Minimum combined weight of hull and crew in sailing clothing shall be 214 lbs. Weight correction to bring crew-hull to proper weight shall be made by carrying water-filled plastic ballast bottles (8 1/2 lbs. per gallon) in the boat, up to a maximum of 4 gallons. Ballast bottles may not be moved while racing.

5. Hull numbering. Each dinghy shall have an approved hull number. Hull number assignments shall be made by the designer Thomas E. Leach, for which a \$5 fee will be paid to him. Hull numbers must be displayed on the sail on each side, and be a minimum of 4 " high.

6. Trademark. The Cape Cod Frosty trademark is symbolized by the peninsula of Cape Cod with icicles "hanging" from its southern shore. The trademark shall be displayed on the upper third of the sail on each side.

7. Measurements. All Frosty dinghies shall be subject to measurement by the class association or a fleet measurer appointed by the fleet captain at any time to assure compliance with these rules. Class association officials and fleet officials present at regattas shall make any necessary rulings or judgements.

Sail: Dimensions to be measured pulled out hand tight. Mast sleeve is measured flattened; its fore and aft dimension is 3" maximum; it shall not taper. Sail measurements do not include the mast sleeve, except for mid-girth. Windows are permitted. No headboard permitted (from the point where the sail meets the mast sleeve to the first batten is to be a straight line). The leech is divided by the battens into equal thirds plus or minus 1". Number of battens: 2. Maximum length of battens: 12". All of the following dimensions are maximums.

Luff: 112"

Leech: 118"

Foot: 60"

Leech roach: 4"

Foot round: 2 1/2"

Mid-girth: 39" (including flattened mast sleeve.)

Hull: The "tip" of the rudder is defined as the furthest point on the radius from the level of the deck, or keel, etc. (Abbreviations used: tip of rudder-TOR, rear of slot-ROS, dagger board-DB, rear of DS slot-ROS, turn of transom-TOT, a point on the aft edge of the DB 20" down from the keel-DB20.

Length over-all

76"

|                            |             |         |
|----------------------------|-------------|---------|
| TOT to ROS                 | 42 1/2"     | +/-1/2" |
| TOT to DB20                | 46"         | +/-2"   |
| TOR to ROS                 | 55 1/4"     |         |
| TOR to level of deck       | 29 1/2"     | +/-1/2" |
| Bow to center of mast hole | 10 1/2"     | +/-1/4" |
| Side deck                  | 3 1/2" min. |         |
| Fantail length             | 12" min.    |         |

The fore deck may be cut away forward to make room in the cockpit. This optional modification has cut-out limits of no further forward than the forward edge of the DB slot, and not further outboard than 3 1/2" from the gunwale.

A quick drainage hole in the fantail and a foredeck handle are required. Further cut-out of the hull pan, deck and fantail is not allowed.

Mast: Length from deck to tip: 123 1/2" +/-1/2"

Daggerboard: Width: 6 1/2" +/-1/4"

Length in down position, keel to tip: 28 綑 +/- 綑

8. Equipment: Nothing in these rules shall prohibit the addition of racing equipment such as boom vang, cunningham, additional blocks, wind indicators, sail tensioners, traveller, or other equipment common to sail boat racing if in the opinion of the BOG or race or fleet officials the character or design of the dinghy is not changed.

Kick-up rudders are permitted, but must remain in the down position when racing.

Mast support tubes are allowed. Such tubes shall start at the fixed step and exit the deck 10 1/2" +/- 綑 from the bow o.c. and shall not project higher than 14" from the deck. Hardware may be attached to the tube. The tube and mast may not be adjusted in any way during a regatta.

An internal stiffener may be inserted in the bottom section of the mast. This stiffener must be of wood and must not extend higher than 48" measured from the base of the mast. It may be tapered in any configuration. It may be coated for waterproofing but must not have any composite or other reinforcement.

Only water ballast is allowed.

9. Racing rules: Racing shall be in accordance with the International Yacht Racing Rules and the prescriptions of the appropriate national sailing authority. Rule #23, anchor, will be waived during competition. Life jackets shall be worn by all sailors. A bailing device shall be carried in the boat.

10. Manufacturing rights retained by the designer. Builders must contact Thomas E. Leach relative to royalties and hull number assignments. Address all correspondence to: Thomas E. Leach, Box 599, Harwich, MA 02645.

11. Safety: All racing and sailing of the Cape Cod Frosty dinghy shall be done under supervision with adequate support vessels and personnel. Because the use, handling, and construction of this dinghy can not be supervised by the designer or the class association, no warranty is expressed or implied, and the designer and the class association accept no responsibility for the quality or performance of the dinghy.