

2024 DISC Annual Hangover Regatta Sailing Instructions

Race Date: January 1, 2024.

**Organizing Authority:
DAINGERFIELD ISLAND SAILING CLUB**

1. **Application of SI's** – These Sailing Instructions apply to the Annual Hangover Regatta, and will be posted on the DISC website (www.discsailing.org). If there is a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall apply. This modifies RRS 63.7.

The notation “[NP]” in a rule in these Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a)

The notation “[DP]” in a rule in these Sailing Instructions means the Protest Committee could recommend a penalty less than disqualification.

- By entering an event, the boat owner/skipper agrees that there are inherent risks to competitive sailing and, as such, 1) they are solely responsible for the decision whether to enter or continue any race (RRS 3), and, 2) they shall hold harmless DISC and the DISC officers for any damages or liability that may occur during a race or regatta.
- [DP] Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct.

2. **Notices to Competitors** – The DISC Notice Board is electronic and is located at www.discsailing.org under the event tab for this race. Notices may be posted until 1100 January 1, 2024, notices regarding changes to the schedule will be posted by 2300 December 31, 2023. The Notice Board on race day will be outside the marina office. The Race Committee may change these instructions up until the end of the Skipper's Meeting and will notify all participants attending the Skipper's Meeting of any changes. Failure to attend the skipper's meeting, or failure to receive any changes will not be considered grounds for redress. This modifies RRS 62.1.

3. **Handicapping** – DISC uses the Performance Handicap Racing Fleet (PHRF) rating system foster competition between dissimilar boats. “CR” ratings and Time-on-Time will be used to calculate corrected finish times.

4. **Schedule of Races** – The Skipper's Meeting will be held at 1200 on the deck outside the marina office at the Washington Sailing Marina.

- The rendezvous time will be 1300 in the vicinity of Potomac River R4.

5. **Starts** – There will not be an RC on station. Each competitor is responsible for starting correctly, no flags will be used. A 5-minute count down will either be announced over VHF channel 69, or a competitor may use the electronic starting system to signal the start sequence. The honor system will be in effect.

6. **Radio** – Boats shall monitor VHF 69 for courtesy communications from the Race Committee. While racing, no competitor may receive any communication that is not available to all competitors, (this includes cell phones) except in an emergency. All radio transmissions will be a courtesy, failure to receive or understand any transmission will not be considered as grounds for redress. This modifies RRS 62.1.

7. **Course and marks** – The course will be determined the day of the race. The RC will announce the course at the skippers meeting. All marks serving as turning marks are to be left to Port unless that mark is a finishing mark, or specifically directed to round to starboard by the Race Committee course selection. Virtual marks may be used, as listed on the course sheet. The possible courses are listed under Racing Resources at www.discsailing.org, and below.

8. **Starting and Finishing Lines** – The start/finish line will be an imaginary line between Potomac River R4 and the piling at the South end of the rowing center dock.

9. **Time Limit** – The time limit will be 3 hours. If no boat finishes within the time limit the race shall be abandoned. A boat finishing within the time limit for a race makes the race valid for all boats in that race. The original time limit will be extended by 60 minutes for all other finishers. Boats not finishing within the original or extended time limit will be scored TLE. TLE shall be the number of finishers plus 2, but shall not be worse than DNF. This modifies RRS 90.3(a).

10. **Shortening Course** – Courses may be shortened by a majority vote of the Competitors.

11. **Protests** – [DP] U.S. Prescription 61.4 will not apply. There will be a requirement that a competitor who files a protest shall provide Rum drinks to all competitors and officials for filing a protest. All penalties may be discretionary, and may include additional Rum drinks for all competitors. Protests must be made in accordance with the current Racing Rules of Sailing to be considered a “valid protest”. Upon finishing, the Race Committee (if Available) must be notified of the intent to protest another boat and the protest must be filed with the Standing Race Committee in person or with the DISC officers by email at officers@discsailing.org by 2200 the day of racing. A time and date will then be set for the hearing.

A protested competitor may exonerate themselves from a foul by performing one tack and one gybe in the same direction or two tacks and two gybes in the same direction, in accordance with rule 31 or Part 4, paragraphs 44.1-44.2 or by taking a 20% scoring penalty on the water in accordance to rule 44.3, unless their penalty is to retire.

After racing but before the start of a protest hearing involving the incident, by taking a 30% Scoring Penalty. The boat representative must notify the protest committee by email at officers@discsailing.org prior to the protest hearing. However, if the boat caused injury or serious damage or gained a significant advantage by her breach, her penalty shall be to retire.” This modifies Appendix V2 (c).

A boat’s penalty score shall be the whole number of boats (rounding 0.5 upward) nearest to 20% (or 30% for RAF) of the number of boats entered, except that she shall not be scored worse than DNF.

12. **Scoring** – Appendix A4, (low Point) scoring shall apply. Each boat shall record their own finish time using GPS time, and the finish time of the boats finishing in front and behind them when possible. Each boat shall announce their finish time over VHF channel 69. Each boat shall report their finish time to officers@discsailing.org, as soon after finishing as possible.

13. **Management** – The races shall be under the management of the DISC Standing Race Committee, which shall have the full power to interpret the rules, oversee protests and to reject entries of any yacht at any time. DISC accepts no responsibility for accidents occurring during the race.

14. **Race Committee** – The Standing Race Committee is comprised of David Eidsmoe (Vice Commodore), John Tucker (Spin Fleet Captain), Stephen Clement (Non-spin Fleet Captain), any Executive Committee Officer in attendance, or a person or persons appointed by the Executive Committee.

15. **Safety** – All safety equipment required by the Coast Guard must be onboard. All yachts must meet all local regulations. Any yacht found negligent of Coast Guard safety regulations will be disqualified. All PHRF entries must be self-righting at all times.

15.1 All competitors shall wear Personal Floatation Devices (PFDs). Should the Race Committee or Standing Race Committee become aware of a crew member without a PFD, except for the removal or addition of clothing they may protest that competitor and may use information from a person with a *conflict of interest*. This modifies RRS, 40.

15.2 Sailing is an all-weather sport. It is the responsibility of individual skippers to decide, based on conditions at the time of the race and their own assessment of their boat and crew's ability, whether or not to race. The Standing Race Committee, Executive Committee, and Race Committee are aides in determining the safety issues that may arise, to include weather changes, increased commercial traffic, floating debris, etc. They do not, by any means substitute for the judgment of the skipper or the crew in their decision to participate in the event as each boat and crew has differing characteristics, skill levels, and abilities. The Standing Race Committee will assist with determining if a race will be held. Such decisions will be made on the day of the race, based on conditions at that time. In the case of lightning, dangerous wind or other extreme conditions, the Standing Race Committee may decide to postpone or cancel a race.

16. **Commercial Traffic** – A boat shall not exercise right of way over, cross in close proximity to, or interfere with reasonable transit of the race area by commercial freighters, tugs and tows, or other commercial vessels. A boat charged under this rule has the burden of proof that she did not interfere with the commercial vessel. Boats must take evasive action well in advance of any potentially dangerous situation.

The Race Committee may protest under this instruction based on information received from competitors or any person, including a person with a *conflict of interest*. A written statement from the US Coast Guard, DC Police, or a ship captain, will be accepted as evidence without the author present. If a competing yacht is found to have violated this rule, the yacht shall be scored DSQ for that race. The Organizing Authority may impose more severe penalties if they determine that gross negligence on the part of skipper or crew of the yacht in question endangered the safety of their yacht, other yachts, or commercial traffic transiting the racecourse. There will be no Protest time limit for this infraction. This changes RRS 60.2, 60.3, 61.3, and 63.6

17. If a boat without way in a ship channel infringes RRS 42.1 by using her engine or other propulsion to clear the channel, she may continue racing but, at the finish line, must inform the Race Committee (if available) of the incident and, if required at a subsequent hearing, must satisfy the Protest Committee that she did not gain an advantage as a result of using propulsion. Detailed information of the incident must be included with the boats finish time.

18. A boat that runs aground may use their engine to free themselves, and continue racing. They cannot gain an advantage or advance their position by using their engine, and must send a detailed description of the incident to the Standing Race Committee at officers@discsailing.org, by 2300 the day of the race. They will not be granted redress for any time lost. This modifies RRS 42.1, 62.

Please contact the DISC officers at officers@discsailing.org with any questions about DISC racing or these Race Instructions.

wind speed	Course	spinnaker A	nm	spinnaker B	nm2	non-spinnaker	nm3	ease to shorten	
3 to 5	RB	S-7-F		2.9	S-5-F	1.61	S-5-F	1.61	hard
3 to 5	RC	S-7-F		2.9	S-5-2A-F	2.86	S-5-NWS-F	2.2	medium hard
5 to 8	RD	S-7-NWN-7-F		3.85	S-5-2A-4-2A-F	3.48	S-5-2A-F	2.86	medium hard
5 to 8	RE	S-9-7-9-F		4.88	S-7-2A-F	4.14	S-5-2A-4-2A-F	3.48	medium hard
8 to 12	RF	S-9-5-7-F		5.51	S-5-2A-4-2A-4-2A-F	5.34	S-7-2A-F	4.14	easy except spin deep
8 to 12	RG	S-7-4-7-F		5.8	S-5-2A-5-2A-F	5.72	S-5-2A-4-2A-4-2A-F	5.34	easy
12 and up	RH	S-7-2A-7-F		7.04	S-5-2A-5-2A-4-2A-F	6.34	S-5-2A-5-2A-F	5.72	easy
12 and up	RI	S-7-2A-7-2A-F		8.28	S-5-2A-5-2A-5-F	7.34	S-5-2A-5-2A-4-2A-F	6.34	easy
12 and up	RJ	S-9-4-9-F		8.44	S-7-2A-7-2A-F	8.28	S-5-2A-5-2A-5-F	7.34	easy

wind speed	Course	spinnaker A	nm	spinnaker B	nm2	non-spinnaker	nm3	ease to shorten
3 to 5	B	S-2A-F	1.24	S-2A-F	1.24	S-2A-F	1.24	hard
3 to 5	C	S-2A-4-2A-F	2.49	S-2A-4-2A-F	2.49	S-2A-NWS-2A-F	2.05	easy except non-spin
5 to 8	D	S-2A-5-F	2.85	S-2A-4-2A-F	2.49	S-2A-4-2A-F	2.49	easy
5 to 8	E	S-2A-4-2A-4-2A-4-2A-F	4.1	S-2A-4-2A-4-2A-4-2A-F	4.1	S-2A-NWS-2A-NWS-2A-F	2.76	easy except non-spin
8 to 12	F	S-2A-7-2A-F	5.39	S-2A-5-2A-5-F	5.71	S-2A-4-2A-4-2A-5-F	4.42	easy
8 to 12	G	S-2A-9-F	5.47	S-2A-7-2A-F	5.39	S-2A-7-2A-F	5.39	easy except spin deep
8 TO 12	H	S-2A-5-2A-5-F	5.71	S-2A-4-2A-4-2A-4-2A-4-2A-F	5.58	S-2A-7-2A-F	5.39	easy
12 and up	I	S-2A-9-2A-F	6.71	S-2A-5-2A-5-F	5.71	S-2A-5-2A-5-F	5.71	easy
12 and up	J	S-2A-7-2A-7-F	8.28	S-2A-9-2A-F	6.71	S-2A-9-2A-F	6.71	easy
12 AND UP	K	S-2A-7-2A-7-F	8.28	S-2A-7-2A-7-F	8.28	S-2A-9-2A-F	6.71	easy

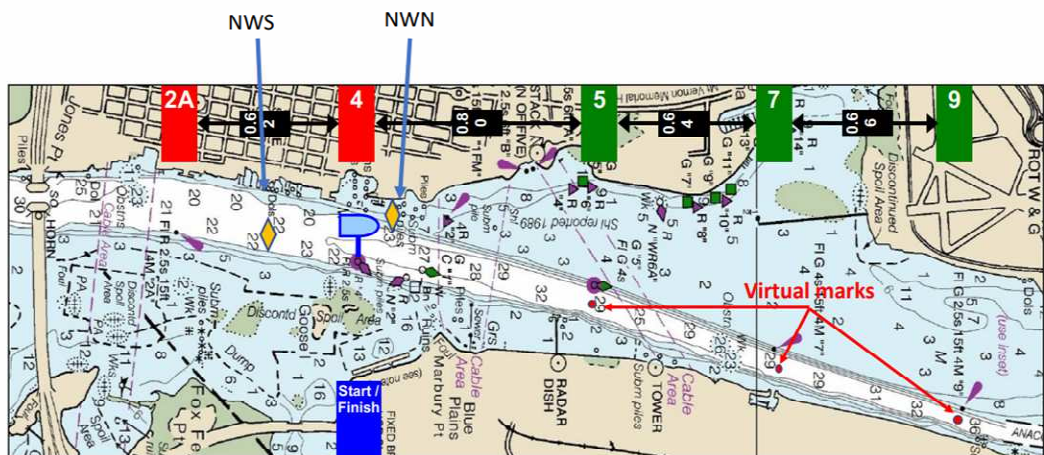
Start to North

WHEN ONLY SINGLE SPINNAKER CLASS, USE SPINNAKER B COURSES

Start to South

FOLLOWING MARKS HAVE * OR VIRTUAL MARKS ASSOCIATED IAW SIs: G5, G7, G9, NWN

Rev: 06/22/23



North

Marks G5, G7, G9 are "*" marks and have virtual gate marks associated with them. The two yellow marks are No Wake Marks and may be used as turning marks. The mark by the crew house docks is No Wake North (NWN) and the other is No Wake South (NWS).