

# 2024 Annual Summer Regatta Sailing Instructions

**Race Date: 15 June, 2024**

**Organizing Authority:  
DAINGERFIELD ISLAND SAILING CLUB**

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.

**1. Application of SI’s** – These Sailing Instructions apply to the 2024 Annual Summer Regatta, and will be posted on the DISC website ([www.discsailing.org](http://www.discsailing.org)).

**3. Rules** – This regatta will be governed by the ‘Rules’ as defined in the current Racing Rules of Sailing (RRS), PHRF of the Chesapeake class rules, and One Design class rules. One Design Class rules may be changed to allow VHF radios and electronic timing devices. RRS 63.7, Conflict between Rules, is modified by, "If there is a conflict between the Event Sailing Instructions and the Notice of Race, the Event Sailing Instructions shall apply." DISC’s Event Sailing Instructions and Notice(s) of Change will be posted on [www.discsailing.org](http://www.discsailing.org) under the tab for this event.

**4. Entries** – All PHRF, and one design fleets under 20ft are eligible. At least one class for PHRF non-spinnaker, and one class for PHRF spinnaker fleet boats will be offered. One design entries may compete in a combined fleet based on the number of boats in each class.

[NP] All PHRF entries should qualify for a U.S. Sailing Near-shore requirements as described in US Sailing, <https://www.ussailing.org/wp-content/uploads/2023/03/Monohull-SER-2023.0-Nearshore.pdf> One Design boats under 20 feet, shall comply with their class rules, and US Coast Guard safety requirements.

The owner/skipper of each boat entered shall be responsible for the actions of his/her crew, guests, and support persons. In the event of a serious breach of conduct, sportsmanship, destruction of property, or failure to comply with a request from any regatta official, the boat or competitor may be subject to expulsion from the regatta.

**5. Notices to Competitors** – The official Notice Board is electronic. Notices to competitors will be posted on the DISC website [www.discsailing.org](http://www.discsailing.org) until 2300 14, June 2024. On race day the official Notice Board will be located outside the marina office. Failure to attend the skippers meeting, and failure to receive any information will not be considered grounds for redress. This modifies RRS 62,

**6. Handicapping** – DISC uses the Performance Handicap Racing Fleet (PHRF) rating system foster competition between dissimilar boats. All PHRF boats participating in DISC events shall have a valid PHRF certificate issued by PHRF of the Chesapeake. “CR” ratings will be used for

all competitors. One Design entries may be assigned a courtesy rating. Based on registrations, One Design boats under 20 ft. may be scored using Portsmouth Yardstick rating system.

**7. Schedule of Races** – The Skipper’s Meeting will be held at 0930 on the deck outside of the marina office at Washington Sailing Marina. Failure to attend the meeting, and possibly receiving changes will not be considered as grounds for redress.

- The rendezvous time is 1030, in the vicinity of Potomac River R4.
- It is the intention of the RC to have multiple races
- There will be no warning signal after 1500

**8. Radio** – Boats should monitor VHF 69 for courtesy communications from the Race Committee. Competitors may not receive radio communications not available to all competitors, this includes cell phones. All radio transmissions by the RC will be a courtesy. Failure to receive or understand any radio transmission will not be considered as grounds for redress. This modifies RRS 62.

**9. Course and marks** – DISC courses are listed under Racing Resources on the DISC website, [www.discsailing.org](http://www.discsailing.org). Fixed government marks will be used. The sailing area for this event will be in the Northern Potomac River, between the Woodrow Wilson Bridge and Haines Point. All boats must sail through the start/finish line (“thread the needle”) while sailing the course. The course will be determined the day of each race. 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.

**10. Starting and Finishing Lines** – The start/finish line will be an imaginary line between the orange flag on the committee boat and R4. This modifies RRS Race Signals.

10.1 There will be at least two starts, Spinnaker (green flag) and Non-Spinnaker, (blue flag). Fleets may be split for scoring. If there is a One Design start, the class flag will be white.

When finishing, skippers in both fleets should record their own finish time using GPS time. When possible they should record the boat finishing immediately ahead and behind them.

**11. Time Limit** – The time limit for each race will be 90 minutes. 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. All other boats must finish within 15 minutes of the original finish time or be scored TLE.

11.1 **TLE-** Boats not finishing within the time limit will receive a score equal to 2 points more than the last finishing boat, but not worse than DNF. This modifies RRS Appendix A5, 90.3.

**12. Shortening Course** – The RC racing may shorten the course for one or both fleets by displaying code flag “S” with 2 short horn blasts and the class flag of the impacted fleet, and announcing the shortened course over VHF channel 69. Failure to receive or understand the announcement will not be considered as grounds for redress. This modifies RRS 62.

**13. Protests** – Protests must be made in accordance with the current Racing Rules of Sailing to be considered a “valid protest”. Upon finishing, the Race Committee boat (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](mailto:officers@discsailing.org) within 45 minutes of the finish time of the last boat. A time and date will then be set for the hearing.

A protested competitor may be able to 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, or

*After racing but before the start of a protest hearing involving the incident, by taking a 30% Scoring Penalty. Notice of a post race penalty must be emailed to [officers@discsailing.org](mailto:officers@discsailing.org) before the start of a 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.*

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.

**14. Scoring** – Handicapping of individual keel boats will be based on the PHRF certificates on file with the Race Director and/or posted on the PHRF of the Chesapeake website. There will be at least one spinnaker and non-spinnaker fleet. PHRF of the Chesapeake CR ratings will be used. One Design boats under 20 ft. may be scored using a different system.

14.1 This race will be part of the Summer Weekend Series. Time-on-Time (TOT) shall be used to determine corrected finish times and to score yachts racing in this event. Low point scoring Appendix A4 will be used.

14.2 Finish positions may be announced. Awards will be handed out at the annual meeting.

**15. 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.

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

**17. Safety** – All safety equipment required by the Coast Guard must be onboard. A minimum crew of two (skipper plus one crew) is mandatory for all PHRF entries. 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 while racing.

17.1 All crewmembers shall wear Personal Floatation Devices (PFDs) when instructed by the RC or Standing Race Committee. 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 any person, including a person with a *conflict of interest*. This modifies RR 40. DISC encourages all competitors to wear PFD's at all times.

17.2 A boat that runs aground may use their engine or other propulsion 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](mailto: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.

17.3 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 normally prohibited methods of propulsion. Detailed information of the incident must be provided to [Officers@discsailing.org](mailto:Officers@discsailing.org).

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.

**18. 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*. If a competing yacht is found to have violated this rule, the yacht shall be scored DSQ for that race. A written statement from the US Coast Guard, DC Police, or a ship captain, will be accepted as evidence without the author present. There is no protest time limit for this rule. This changes RRS 60.2, 60.3, 61.3, and 63.6.

The Standing Race Committee 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 DISC yachts, or commercial traffic transiting the racecourse. This changes RRS 60.2(a).

Please contact the DISC officers at [officers@discsailing.org](mailto:officers@discsailing.org) with any questions about DISC racing or these Race Instructions.