



2025 Annual Hangover Regatta

Sailing Instructions

Race Date: January 1, 2025

Organizing Authority: Daingerfield Island Sailing Club

1. Application of SI's – These Sailing Instructions apply to the Annual Hangover Regatta, and will be posted at 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 discsailing.org under the Event tab for this race. 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. 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 (including 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.

4. 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 discsailing.org.

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

6. Protests – Protests must be made in accordance with the current RRS to be considered a “Valid Protest”. A protested competitor may exonerate himself or herself from a foul by performing a two-turn penalty (2 tacks, 2 gybes) in accordance with the RRS 44, or a one-turn penalty for violations of rule 31, or by taking a 20% scoring penalty on the water in accordance to rule 44.3, unless their penalty is to retire. In addition, the offending skipper/owner must supply rum drinks to all competitors after the race.

7 PFDs – All competitors shall wear Personal Floatation Devices (PFDs). Should the 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.

8 Weather – 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 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.

9. 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.

10. Engine Use – 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.

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.