



DAINGERFIELD ISLAND SAILING CLUB (DISC)

2022 GEICO Cup Sailing Instructions

June 11, 2022

Organizing Authority: DAINGERFIELD ISLAND SAILING CLUB

The notation '[NP]' in a rule of the NOR or SI's means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

- 1 Rules** – This regatta will be governed by the 'rules' as defined in the current Racing Rules of Sailing, US Sailing prescriptions will apply (RRS). 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." Event Sailing Instructions and Notice(s) of Change will be posted on www.discsailing.org up until 2400 on Friday 10 June 2022
- 2 Entries** - Early entries must be received by 1700 Friday, May 20, 2022, late entries will be accepted until 0930 Saturday June 11. All boats entering this regatta in the PHRF spinnaker or non-spinnaker class should have a valid 2022 PHRF of the Chesapeake certificate. Participating boats without a valid PHRF of the Chesapeake rating will be assigned a courtesy rating by the Race Committee. All entries shall register online at www.discsailing.org, pay the regatta fees, and all participants must sign all waivers. All boats should meet US Sailing Near Shore requirements where applicable:

<https://www.ussailing.org/wp-content/uploads/2022/01/Monohull-SER-2022.0-Nearshore.pdf>

- The owner/skipper of each boat entered shall be responsible for the actions of his/her crew and guests. 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.
- 3 Notices to Competitors** – The official Notice Board is electronic and is located under the event tab for this race at www.discsailing.org. On race day Notices to competitors will be posted on the sign board outside the marina store. The Race Committee may change these instructions up until the end of the mandatory Skipper's Meeting and if necessary, on the water. If changes are made on the water, the Race Committee will display the "L" flag and make a courtesy announcement on VHF channel 69. Failure to receive the announcement or to receive the changes will not be considered as grounds for redress. This modifies RRS 62.1.
 - 4 Schedule of Races** – A mandatory skippers meeting will be held at 0930 Saturday June 11, 2022 on the deck outside the marina store at Washington Sailing Marina. Rendezvous at 1030, in the vicinity of N6. The first race will commence at 1045. It is the intention of the RC to hold at least two races but no race will be started after 1500 hours.
 - 5 Radio** - Boats should monitor VHF channel 69 for courtesy communications from the Race Committee. All radio communications will be a courtesy. VHF transmissions should be limited to essential communications. No boat can receive radio or cell phone communications that are not available to all participants during the regatta except in emergencies. Failure to receive, understand, or the content of any message will not be considered as grounds for redress. This modifies RRS 62.1.
 - 6 Class flags** – There will be three classes scored for the GEICO cup: Spinnaker class (Green starting Class Flag), Non-Spinnaker, class (Blue starting Class Flag) and dinghy class (white starting class flag).
 - 7 Racing Area** – The GEICO Cup will be held on the DISC Middle Courses. Information for these courses can be found on the DISC website (www.discsailing.org) under the Racing Resources tab. The Start/finish will be in the vicinity of Potomac River "6" FI R 2.5s. Any unscheduled change of race location will be disseminated by the Race Committee on the water. If changes are made on the water, the Race Committee will display the

“L” flag and make a courtesy announcement on VHF channel 69. Failure to follow this procedure, receive the announcement, or to receive the changes will not be considered as grounds for redress. This modifies RRS 62.1.

- 8 Course marks** – GEICO Cup courses use fixed government marks as part of the courses. All marks serving as turning marks are to be left to Port unless that mark is a finishing mark, or the Race Committee has posted “S” on the race board in front of the course number. When “S” is posted before the course number, all turning marks are to be left to Starboard. Courses will be displayed on the Race Committee Boat.
- 9 Boat Check-in** - Before the warning signal for their first race, each competitor shall pass by the stern of the Race Committee boat and hail their class, sail number, and each crew member shall display a PFD until acknowledged by the Race Committee. A boat may not protest a breach of this instruction. This changes RRS 60.1, 62.1.
- 10 Starting and Finishing Lines** – The Start/finish will be located between Potomac River “6” FI R 2.5s and the Race Committee Boat. The starting and finishing line will be an imaginary line from the Race Committee boat’s main mast, or an orange flag, and the center section of the government mark serving as the pin end of the line. This modifies RRS Race Signals.

After finishing, skippers in all fleets are encouraged to NOT re-cross the finish line but to instead continue sailing out of the racing area. Violations of this guidance may result in the Race Committee issuing a Protest of that vessel on RRS 23 Interference as that offending vessel is interfering with boats that are still racing receiving accurate finish time.

- 11 Time Limit** - 1.5 hours per race. A boat in a fleet must finish within the time limit, all other boats in that class must finish within 30 minutes thereafter. Boats not finishing within the time limit will be scored TLE, and will receive 2 points more than the last boat to finish. TLE will not result in a score worse than last place.

12 The Start –

12.1 Races will be started using RRS 26.

12.2 An Attention Signal consisting of a series of short sounds will be made approximately one minute before the Warning Signal for the first race. This is not a timed signal.

12.3 The Starting Area is defined as the area extending 50 yards beyond each end of the starting line and 75 yards behind the line and its extensions. After the first warning signal for each race, boats shall keep clear of this area until the warning signal for their fleet.

12.4 A Race Committee boat that is also a starting mark may set a limit mark that shall be passed on the same side as the Race Committee boat. A boat shall not touch either the limit mark or the Race Committee boat or pass between them. For the purposes of RRS 31 (Touching a Mark) and *Sailing the Course*, the limit mark and the Race Committee boat shall be considered to be a single starting mark.

12.5 There may be three starts: The first start is for the Dinghy fleet (white flag), second start Spinnaker fleet (green flag), the third start is for the Non-Spinnaker fleet (blue flag). There will be a 5 minute delay between the start signal of the Spinnaker fleet and the warning signal for the Non-Spinnaker fleet.

13 Recalls –

- a. Individual Recalls will be signaled in accordance with RRS 29.1. Additionally, the Race Committee will attempt to notify OCS boats via hail on VHF-69.
- b. Failure to transmit or receive this notification, promptness of the notification, or a boat’s position in the notification sequence shall not be considered grounds for granting redress. This changes RRS 62.1(a).

14 Shortening Course – The race committee may shorten any course or courses to accommodate the conditions at the time. If the Race Committee elects to shorten course, the Race Committee will notify the fleet using the “S” signal flag, displaying the class flag of the impacted fleet below, and two short horn blasts. Additionally, the Race Committee will notify all fleets of the shortened course on VHF 69. All shortened courses will be finished at the Start-Finish line and its extensions for all courses. Failure to transmit or receive this notification, promptness of the notification, shall not be considered grounds for granting redress. This modifies RRS 62.1(a) and RRS 32.2.

15 Penalties -

RRS 44.1, 44.2, or 44.3 will apply,

15.1 Post Race Penalties-

Appendix V2 will apply with the addition a boat may email a written statement that she accepts

The penalty and identifies the race number and where the incident occurred. This modifies RRS Appendix V2.

16 Collision with Race Committee boat. If a boat that collides with any Race Committee boat her penalty shall be to retire, this modifies RRS 44.1, 44.2, 44.3, V2 .

17 The Finish For downwind and upwind finishes the Finish Line will be between the staff displaying an orange flag on the Race Committee Boat and middle of the government mark at the pin end. There is no requirement to thread the needle during any race. This modifies RRS Race Signals.

In the interest of starting another race and/or completing racing for the day in a timely fashion, the Race Committee may assign a finish position to one or more boats, provided that position can be determined in a reasonable manner. Such boat(s) will be scored as though they have finished and, if there is another race to be sailed, should promptly return to the starting area. This changes *sailing the course* and A3.

18 Retiring - Any boat retiring from a race shall promptly notify the Race Committee, either by hail or radio transmission, and be acknowledged by the Race Committee.

19 Protests – Protests must be made in accordance with the current Racing Rules of Sailing to be considered a “Valid Protest”. The Race Committee must be notified of the intent to protest as soon as possible after finishing, and the protest must be filed with the Standing Race Committee in person or by email at officers@discsailing.org within 45 minutes after the last boat finishes. A time will then be set for the hearing.

20 Scoring – PHRF fleets will be scored using “Time on Time” and PHRF of the Chesapeake CR (Circular Random) ratings for scoring each yacht. All fleets will be scored using Appendix A4 *low point system*.

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The following shall apply:

- There will be no throw-outs.
- The completion of one race will constitute a regatta.

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

22 Race Committee – The Standing Race Committee is comprised of the DISC officers in attendance, or a person or persons appointed by the officers.

23 Safety – All safety equipment required by the Coast Guard shall 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. PHRF Yachts must be self-righting at all times while racing.

Sailing is an all-weather sport. It is the responsibility of individual owner/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 owner/skipper or the crew in the 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. Decisions to cancel a race due to conditions in the race area may be made at the skippers meeting, that decision may include input from the attendees, volunteer RC, and the Standing Race Committee.

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 damage or liability that may occur during a race or regatta. Each boat owner/skipper is responsible for the safety of his/her crew, guests, and boat.

Personal Floatation Devices-

All crewmembers shall wear Personal Floatation Devices (PFDs) while the Y flag (red/yellow stripe) is displayed during racing. The decision to display the Y flag will be made by the Weather Committee, which consists of all available officers, and announced over VHF channel 69. Y flag will be displayed whenever a small craft advisory is in effect or when conditions warrant. Additionally, the Race Committee, should conditions warrant, may display the Y flag with one horn at their discretion. Should the Race Committee or Standing Race Committee observe a crew member without a PFD, except for the removal or addition of clothing, the yacht may be protested by the Race Committee or Standing Race Committee, and may use information provided by a person with a *conflict of interest*. This changes RRS 40, 60.2, 60.3a. Safety is ultimately each skipper and crew's responsibility, DISC encourages all competitors to wear PFD's at all times.

24 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 any person including competitors 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. The Race Committee or 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 yachts, or commercial traffic transiting the racecourse. This changes RRS 60.2(a).

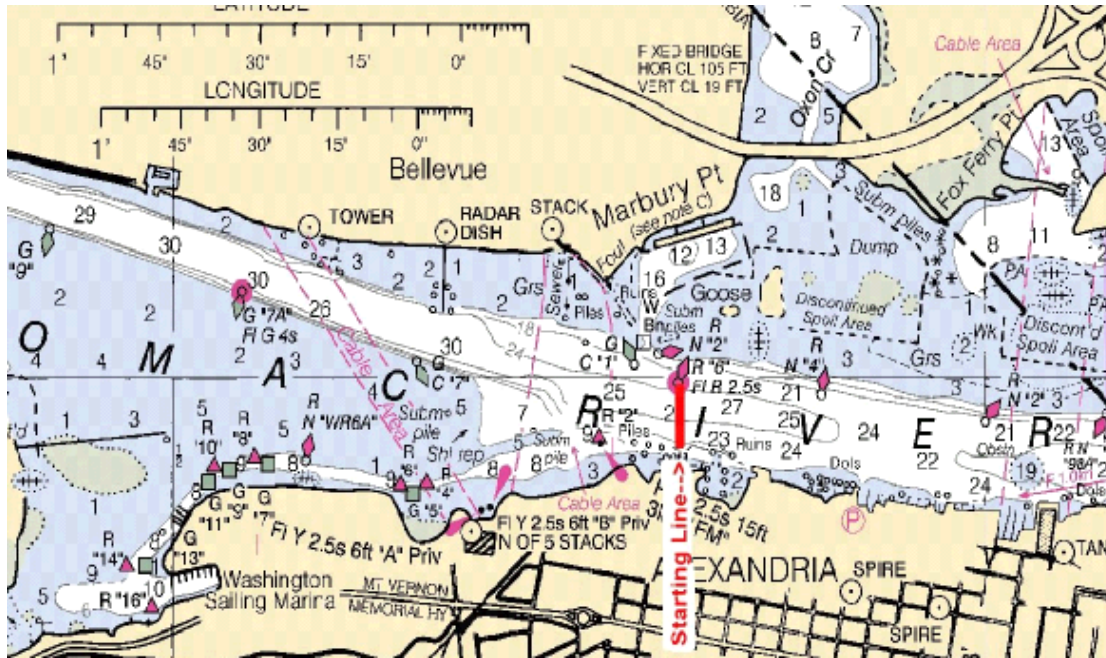
25 Disclaimer of Liability – All competitors shall sign a waiver. The waiver is located at www.discsailing.org under Racing Resources. Competitors participate in this regatta entirely at their own risk. See Rule 3 (Decision to Race). The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. The safety of a boat and its crew is the sole responsibility of the Skipper who must ensure that the boat is fully sound, seaworthy, and manned by an experienced and fully alert crew. Neither the establishment of regulations or inspection of a boat in any way limits or reduces the complete and unlimited responsibility of the Skipper.

DISC, GEICO, WSM or sponsors, race committee, officials, employees, or volunteers of GEICO Cup do not accept responsibility for loss of life or injury to participants or others, or for the loss or damage to any vessel in any way or from any cause during or relating to this event.

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

DISC Middle Course

Updated July 15, 2019



Middle Course

R6 and RC

Wind Speed (NM)	Course		Length (NM)	Course		Length (NM)
	Southbound Start	Northbound Start		Southbound Start	Northbound Start	
0-5	2A	S-4-6-4-F	1.44	RD	S-7-4-F	2
	D	S-4-7-F	2	2RB	S-7-6-7-F	2.56
	F	S-2-7-F	2.82	RF	S-7-2-F	2.82
	G	S-4-7A-F	2.92	RG	S-7A-4-F	2.92
5-12	2C	S-2-6-2-F	3.08	RH	S-7A-2-F	3.74
	H	S-2-7A-F	3.74	RI	S-9-4-F	3.9
	I	S-4-9-F	3.9	2RD	S-7-4-7-4-F	4
	2D	S-4-7-4-7-F	4	2RE	S-7A-6-7A-F	4.4
	J	S-2-9-F	4.6	RJ	S-9-2-F	4.6
12+	2F	S-2-7-2-7-F	5.64	2RF	S-7-2-7-2-F	5.64
	2G	S-4-7A-4-7A-F	5.84	2RG	S-7A-4-7A-4-F	5.84
	2H	S-2-7A-2-7A-F	7.48	2RK	S-9-6-9-F	6.36
	2I	S-4-9-4-9-F	7.8	2RH	S-7A-2-7A-2-F	7.48
	2J	S-2-9-2-9-F	9.2	2RI	S-9-4-9-4-F	7.8
	X	Come within Hail		2RJ	S-9-2-9-2-F	9.2