

# 2022 Frostbite Regatta Sailing Instructions

**Race Date: October 29, 2022.**

## **Organizing Authority:**

### **DAINGERFIELD ISLAND SAILING CLUB**

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

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.

2. **Eligibility to Participate** – All entries in the PHRF fleet must have a valid 2022 PHRF of the Chesapeake rating certificate or proof of a submitted rating application to PHRF of the Chesapeake. The boat owner is not required to be onboard or to helm. The representative of each boat must register online at [www.discsailing.org](http://www.discsailing.org), under the event tab for this race by 2300 October 28, 2022, pay all fees, and each participant must sign a waiver located at:

[https://www.regattanetwork.com/clubmgmt/applet\\_registration\\_form.php?regatta\\_id=23950](https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=23950)

- By participating and entering DISC races and regattas, the boat owner/skipper agrees to abide by the current Racing Rules of Sailing (RRS), the DISC Notices of Race, PHRF of the Chesapeake Fleet Rules, One Design Rules (with exceptions for VHF radios, and electronic timing devices), and these DISC Sailing Instructions.
- 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. Reasonable actions by event officials to implement COVID-19 guidance, protocols or legislation, even if they later prove to have been unnecessary, are not improper actions or omissions.

3. **Rules** – This regatta will be governed by the ‘Rules’ as defined in the current Racing Rules of Sailing. US Prescriptions will apply. 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).

4. **Entries** – All PHRF entries must have a valid 2022 PHRF of the Chesapeake rating or proof of a submitted rating application to PHRF of the Chesapeake. One Design boats under 20 Ft. will be assigned a courtesy rating. There will be at least one class for PHRF non-spinnaker, and one class for PHRF spinnaker. The fleets may sail different courses.

[NP] All PHRF participants should qualify for U.S. Sailing Near-shore requirements as described in DISC Racing Resources. One Design entries under 20 ft. should comply with their class rules, and all US Coast Guard 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 DISC Notice Board is electronic and is located at [www.discsailing.org](http://www.discsailing.org). Notices will be posted until 0830 October 29, 2022. The Notice Board on the day of the race 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.

**6. Handicapping** – DISC uses the Performance Handicap Racing Fleet (PHRF) rating system to foster competition between dissimilar boats. All boats participating in PHRF fleets shall have a valid rating certificate issued by PHRF of the Chesapeake. "CR" ratings and Time-on-Distance will be used to calculate start times.

**7. Schedule of Races** – The Skipper's Meeting will be held at 0945 on the deck outside the marina office at the Washington Sailing Marina.

- The rendezvous time will be 1045 in the vicinity of Potomac River R4. There will be no starts before 1100.

**Starts:** This will be a pursuit start format, lowest PHRF rating starting last. Each competitor is responsible for knowing their start time, and starting correctly. No flags or sound signals will be used.

**8. Radio** – Boats should 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.

**9. Course and marks** – The course will be determined the day of each 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. When sailing the course, competitors shall "thread the needle" when crossing the start/finish line.

**10. Starting and Finishing Lines** – The start/finish line will be an imaginary line between Potomac River R4 and the piling at the North end of the rowing center dock, or if there is a RC boat on station, the start/finish line will be between R4 and the orange flag on the RC boat.

**11. Time Limit** – The time limit will be 4 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. All other boats must finish within 60 minutes of that time or 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).

**12. Shortening Course** – There will be no shortened course.

**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) 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](mailto: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.

**14. Scoring** – The order of finish determines a boats score in this race. This race is part of the Fall High Point Series. The High Point Scoring system will be used. 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](mailto:officers@discsailing.org), as soon after finishing as possible.

**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 David Eidsmoe (Non-spin Fleet Captain), John Tucker (Spin Fleet Captain), Peter Fanta, ( 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. 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.

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 a person with a *conflict of interest*. This modifies RRS, 40. DISC encourages all competitors to wear PFD's at all times.

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*. 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 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. There will be no Protest time limit for this infraction. This changes RRS 60.2, 60.3, 61.3, and 63.6

19. 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.

20. 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](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.

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