

2023 Hangover Regatta Sailing Instructions

Race Date: January 1, 2023

Rain Date: None

**Organizing Authority:
DAINGERFIELD ISLAND SAILING CLUB**

1. **Application of SI's** – These Sailing Instructions apply to the Hangover Regatta, and will be posted on the DISC website (www.discsailing.org) under Events.

2. **Eligibility to Participate** – All entries must have a valid 2021/2022 or 2023 PHRF of the Chesapeake rating certificate or proof of a submitted rating application to PHRF of the Chesapeake. Each boat representative must register online, and all participants must sign the DISC waiver of liability and comply with all guidelines related to COVID19 to be scored.

- By participating and entering DISC races and regattas, the boat owner/skipper agrees to abide by the current Racing Rules of Sailing, the DISC bylaws, the DISC Notices of Race, PHRF of the Chesapeake fleet rules, and the 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) they shall hold harmless DISC and the DISC officers for any damages or liability that may occur during a race or regatta.
- Each boat owner/captain is responsible for the safety of his/her crew, guests, and boat.

3. **Rules** – This regatta will be governed by the 'Rules' as defined in current Racing Rules of Sailing. 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.

3.1 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)

4. **Entries** – All entries must have a valid 2021/2022/2023 PHRF of the Chesapeake rating or proof of a submitted rating application to PHRF of the Chesapeake. At least one class for non-spinnaker will be offered.

[NP] All participants should qualify for a U.S. Sailing Near-shore requirements as described at: <https://www.ussailing.org/wp-content/uploads/2021/02/Monohull-SER-2021.0.pdf>

4.1 Navigation lights – must be operational

4.2 Lifelines – if the boat was originally equipped with them. For those boats that do not have lifelines, all crew must wear approved Type III or Type V personal flotation devices while racing.

4.3 **All competitors shall remain in the cockpit while racing.**

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 until 2300 December 31. On race day the official Notice Board will be located 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 skippers meeting, or failure to receive changes or instructions will not be considered as 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 DISC events shall have a valid PHRF certificate issued by PHRF of the Chesapeake. "CR" ratings will be used for all competitors.

Time-on-Time (TOT) shall be used to determine corrected finish times and to score yachts racing in this event. Low Point System (Appendix A4, RRS) will be used.

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

- The rendezvous time 1300 in the vicinity of Potomac River R "4". The scheduled time for the Warning Signal for all races is at 1315.

8. Radio – Boats should monitor VHF 69 for courtesy communications from the Race Committee. While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

9. Course and marks – DISC courses will be determined at the skippers meeting. Fixed government marks will be used. The course will be determined the day of the event. All marks serving as turning marks are to be left to Port unless that mark is a finishing mark.

10. Starting and Finishing Lines – The start line for Hangover Regatta will be an imaginary line between Potomac River R "4" and the pilings at the South end of the rowing dock.

10.1 If there will be no stationary Race Committee. The Race Committee will be a competitor designated by DISC officers who will start the race from their boat. An Attention Signal consisting of a series of short horn blasts will be made approximately one (1) minute before the Warning Signal for the race. There will be no flags used at any time, all signals will be made via VHF channel 69 and/or horn blasts. Failure to receive, or understand the signals, will not be considered as grounds for redress. This modifies RRS 26, 62.1.

Any part of a competitor's hull that is over that imaginary line prior to the starting signal will make that competitor over early and considered On Course Side (OCS); a boat over early must properly re-cross the line or else be scored OCS. Since there will be no Race Committee, it is

the responsibility of all racers to identify themselves or other boats that are OCS. The honor system will be used for OCS.

When finishing, skippers in both fleets are to record their own finish time using GPS time. When possible they will record the boat finishing immediately ahead and behind them. They will announce their finish time on VHF channel 69, and email the time to the club officers (officers@discsailing.org) by 2200 the day of the race.

11. Time Limit – The time limit shall 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. However the RC can allow boats to continue racing. Notification of TLE with the time, or finish time will be recorded by each boat and sent to officers@discsailing.org

12. Shortening Course – The boats racing may decide to shorten the course at their discretion (simple majority) provided no boats have finished. The racers shall indicate a shortening of the course by announcing the shortening of course on VHF channel 69. All racers must acknowledge the change to shorten course via VHF channel 69. This modifies RRS 62.1.

12.1. At such time the course is shortened by the hail from the racers over VHF channel 69, the new finish line of the shortened course shall be the original start finish line extended to both the Maryland and Virginia shores. **All finishing boats shall record their own times as they cross the finish line of the shortened course.** Email finish times to officers@discsailing.org. This modifies RRS 32.2.

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 by 2200 the day of racing. 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.

After racing but before the start of a protest hearing involving the incident, by taking a 30% Scoring Penalty. However, if the boat caused injury or serious damage or gained a significant advantage by her breach, her penalty shall be to retire.”

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 yachts 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 one non-spinnaker fleet. PHRF of the Chesapeake CR ratings will be used.

Races will be scored using “Time-on-Time”. Scoring will be based on the "low point" system. As described in Appendix A4, RRS.

- Yachts starting a race but not completing it will be scored as “DNF” and assigned 1 more point than the number of competitors in the fleet that came to the starting area that day.
- Yachts that arrive at the start before the countdown, but do not race will be scored as “DNS” and assigned 1 more point than the number of competitors in the fleet that came to the starting area that day.
- Yachts not finishing within the allowable time will be scored Time Limit Expired, “TLE” and will be assigned 2 points plus the number of boats to finish (in their class) within the time limit.
- Yachts scored DSQ will be assigned 1 more point than the number of competitors in the fleet that came to the starting area that day.

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 any Executive Committee Officer in attendance, or a person or persons appointed by the Executive Committee.

17. Safety – All competitors must remain in the cockpit while racing. All safety equipment required by the Coast Guard must be onboard. A minimum crew of two (skipper plus one crew) is mandatory. All yachts must meet all local regulations, which include lights for night sailing (this will be strictly enforced). Any yacht found negligent of Coast Guard safety regulations will be disqualified. Boats must be self-righting at all times while racing.

17.1 All crewmembers 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 22.1, 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 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. 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. The time limit to receive information will be extended. This changes RRS 60.2(a), 61.3.

19. If a boat without way in a ship channel infringes RRS 42.1 by using her engine 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 her engine. Detailed information of the incident must be included with the boats finish time.

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