

2023 Tuesday Night KISS Series

Sailing Instructions

Organizing Authority:
DAINGERFIELD ISLAND SAILING CLUB

Spring Series: April 11, 18, 25, May 02

Summer I Series: May 09, 16, 23, 30, June 06, 13, 20

Summer II Series: June 27, July 11, 18, 25, August 01, 08, 15, 22

Fall Series: August 29, September 05, 12, 19, 26

1. **Rules** – All DISC races will be governed by the ‘rules’ as defined in The Racing Rules of Sailing, (RRS). Event Sailing Instructions, Notice(s) of Race and Notice(s) of Change will be posted on www.discsailing.org under Racing Events.
2. **Eligibility to Participate** – All PHRF entries must have a valid 2023 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. A captain of a club-owned boat (e.g., SCOW, PSC, PRSA, etc) must be an active DISC member. All owners must register, pay regatta fees. Owners and crew must sign all waivers for a boat to be scored. A boat without a valid PHRF certificate may be assigned a provisional PHRF rating at the discretion of the organizing authority.

By participating and entering DISC races and regattas, the boat owner/skipper agrees to abide by the current Racing Rules of Sailing (RRS), the Daingerfield Island Sailing Club (DISC) Notice of Race, PHRF of the Chesapeake class rules, One Design class rules, and the DISC Sailing Instructions.

3. **Entries** - All participants should meet US Sailing Near-shore requirements where applicable, as listed on the DISC website under Racing Resources, and at <https://www.ussailing.org/wp-content/uploads/2022/01/Monohull-SER-2022.0-Nearshore.pdf>
 - 3.1 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.

PHRF competitors shall present a copy of their valid PHRF certificate to officers@discsailing.org, however, the DISC Race Director will check the list of valid certificates posted online by the PHRF of the Chesapeake as well. Members that have not received their valid PHRF certificate, but have submitted their application to PHRF of the Chesapeake, must provide a copy of their application in order to be scored. For any questions regarding the process for applying for a PHRF certificate, email officers@discsailing.org.

The entry fee for the KISS Racing is outlined in the Notice of Race. The NORs are posted at www.discsailing.org under the appropriate event web site.

4. **Notices to Competitors** – The DISC Notice Board is electronic, and is located at the DISC website www.discsailing.org, notices under the specific series website and may also be sent to the DISC sailing community via the DISC email system. In the event there is no time to notify the fleet, the Race Committee may present notification on the water. If

changes are made on the water, the Race Committee will display the “L” flag with one horn and make a courtesy announcement on VHF channel 69. Failure to receive the announcement or to receive the changes will not be considered grounds for redress. This Modifies RRS 63.7.

5. **Signals Made Ashore-** Signals made ashore will be announced over VHF channel 69, or may be sent by email or text to competitors. No visual signals will be used. This changes RRS Appendix S 4.1.

6. **Handicapping** – DISC uses the Performance Handicap Racing Fleet (PHRF) rating system to foster competition between dissimilar boats. Time-on-Time (TOT) shall be used to determine corrected finish times and to score yachts racing in this event.

7. **Schedules and Class flags** - Dates for 2023 Tuesday Night KISS Series are posted on www.discsailing.org.

7.1 There will be at least 1 Spinnaker fleet, 1 Non-Spinnaker fleet, and 1 dinghy fleet scored for the 2023 season, the Spinnaker fleet (**Green starting Class Flag**), and Non-Spinnaker fleet (**Blue starting Class Flag**), Dinghy Fleet (**White starting flag**) Class splits (if any) will be determined after boats have registered.

7.2 For races designated as “Middle Course”, the first Warning signal will be at 1820.

7.3 For races designated as “North Course”, the first Warning signal will be at 1820.

8. **Radio** - Boats should monitor VHF channel 69 for courtesy communications from the Race Committee. 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. All radio communications from race officials will be a courtesy, failure to receive, understand, or the content of the message will not be considered grounds for redress. This modifies RRS 62.1.

9. **Course and marks** – DISC courses are listed under Racing Resources on the DISC website, www.discsailing.org under the appropriate series event tab. All marks serving as turning marks are to be left to Port unless that mark is a finishing mark or is designated a Starboard rounding in the course selection. **In some conditons the Race Committee may post “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.** The start/finish lines may be different depending upon conditions and will be designated on the course selections. Most racing will take place in one of two course areas:

9.1 Middle Course (most Tuesday races). Start/finish in the vicinity of “R4”.

9.2 North Course. Start/finish in the vicinity of the red and green flashing mark “HP” at the mouth of the Anacostia River, or another marks as designated by the RC.

9.3 **Gate Marks: For the Deep Draft (above 5ft draft) Class at all times, or for other classes when race committee displays letter A next to the course selection, marks designated with an asterisk (“*”) in the course diagrams will be gates and boats shall pass through the gate. One side of the gate is the specified government mark, the other is a virtual mark located 250' on the channel side of the government mark and on a 090 deg magnetic bearing of the applicable mark.**

10. **Boat check in** - Before the warning signal for each race, each competitor shall pass by the Race Committee boat and hail their class and sail number until acknowledged by the

Race Committee. In addition, each crew member shall display their PFD. A boat may not protest a breach of this instruction. This changes RRS 60.1, 62.1.

11. **Starting and Finishing Lines** – 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. If a drop mark is used in lieu of a government mark for the pin end, then 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 an inflatable Orange Drop Mark.

12. **Time Limit** - The time limit for KISS series races shall be 2 hours per race, as described in the NOR. The Race Committee will sound 3 horn blasts to indicate Time Limit Expired (TLE) and will notify racers on VHF 69.

13. **The Start** –

13.1 Races will be started using RRS 26, and further described in Appendix 1 of these Sailing Instructions.

12.2 An Attention Signal consisting of a series of short sounds will be made approximately one minute before the Warning Signal for each 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 RRS 28.1 (Sailing the Course), the limit mark and the Race Committee boat shall be considered to be a single starting mark.

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

14. **Recalls** –

14.1 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 channel 69.

14.2 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).

14.3 General Recalls will be signaled in accordance with RRS 29.2.

15. **Shortening Course** – The race committee may shorten courses for one or more fleets to accommodate wind and weather conditions. If the Race Committee elects to shorten course, the Race Committee will notify the fleet using the "S" signal flag, displaying the 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 redress. This modifies RRS 62.1(a) and RRS 32.2.

16. **The Finish** - When finishing, each boat should record their own finish time and the boats finishing immediately in front of and behind them when possible. A boats failure to record their finish time will be a consideration in any request for Redress.

17. 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 23.1 Interference as that offending vessel is interfering with boats that are still racing receiving accurate finish time.

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. Alternative Penalties –

17.1 “A boat that may have broken a rule of Part 2 while racing may take a penalty:

(a) At the time of the incident, by taking a Two-Turns Penalty (as per RRS 44.1), OR a one turn penalty (as per RRS 31) OR

(b) By taking a 20% Scoring Penalty in compliance with RRS 44.3 (and as calculated in Instruction below), OR

(c) After racing but before the start of a protest hearing involving the incident, by taking a 30% Scoring Penalty. A boat takes a post race penalty by delivering a written statement to www.officers@discsailing.org, or by notifying the protest committee. 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 RRS V2

17.2 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. The scores of other boats shall not be changed. Therefore, two boats may receive the same score. This modifies RRS 44.3

17.3 Contact with Race Committee boat. If a boat makes contact with any Race Committee boat her penalty shall be to retire. This modifies RRS 44.1,44.2, and 44.3.

20. **Protests** - Protests must be made in accordance with the current Racing Rules of Sailing to be considered a “Valid Protest”. The Race Committee boat 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 by 2300 the evening of the race. A time will then be set for the hearing.

21. **Scoring** - The Spinnaker and Non-spinnaker fleets may be split after all registrations are received. The PHRF splits are TBD after registration, Dinghy fleets may be split accordingly based on registrations.

Boats with a CR rating different from their WL rating will compete in a fleet based their WL rating, but will be scored using their CR rating for this series. Boats with a different Spinnaker or Non-spinnaker rating will be scored using the rating for the fleet they are competing in. Dinghy Fleets will be scored by One Design fleets when possible. PHRF Fleets will be scored using “Time on Time”. Scoring will be based on the "low point" system as described in Appendix A4.

21.1 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.

- 21.2 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.
- 21.3 Yachts registered for the series, but not starting, will be scored as “DNC” and assigned 1 more point than the number of competitors in the series.
- 21.4 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.
- 21.5 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.

Each Tuesday night series will consist of multiple races. **Boats must register on line for each series under the appropriate event web site.** A boat will not be scored without being registered. Three races will constitute a series to allow for weather cancellation of events, except for the Spring Series where two races will constitute a series. A DSQ issued as the result of a protest cannot be dropped. Boats that serve as Race Committee will receive a score for that race that is the average of their scores for the series.

All boats wishing to be scored for a series, must declare the fleet in which they are competing on the registration form before the series start, Spinnaker, Non-spinnaker or dinghy. Splits, if any will be determined by the Executive Committee. There will be no mid-series changes. If, after a series is complete, a skipper wishes to change fleets, he/she may do so at the beginning of the new series only. This change must be declared to the DISC Executive Committee in an email sent to officers@discsailing.org before the first race of a series.

22. 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 these series.

23. RACE COMMITTEE: The Standing Race Committee is comprised of David Eidsmoe (Non-spin Fleet Captain), John Tucker (Spin Fleet Captain), Dave Lincoln (Vice Commodore), any member of the Executive Committee in attendance, and any person or persons appointed by the Executive Committee. The Standing Race Committee may make course selections based on conditions the day of the race.

24. SAFETY: 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. PHRF boats must be self-righting at all times while racing.

Sailing is an all-weather sport. It is the responsibility of individual skippers and crews 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 safety issues that may arise in the racing area such as a change in weather conditions, heavy commercial traffic, floating debris, shallow water, underwater obstructions, etc. They do not by any means substitute for the judgement of the skipper/owner or crew in the decision to participate in the event as each boat and crew has differing characteristics, skill levels, and abilities. 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. On the water decisions may be made by the Race Committee on station.

If a decision to cancel the race due to conditions is made at the dock, it will be done at 1730 or earlier if possible, announced over VHF channel 69, and a courtesy sound signal will also be made.

By entering an event, the boat owner/skipper/crew agrees that there are inherent risks to competitive sailing and, 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/captain is responsible for the safety of his/her crew, guests, and boat.

23.1 Personal Floatation Devices

All crewmembers shall wear Personal Floatation Devices (PFDs) while the Y flag (red/yellow stripe) is displayed during racing, or if instructed by the Race Committee or Standing Race Committee. The decision to display the Y flag may 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, or receive information about 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, which 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. Waiver: All competitors shall sign a waiver, located at www.discsailing.org, under the membership event. If the competitor is a member, the membership form contains the appropriate waivers. It is the responsibility of each skipper to ensure all crew are either members or have signed the appropriate waiver form.

25. 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. If the boat has no way on, it may use a motor to clear the channel for commercial traffic. If a boat does use a motor in such circumstances, it must notify the Race Committee and provide an explanation of the incident showing it did not gain advantage in the race from the use of the motor.

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 protest time limit may be extended. A written statement from the US Coast Guard, DC Police, or a ship captain, will be

accepted as evidence without the author present. The Executive 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).60.3, 61.3, and 63.6

APPENDIX: The following pages include:

Appendix 1: Starting Sequence and RC Signals

Appendix 2: How to Interpret DISC Course Boards

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

1. APPENDIX 1: Starting Sequence and RC Signals

There may be three starts. The Dinghy fleet will start first followed by the Spinnaker, and Non-spinnaker fleets. It is the intention of the Race Committee that the first warning signal will be made **promptly** at 1820 GPS time. The RC will employ the sound and signal starting sequence under RRS 26. In the event of unforeseen issues the RC will fly a postponement signal.

Dinghy Fleet will use the **WHITE** class flag for starting. Spinnaker Fleet will use the **GREEN** class flag for starting. Non-Spinnaker Fleet will use the **BLUE** class flag for starting.

The table below outlines an example starting sequence for the Tuesday night KISS series. Please note that there is a five minute delay between the Spinnaker Class start and the Warning signal for the Non-Spinnaker Class sequence. The intent here is to spread the two fleets apart to reduce crowding at the turning marks.

Table 1 Example KISS Starting Sequence

Signal	Flag and Sound	Minutes Before Starting Signal	Example GPS Time for Tuesday Nights
Warning	Dinghy Fleet Class flag raised; 1 short horn blast	5	1820
Preparatory	“P” flag raised; 1 short horn blast	4	1821
One-Minute	“P” flag lowered; 1 long horn blast	1	1824
Starting	Dinghy Fleet Class flag lowered; 1 short horn blast	0	1825
Warning	Spin Fleet Class flag raised; 1 short horn blast	5	1825
Preparatory	“P” flag raised; 1 short horn blast	4	1826
One-Minute	“P” flag lowered; 1 long horn blast	1	1829
Starting	Spin Fleet Class flag lowered; 1 short horn blast	0	1830
Warning	Non-spin Fleet Class flag raised, 1 short horn blast	5	1835
Preparatory	“P” flag raised, 1 short horn blast	4	1836
One-Minute	“P” flag lowered, 1 long horn blast	1	1839
Starting	Non-spin Fleet Class lowered, 1 short horn blast	0	1840

Race Committee Signals

INDIVIDUAL RECALL: Individual recalls will be hailed with a single sound and by hoisting the X-RAY code flag (see below). The X-RAY flag will remain hoisted until all boat/s are clear or 4 minutes, whichever comes first. An attempt to hail sail numbers will be made. **Note: The burden is on the skipper to ascertain whether or not he/she is over early.**

GENERAL RECALL: A general recall will be hailed by 2 sound signals and by hoisting the FIRST SUBSTITUTE code flag. The race will be re-started beginning with a horn signaling the 1-minute caution (three short horn blasts).

SHORTENED COURSES: The Race Committee can, if necessary, shorten the course. In this case, code flag SIERRA will be flown with two short horn signals.

CANCELLATION / ABANDONMENT: Cancellation or abandonment of a race will be indicated by three (3) sound signals blown in rapid succession and the hoisting of the code flag NOVEMBER. In the event that weather and wind conditions deteriorate (i.e., either storms or lack of wind and adverse currents) and the Race Committee determines that conditions are **not** going to improve; the race may be CANCELLED before the start or ABANDONED before the first boat finishes in any class. This will be carried out in accordance with the above-stated procedures.

POSTPONEMENT: Indicated by two (2) sound signals and flying the ANSWERING PENNANT code flag. The start will again proceed as normal following the postponement. A 1-minute caution signal may be sounded followed by the new start sequence as defined in rule 26 of the current Racing Rules of Sailing.

On Water Notification: Indicated by the LIMA flag. The RC requires vessels to come alongside for instructions.

2. APPENDIX 2: How to Interpret DISC Course Boards

The DISC Race Committee will use the following letter and numbers to designate the courses to be sailed:

- A - J: Individual Race Course designations
- 1 - 9: Number of Laps (a number applies to all letters that follow)
- R: Reverse Course (Start to the North)
- S: All marks are to be left to starboard
- L: Come with in hail for special

instructions

Numbers apply to all letters that follow.

How to interpret:

Course Boards

- D: Non Spin Class sails Course D, once around;
- F: Spin Classes sails Course F, once around. Start heading South.

- 2 D Non Spin Class sails Course D, twice around;
- 2 F: Spin Classes sails Course F, twice around. Start heading South.

- 2 D Non Spin Class sails Course D, twice around;
- 3 D Spin Classes sails Course D, three times around. Start heading South.

- RD: Non Spin Class sails Course D, once around;
- RF: Spin Classes sails Course F, once around. Start heading North.

- R2D: Non Spin Class sails Course D, twice around;
- R3D: Spin Classes sails Course D, three times around. Start heading North.

- R2D Non Spin Class sails Course D, twice around;
- R2F: Spin Classes sails Course F, twice around. Start heading North.

- G Non Spin Class sails Course G, once around;
- 2C: Spin Classes sails course C, twice around. Start heading South.