

2023 DISC 3 Bridges Fiasco

Sailing Instructions

Daingerfield Island Sailing Club
July 15, 2023

. 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).

- **Eligibility to Participate** – By participating and entering DISC races and regattas, the boat owner/skipper agrees to abide by the current Racing Rules of Sailing (RRS), the Notices of Race, PHRF of the Chesapeake fleet rules, One Design class rules with exceptions for electronic timing devices, VHF radios, and crew limits, and these Sailing Instructions. Each representative must register online, pay the regatta fees, and all participants must sign a waiver to be scored. 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/captain is responsible for the safety of his/her crew, guests, and boat.

Rules- This race will be governed by the rules as defined in the current Racing Rules of Sailing. RRS 63.7, Conflict between Rules, is modified by, "*If there is a conflict between the Sailing Instructions and the Notice of Race, the Sailing Instructions shall apply.*"

1. **Entries** - Competitors must enter by delivering a completed 3 Bridges Fiasco Entry Form on-line at www.discsailing.org under the events tab for this race, by 1600 hours 07/14/2023. All PHRF entries must have a current 2023 PHRF of the Chesapeake rating certificate. All One Design entries will abide by their class rules with exceptions for electronic timing devices, VHF radios, and crew limits.

The entry fee for the 3 Bridges Fiasco will be outlined in the Notice of Race (NOR) for the event. The NOR will be circulated by e-mail and will be posted on the DISC web site.

2. **Notices to Competitors** – Notices to competitors will be posted on the DISC website under the event tab at, www.discsailing.org until 2300 on 07/14/2023. On race day the official Notice Board will be outside the marina office. These instructions can be changed at the skippers meeting, or on the water via VHF radio channel 69. If changes are made on the water, the Race Committee boat will display code flag "L" with one horn blast. All radio communications will be a courtesy. Failure to receive or understand a radio transmission will not be considered as grounds for Redress. This modifies RRS 62.1

3. **Handicapping** – DISC will use a modified PHRF rating system to foster competition between dissimilar boats.

4. **Schedules and Class flags** - Dates for 2023 DISC-sponsored racing and membership meetings are posted on www.discsailing.org. The schedule for this event will be explained in the event Notice of Race. This will be a pursuit style start, there will be no class flags.

7. **Course and marks** – Courses are listed on the 3 Bridges Fiasco NOR and listed below. Competitors may start in either direction and may round the required marks in any order. The courses will use fixed government marks. If there are different fleets, the fleets may sail the same course or different courses.

Starting and Finishing – The start/finish line will be between R4 and the orange flag on the committee boat, or the mast of the race committee boat. A pursuit start format will be used. A starting schedule will be provided based on boats registered to compete via the registration form on the DISC website www.discsailing.org. The individual start times for each of the courses will be posted on the DISC website. The first boat will start no earlier than 1045 hours the day of the race. Each skipper is responsible for knowing their correct start time, and starting correctly. If a boat is over early, the RC will display the X Flag with one sound. The X Flag will be lowered when the offending boat has started correctly or one minute has passed. The RC will attempt to notify the offending boat/s on VHF channel 69. Failure to receive, understand the message, the sequence of boats, promptness of the notification, will not be considered as grounds for redress. Boats can start in either direction, **there will be no luffing during the prestart**. This modifies RRS race signals, Appendix S11.1, RRS, 11, 62.1 **If no RC is on station, then the honor system for starting will be used.**

1. **Time Limit** – The time limit for each race will be 4 hours. A boat in each class must finish within the time limit. After one boat has finished, all other boats will have 45 minutes to finish or be scored TLE.

1. **Shortening Course** – There will be no shortened courses for this race.

2. **Protests** - Protests must be made in accordance with the RRS to be considered a “Valid Protest”. A protested competitor may be able exonerate themselves from a foul by performing 1 tack and 1 gybe in the same direction or 2 tacks and 2 gybes in the same direction in accordance with rule RRS 31 or RRS 44.1, 44.2 or by taking a 20% scoring penalty on the water in accordance to rule RRS 44.3., unless her penalty is to retire. The Race Committee (if available) must be notified of the intent to protest. The time limit for submitting the protest form will be 60 minutes after the last boat finishes. Protest forms can be handed to the Race Committee (if available), or sent by email to the Standing Race Committee at officers@discsailing.org The Standing Race Committee will determine the schedule and time for a protest hearing. Appendix V2 will apply to post-race penalties, the written statement must be given to the Protest Committee or emailed to officer@discsailing.org before the start of the hearing. This modifies Appendix V2.

3. **Scoring** - Since the racing will be using a pursuit format the finish order will decide the race scoring. Competitors should record the boat finishing ahead and the boat finishing behind them when possible. PHRF entries with CR ratings will be scored using their CR rating. Scoring will be based on the "low point" system. (Appendix A4, RRS). A boats finish position will be her score. TLE will be the total of the last finisher in a class, plus 2 points, but not worse than last place.

4. **MANAGEMENT:** The races shall be under the management of the DISC Officers, and 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 this event.

- **RACE COMMITTEE:** The Standing Race Committee is comprised of Peter Fanta (Commodore) David Eidsmoe (Non-spin Fleet Captain), John Tucker (Spin Fleet Captain), or any DISC officer in attendance, or a person or persons appointed by the DISC officers.

5. **SAFETY:** [NP], 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. PHRF Boats must be self-righting at all times while racing.

6. All crewmembers shall wear Personal Floatation Devices (PFDs) when instructed by the Race Committee or Standing Race Committee, except for the removal or addition of clothing. The Race Committee or Standing Race Committee may Protest under this instruction if they observe a crew member without a PFD, or it is reported to them from any person including a person with a *conflict of interest*. This modifies RRS 40, 60.3. DISC encourages all competitors to wear PFD's at all times.

7. 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.

The exception to the determination on race day by the Standing Race Committee will be in the case of certain irregular races in which the NOR for that race states that the date may be altered or postponed in advance of the race day. These irregular races may have to take additional factors into consideration such as cooperation with sponsoring organizations.

The rain date for this event will be July, 16 2023.

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 or Standing Race Committee may protest under this instruction based on information received from any person including a person with a *conflict if interest*. 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. Operators of commercial vessel are encouraged to notify the RC of infractions. . A written statement from the US Coast Guard, DC Police, or a ship captain, will be accepted as evidence without the author present. There will be no protest time limit for this violation. This changes RRS 60.2(a), 61.3.

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 prohibited propulsion. Detailed information of the incident must be included with the boats finish time. This modifies RRS 42.1.

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

The Race Committee will select courses on race day based on conditions at the time. The primary choices will be either 3 Bridges course 1 (A), 3 Bridges course 2 (B). As an alternative for light air the RC may use the DISC 2 Bridges course (C).

1, (A) Start at R4 in either direction,

- R2A just north of the Wilson Bridge rounded to port
- R4A south of the Anacostia Bridge rounded to port
- R4G off of Potomac Park rounded to port
- G9G9 off of Giesboro Pt is a mark of the course when transiting north and south and will be passed in both directions on the channel side. It is also a rounding mark between R4A on the Anacostia River and R4G off Potomac Park and can be rounded in either direction.

2, (B) Start at N4 in either direction,

- R2A just north of the Wilson Bridge rounded to port
- R4A south of the Anacostia Bridge rounded to port
- R2G off of Potomac Park rounded to port
- GR-HP off Haines Point, rounding mark between R4A on the Anacostia River and N2G off Potomac Park, can be rounded in either direction.
- G9 off of Giesboro Pt is a mark of the course when transiting north and south and will be passed in both directions on the channel side.

3, (C) Start at N4 in either direction,

- R2A just north of the Wilson Bridge rounded to port
- 2G off of Potomac Park rounded to port
- G9 off of Giesboro Pt is a mark of the course when transiting north and south and will be passed in both directions on the channel side.