



DAINGERFIELD ISLAND SAILING CLUB

Spring, Summer I, Summer II, and Fall Series

Tuesdays, April 14 – September 22, 2026

Sailing Instructions

SI Changes: The RC may change the Sailing Instructions on the water by displaying the “L” flag, making one sound, and broadcasting an announcement on VHF channel 69.

Signals: No visual signals will be used ashore. This modifies RRS Appendix S4.1.

The spinnaker fleet is indicated by a green class flag and the non-spinnaker fleet by a blue class flag.

The Race Committee (RC) may make courtesy broadcasts on VHF channel 69. A boat’s failure to receive or understand a radio broadcast is not grounds for redress. This modifies RRS 62.1(a).

Check-in: Before the warning signal for each race, each boat must pass by the RC and hail her name, sail number, and class until acknowledged by the RC. A boat may not *protest* a breach of this rule. This modifies RRS 60.1 and 62.1.

PFDs: The RC may invoke RRS 40 (requirement to wear PFDs):
a) when a small craft advisory is in effect;
b) at the discretion of DISC’s standing RC;
c) at the discretion of the RC.

Start: Races will be *started* using RRS 26 with a warning signal made five minutes before the starting signal. A five-blast attention signal may precede the warning signal by approximately one minute.

The starting line is a line from an orange flag on the RC boat, or in the absence of such a flag, the RC’s mast, to the starting *mark* specified on the Course Chart (R4 or HP).

The RC vessel may set a limit *mark* that shall be passed on the same side as the RC vessel. A boat may not touch either the limit *mark* or the RC vessel 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 RC vessel are considered to be a single, contiguous starting *mark*.

There will be two *starts*. The first *start* will be for the spinnaker class, signaled with a green flag. The second *start* will be for the non-spinnaker class, signaled with a blue flag. The warning signal for the second class will normally be five minutes after the previous class's *start*. The RC has the discretion to delay the *start* to allow boats extra time to reach the rendezvous area, particularly when *racing* on the North Course or due to weather.

Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. Such boats should, if practicable, avoid checking-in with the RC during the starting sequence for other races.

Courses: Each race's course will be displayed by the RC using the designators on the Middle and North Course Charts on the website.

Except for the gate *marks*, all *marks* of each course identified on the Course Chart are turning marks, and are to be left to port, unless that *mark* is designated to be rounded to starboard on the Course Chart or when the RC displays "S" in front of the course letter, indicating that all turning marks are to be left to starboard.

For the spinnaker class, when specified as turning *marks*, *marks* G5, G7, and G9 will be gates, and boats must pass through the gate. The west gate *mark* is the specified *mark* and the east gate *mark* is a virtual *mark* located 250 feet east on a 090° magnetic bearing from the respective physical *mark*.

The RC may shorten courses for one or more classes by signaling in accordance with RRS 32.2; the RC will also announce the shortened course on VHF channel 69. When the course is shortened for a class, the lead boat for the class shall continue to *sail the course* and *finish* when next crossing the finishing line. All other boats in the class shall continue to *sail the course* and *finish* when next crossing the same finishing line as the first boat to *finish*. This modifies RRS 32.

Finish: The starting line serves as the finishing line, except when noted on the Course Chart. In the event of a shortened course, the finish line will extend through the finishing marks from shore to shore. This modifies RRS 32.

Boats should record their finishing times and their positions in relation to nearby boats.

Retiring: Any boat retiring from a race must promptly notify the RC, either by hail or radio, and be acknowledged.

Time Limit: The time limit for a race is two hours, unless extended by the RC. A boat in a class must *finish* within the limit for the race to be scored for that class.

Grounding: If a boat runs aground, she may use her engine to free herself, provided the boat does not gain a significant advantage in the race. The skipper must notify the RC and provide an explanation. This modifies RRS 42.1.

Protests: In order for *protest* or request for redress to be valid, a boat or *committee* must: (1) comply with the RRS; (2) notify the RC as soon as practical after *finishing*; and (3) file the *protest* or request for redress by email to officers@discsailing.org by 2300 on the evening of the race.

A request for redress based upon a boat's score posted on the website must be filed within 48 hours after the score is posted. A Protest Committee may refer a request for redress to the RC as a scoring inquiry before conducting a hearing.

This modifies RRS 60.2, 60.3, 60.4, 61.2, and 61.3.

Penalties: When a boat breaks a rule of Part 2 or Rule 31 of the RRS, the following penalties apply:

- (a) Penalties will be in accordance RRS 44.1 or 31, or
- (b) At the skipper's option, a boat may take a 20% scoring penalty in accordance with RRS 44.3, or
- (c) After racing, but before the start of a protest hearing, a boat may take a 30% scoring penalty by delivering a written statement to officers@discsailing.org or by notifying the Protest Committee.
- (d) If a boat makes contact with the RC vessel, her penalty shall be to retire. This modifies RRS 44.1, 44.2, and 44.3.

Commercial Traffic:

A boat may not exercise right of way over, cross in close proximity to, or interfere with the reasonable transit of the race area by commercial vessels. A boat charged under this *rule* has the burden of proof to show that she did not break the *rule*. Boats must take action well in advance of any potential conflict. If the boat has no way on, she may use a motor to clear the channel for commercial traffic. If a boat uses a motor in such circumstances, the skipper must notify the RC and provide an explanation. Racing boats may not gain an advantage in the race from using the motor.

The RC may *protest* a boat under this *rule* based on information received from any person, including a person with a *conflict of interest*. The *protest* time limit may be extended. Statements from the US Coast Guard, DC Police, or commercial ship captains will be accepted as evidence without

the author present. This modifies RRS 60.2(a)(2), 60.3, 60.4(a), 60.4(b)(3), 61.3, and 63.6.

The penalty for violation of this *rule* is to be scored DNE. DISC's executive committee may impose more severe penalties if it determines that gross negligence on the part of the racing boat endangered safety.