

2017 Tuesday Night KISS Series

Sailing Instructions

Organizing Authority:

DAINGERFIELD ISLAND SAILING CLUB

Spring Series: April 11, 18, 25; May 02, 9, 16

Summer I Series: May 23, 30; June 06, 13, 20, 27

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

Fall Series: August 22, 29, September 05, 12, 19, 26

1. **Rules** – All DISC Tuesday night races will be governed by the ‘rules’ as defined in The Racing Rules of Sailing 2017-2020 (RRS). 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.*" Event Sailing Instructions and Notice(s) of Change will be posted on www.discsailing.org.
2. **Eligibility to Participate** – All entries must have a valid 2017 PHRF of the Chesapeake rating certificate or proof of a submitted rating application to PHRF of the Chesapeake. Each boat must be owned by a member in good standing of DISC. The boat owner is not required to be onboard or to helm. A captain of a club-owned boat (e.g., SCOW, PSC, etc) must be an active DISC member and must register the boat in DISC races. By participating and entering DISC races and regattas, the boat owner/skipper agrees to abide by the Racing Rules of Sailing (RRS) 2017-2020, the Daingerfield Island Sailing Club (DISC) Notices of Race, the DISC Bylaws, PHRF of the Chesapeake, and the DISC Sailing Instructions.
3. **Entries** – All entries must have a valid 2017 PHRF of the Chesapeake rating certificate or proof of a submitted rating application to PHRF of the Chesapeake. All participants must qualify for a US Near-shore (5P & 6P) PHRF rating, and in addition, must meet the following:
 - 3.1 Motor - must meet the requirement for 4P in Section 2.7.2 of the US Safety Equipment Requirements as adopted by PHRF of the Chesapeake.
 - 3.2 Navigation lights – must meet the requirement for 4P in Section 3.3.1 of the US Safety Equipment Requirements as adopted by PHRF of the Chesapeake.
 - 3.3 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.

Members may 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.

4. **Notices to Competitors** – Sailing Instructions and notices to competitors will be posted on the DISC website at www.discsailing.org or 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 will present notification on the water. If changes are made on the water, the Race Committee will display the “L” flag and make a courtesy announcement on VHF channel 69. A boat’s failure to receive a notice shall not be grounds for redress. This modifies RRS 60.1(b) and 62.1(a).
5. **Handicapping** – DISC uses the Performance Handicap Racing Fleet (PHRF) rating system to foster competition between dissimilar boats. Time-on-Distance (TOD) shall be used to determine corrected finish times and to score yachts racing in all DISC events.
6. **Schedules and Class flags** – Dates for 2017 Tuesday Night KISS Series are posted on www.discsailing.org.
 - 6.1 There will be four classes scored for the 2017 season, two Spinnaker classes (Spin and and Spin B) (**Green starting Class Flag**), and two Non-Spinnaker classes non-spinnaker A and non-spinnaker B (**Blue starting Class Flag**). This is in anticipation of at least 5 boats per class, or at the discretion of DISC Officers/standing race committee.
 - 6.2 For races designated as “Middle Course”, the first Warning signal will be at 1825.
 - 6.3 For races designated as “North Course”, the first Warning signal will be at 1830.
7. **Radio** – Boats should monitor VHF channel 69 for courtesy communications from the Race Committee. All radio communications will be a courtesy, failure to receive, understand, or the content of the message will not be considered as grounds for redress. This modifies RRS 62.1.
8. **Course and marks** – DISC courses are listed under Racing Resources on the DISC website, www.discsailing.org. All marks serving as turning marks are to be left to Port unless that mark is a starting or finishing mark, **or the Race Committee has posted “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.** Most racing will take place in one of two course areas:
 - 8.1 Middle Course (most Tuesday races). Start/finish in the vicinity of “N6”.
 - 8.2 North Course. Start/finish in the vicinity of the red and green flashing mark “HP” at the mouth of the Anacostia River.
9. **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. A boat may not protest a breach of this instruction. This changes RRS 60.1 and 62.1(a).

10. **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.

Any part of a competitor's boat, equipment, or person on that boat 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 return to the pre-start side of the starting line and re-start and comply with RRS 28.1. The Race Committee may attempt to notify competitors via radio that are OCS. 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 60.1(b) and 62.1(a).

11. **Time Limit** – The time limit for KISS series races shall be 2 hours per race. The Race Committee will sound 3 horn blasts to indicate Time Limit Expired (TLE) and will notify racers on VHF 69. The Race Committee has the option to stay on station for longer if they choose. If no boat has finished within the time limit, the race will be abandoned.

12. **The Start** –

- 12.1 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.
- 12.5 There will be two starts: The first start is for the spinnaker fleet (green flag), and the second start is for the non-spinnaker fleet (blue flag). There will be a 5 minute delay between the starting sequences for each fleet.

13 **Recalls** –

- 13.1 Individual Recalls will be signaled in accordance with RRS 29.1. Additionally, the Race Committee may attempt to notify OCS boats via hail on VHF channel 69.
- 13.2 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).

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

14 **Shortening Course** – The race committee may shorten the spinnaker and/or non-spinnaker courses 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 both courses. Failure to transmit or receive this notification, promptness of the notification, shall not be considered grounds for granting redress. This modifies RRS 62.1(a) and RRS 32.2.

15 **The Finish** – When finishing, crews should record their finish time and the boats finishing immediately in front of and behind them. After finishing, skippers in both 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 24.1 Interference as that offending vessel is interfering with boats that are still racing receiving accurate finish time.

16 **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.

17 **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

(b) By taking a 20% Scoring Penalty in compliance with RRS 44.3 (and as calculated in Instruction 12.2 below), OR

(c) After racing but before the start of a protest hearing involving the incident, by taking a 40% Scoring Penalty (as calculated in Instruction 12.2 below). 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 44.1.

17.2 A boat’s penalty score shall be the whole number of boats (rounding 0.5 upward) nearest to 20% (or 40% 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 Collision with Race Committee boat. If a boat touches any Race Committee boat her penalty shall be to retire. This changes RRS 21, 44.1, 44.2, and 44.3.

18 **Protests** – Protests must be made in accordance with the US Sailing rules 2017-2020 to be considered a “Valid Protest”. 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. 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 2200 the evening of the race. A time will then be set for the

hearing. The standing race committee has the authority to act as the race committee in filling redress should general race management errors occur.

- 19 **Scoring** – It is our intention to split the fleets, if each individual fleet can support 5 boats racing weekly, or at the discretion of DISC Officers/standing race committee. The Spinnaker fleet will be split into two separate classes (Spin A and Spin B), The Non-spinnaker fleet will be split into two separate classes. Fleet splits will be determined by the officers based on participation.

Races will be scored using "Time on Distance". Scoring will be based on the "lowpoint" system. Under this system the first yacht to finish, based on corrected time, will receive 1 point and each succeeding yacht will receive points equal to his/her finishing position. That is, the second place yacht will receive 2 points, the third place yacht, 3 points, etc.

19.1 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.

19.2 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.

19.3 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.

19.4 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.

19.5 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 six races. When fewer than 4 races have been completed, a boat's series score will be the total of her race scores. When 4 to 6 races have been completed, a boat's series score will be the total of her 4 best race scores. The exception to this will be that 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 three best scores for the series.

All boats wishing to be scored for a series, must declare the fleet in which they are competing (Spin A, Spin B, non-Spin A, non-Spin B) on the registration form before the series start. 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.

- 20 **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 liability/responsibility for accidents, damage, injury or death occurring during these series. Sailing is an

inherently risky activity and it is the decision of each skipper/yacht whether or not to participate.

- 21 **RACE COMMITTEE** – The Standing Race Committee is comprised of Henry Cheng (Non-spin Fleet Captain), Scott Moore (Spin Fleet Captain), Nelson Pemberton (Vice Commodore and Protest Chair), any member of the Executive Committee in attendance, and any person or persons appointed by the Executive Committee.
- 22 **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. Boats must be self-righting at all times while racing

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 is charged 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. If a decision to cancel the race due to conditions is made at the dock, it will be done at 1730, announced over VHF channel 69, and a courtesy sound signal will also be made. 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, 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 **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 persons 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 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. This changes RRS 60.2(a).

APPENDICES:

1. Starting Sequence and Race Committee Signals
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.

APPENDIX 1 – Starting Sequence and Race Committee Signals

Starting sequence

There will be two starts. The Spinnaker (S) fleet will start first followed by the Non-Spinnaker (NS) fleet 10 minutes later. It is the intention of the Race Committee that the first warning signal will be made **promptly** at 6:25 PM 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.

- Spinnaker Class will use the **GREEN** class flag for starting.
- Non-Spinnaker 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	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 long 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 flag lowered; 1 long 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 2013-2016 Racing Rules of Sailing.

On Water Notification – Indicated by the LIMA flag. The RC requires vessels to come alongside for instructions. Race Committee Signals

APPENDIX 2 – How to Interpret DISC Course Boards

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

- 1 - 9: Number of Laps (a number applies to all letters that follow it)
- A - K: Individual Race Course designations
- S: All marks are to be left to starboard
- L: Come within hail for special instructions

How to interpret:
Course Boards

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

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

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

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

- R2F Spin Classes sails Course F, twice 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