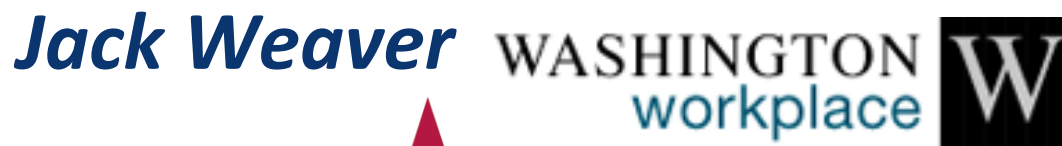


2016 Leukemia Cup Sailing Instructions
DAINGERFIELD ISLAND SAILING CLUB
September 10, 2016



PART I

1. Skippers bags pick up and on-site registration will be from Friday September 9, 2016 6:00pm – 8:00 pm behind the marina store and Saturday: 8:00am – 9:00 am on the Potomac Belle spectator boat berthed at WSM.
2. Skippers meeting will be at 9:00 am in front of the marina store (Afterdeck).
3. Friday evening Kick-Off Party will be from 6:00pm to 8:00pm September 9, 2016.
4. Saturday Post Race Party begins at 3:00pm September 10, 2016. The band starts playing at 4:00pm.



Morgan Stanley



PART 2

1. **Rules** – This regatta will be governed by the ‘rules’ as defined in The Racing Rules of Sailing 2013-2016 (RRS). RRS 63.7, Conflict between Rules, is replaced 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 up until 2400 on Friday 9 September 2016.
2. **Entries** - All entries to the Leukemia Cup must be received by 1000 hours 10 Sept 2016. Registration is online at <http://www.leukemicup.org/nca/>. All boats entering this regatta in the spinnaker or non-spinnaker class should have a valid 2016 PHRF of the Chesapeake certificate. Participating boats without a valid PHRF of the Chesapeake rating will be assigned a courtesy rating by the Race Committee. All boats must qualify for a US Near-shore (5P & 6P) PHRF rating, and in addition, must meet the following:
 - 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
 - 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
 - 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.

The owner/skipper of each boat entered shall be responsible for the actions of his/her crew and guests. 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.

3. **Notices to Competitors** – Notices to competitors will be posted on the DISC website (www.discsailing.org). The Race Committee may change these instructions up until the end of the mandatory Skipper’s Meeting and if necessary, 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. Failure to receive the announcement or to receive the changes will not be considered as grounds for redress. This modifies RRS 62.1.
4. **Schedule of Races** – A mandatory skippers meeting will be held at 0900 Saturday September 10, 2016 behind the Afterdeck Café at Washington Sailing Marina. The first race will commence approximately one hour later using the Middle River courses as found on the DISC website. It is the intention of the RC to hold at least two races but no race will be started after 1500 hours. A cookout and awards ceremony will follow in the Grove.
5. **Classes** – There will be at least three classes scored for the Leukemia cup: a Spinnaker class, a Non-Spinnaker class and a Corinthian class. It is anticipated that the Spinnaker and Non-Spinnaker classes will be split for scoring purposes.
6. **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.
7. **Racing Area** – Races will be held on the DISC Middle Course. Information for this

course can be found on the DISC website (www.discsailing.org) under the Racing tab. The Start/finish will be in the vicinity of Potomac River R "6" FI R 2.5s. Any unscheduled change of race location will be disseminated by the Race Committee 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. Failure to receive the announcement or to receive the changes will not be considered as grounds for redress. This modifies RRS 62.1.

8. **Course marks** – The Leukemia Cup courses use fixed government marks as part of the courses. All marks serving as turning marks are to be left to Port unless that mark is a 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.** Courses will be displayed on the course board on the Race Committee Boat.
9. **Boat check in** - Before the warning signal for the first race, each competitor shall pass by the stern of 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, 62.1.
10. **Starting and Finishing Lines** – The Start/finish will be located between Potomac River "R6" and the Race Committee Boat. 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.

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 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 62.1(a).

After finishing, skippers 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.

11. **Time Limit** - 1.5 hours per race. A boat in a fleet must finish within the time limit and all other boats must finish within 30 minutes thereafter. Boats not finishing within the time limit will be scored TLE. However the RC can use their discretion to lengthen the course time depending on weather conditions.
12. **The Start** -
 - 12.1 Races will be started using RRS 26.
 - 12.2 An Attention Signal consisting of a series of short sounds will be made approximately one minute before the Warning Signal for the first 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 three starts: The first start is for the spinnaker fleet (green flag), the second start is for the non-spinnaker fleet (blue flag), and the third for the Corinthian Class (blue/orange flag). There will be a 5 minute delay between the starting sequence for each fleet

13. Recalls –

- 13.1 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-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 any or all of the class 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.

All shortened courses will be finished at the Start-Finish line and its extensions for both courses. This modifies RRS 32.2.

15. Alternative Penalties -

- 15.1 RRS 44.1 is replaced by:

"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."

RRS 44.3 (c) is replaced with the following. 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.

15.2 Collision with Race Committee boat. If a boat that collides with any Race Committee boat her penalty shall be to retire. This changes RRS 21, 44.1,44.2, and 44.3.

16. **The Finish** - For downwind and upwind finishes the Finish Line will be between the staff displaying an orange flag on the Race Committee Boat, and middle of the government mark at the pin end. There is no requirement to thread the needle during any race.

In the interest of starting another race and/or completing racing for the day in a timely fashion, the Race Committee may assign a finish position to one or more boats, provided that position can be determined in a reasonable manner. Such boat(s) will be scored as though they have finished and, if there is another race to be sailed, should promptly return to the starting area. This changes RRS 28.1 and A3.

17. **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.

18. **Protests** – Protests must be made in accordance with the US Sailing rules 2013-2016 to be considered a “Valid Protest”. A protested competitor can 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 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 within 30 minutes after the Race Committee returns to the dock. Race Committee dock time and protest closing time will be announced over VHF 69. A time will then be set for the hearing.

Arbitration will be offered to all protesting parties prior to a formal protest hearing being scheduled. The arbitrator will first give the protested party the option of acknowledging an infringement. If the protested party is willing to acknowledge an infringement, that boat will receive a 40% position penalty.

If the parties choose to go forward with the arbitration, each side will be given 5 minutes to make an oral presentation to the arbitrator. The arbitrator will then make an evaluation and issue a non-binding opinion. If the decision is against the protested party and both parties accept the arbitration findings, the protested party will receive a 60% position penalty. If either party chooses not to accept the arbitration results a protest hearing will be held

Failure of a boat to appear for a protest hearing will be considered grounds to proceed with the hearing under RRS 63.3(b).

19. **Scoring** - 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.

The following shall apply:

- There will be no throw-outs.
- The completion of one race will constitute a regatta.

The Spinnaker and Non-spinnaker fleets will each be split into two separate classes, Spin A and Spin B for the Spinnaker fleet, and NS-A and NS-B for the Non-spinnaker fleet. The PHRF splits for each fleet are as follows:

Spin A: PHRF ratings less than or equal to 171

Spin B: PHRF ratings 172 and greater

NS-A: PHRF ratings less than or equal to 219

NS-B: PHRF ratings 220 and greater

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 responsibility for accidents occurring during DISC events.

21. **Safety** – All safety equipment required by the Coast Guard and PHRF of the Chesapeake must be onboard. A minimum crew of two (skipper plus one crew) is mandatory. All yachts must meet all local regulations. Any yacht found negligent of Coast Guard safety regulations will be disqualified. Yachts 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:

22. **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 interested parties. 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 yachts, or commercial traffic transiting the racecourse. This changes RRS 60.2(a).

23. **Disclaimer of Liability** –

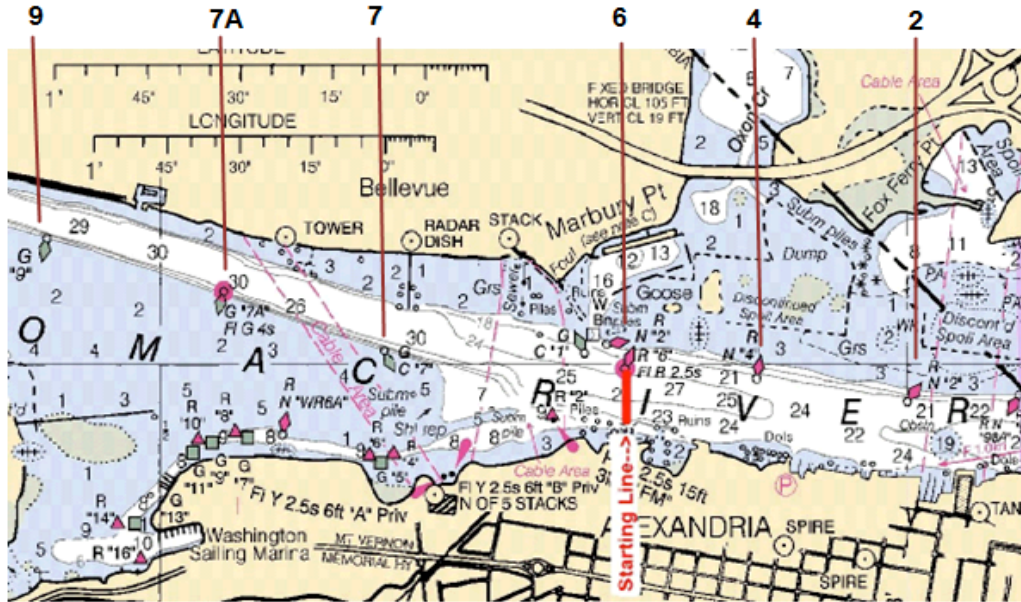
23.1 Competitors participate in this regatta entirely at their own risk. See Rule 4 (Decision to Race). The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

23.2 The safety of a boat and its crew is the sole and inescapable responsibility of the Skipper who must ensure that the boat is fully sound, seaworthy, and manned by an experienced and fully alert crew. Neither the establishment of regulations or inspection of a boat in any way limits or reduces the complete and unlimited responsibility of the Skipper.

23.3 DISC, Leukemia and Lymphoma Society, WSM or sponsors, race committee, officials, employees, or volunteers of Leukemia and Lymphoma Society do not accept responsibility for loss of life or injury to participants or others, or for the loss or damage to any vessel in any way or from any cause during or relating to this event.

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

Appendix I: DISC Middle Course Racing Area and Marks



Middle Course		Start line between R6 and RC			
Course	Length		Course	Length	
Southbound Start		(NM)	Northbound Start		
			(NM)		
A	S-4-F	0.72	RB	S-7-F	1.28
2A	S-4-6-4-F	1.44	RD	S-7-4-F	2
C	S-2-F	1.54	RE	S-7A-F	2.2
D	S-4-7-F	2	2RB	S-7-6-7-F	2.56
F	S-2-7-F	2.82	RF	S-7-2-F	2.82
G	S-4-7A-F	2.92	RG	S-7A-4-F	2.92
2C	S-2-6-2-F	3.08	RK	S-9-F	3.18
H	S-2-7A-F	3.74	RH	S-7A-2-F	3.74
I	S-4-9-F	3.9	RI	S-9-4-F	3.9
2D	S-4-7-4-7-F	4	2RD	S-7-4-7-4-F	4
J	S-2-9-F	4.42	2RE	S-7A-6-7A-F	4.4
2F	S-2-7-2-7-F	5.64	RJ	S-9-2-F	4.42
2G	S-4-7A-4-7A-F	5.84	2RF	S-7-2-7-2-F	5.64
2H	S-2-7A-2-7A-F	7.48	2RG	S-7A-4-7A-4-F	5.84
2I	S-4-9-4-9-F	7.8	2RK	S-9-6-9-F	6.36
2J	S-2-9-2-9-F	9.44	2RH	S-7A-2-7A-2-F	7.48
			2RI	S-9-4-9-4-F	7.8
			2RJ	S-9-2-9-2-F	9.44