

ORC Navigator Class supported by:



SAILING INSTRUCTIONS – ORC Navigator Class

The notation “[NP]” in this and subsequent documents indicates that the relevant rule is only protestable by the Race Committee. This changes RRS 60.1(a). The notation “[DP]” indicates that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification.

1. RULES

- 1.1. The event is governed by the *rules* as defined in *The Racing Rules of Sailing* (RRS), except as modified by the Notice of Race (NOR), the Sailing Instructions (SI) or any amendments.
- 1.2. RRS 52 is modified to allow the use of canting keels and water ballast for boats racing in compliance with a rating which allows them.
- 1.3. RRS 41 is modified to allow communication between competitors by VHF.
- 1.4. From sunset to sunrise, RRS Part 2 is replaced with the International Regulations for Preventing Collisions at Sea (IRPCAS). When two boats are on the same tack within three overall lengths (of the larger boat) of each other, the boat being overtaken shall maintain her proper course. The overtaking boat shall keep clear, and neither boat shall bear away toward, nor luff, the other.
- 1.5. US Sailing Safety Equipment Requirements (SER) for Coastal races except as modified by these NOR’s, SI’s, or any amendments thereto. This does not apply to other classes that participate in any short distance race.
- 1.6. The current IMS Rule and Offshore Racing Congress (ORC) Rating Systems rules and regulations except as modified by the NOR, SI’s, or amendments thereto (www.orc.org/rules).
- 1.7. ORC Rules restricting the amount of water to be carried aboard shall not apply.
- 1.8. Each boat shall carry an operating VHF capable of transmitting and receiving standard channels and a cell phone with the number on file with the OA and which shall be kept on while racing and for two hours after finishing.
- 1.9. [NP] An operational AIS transponder shall be carried and switched on in both receiving and transmitting modes. Failure to comply with this rule shall not be grounds for protest or redress except by the OA, modifying RRS 60.1. RRS 62.1(a) and RRS 63.1 shall not apply.
- 1.10. World Sailing Appendix WP (Rules for Waypoints) shall apply.
<https://www.sailing.org/tools/documents/AppendixWPRulesforWaypointsMay2021-%5B27276%5D.pdf>

2. CHANGES TO SAILING INSTRUCTIONS

Any changes to the SIs will be posted on the online Official Notice Board by 0800 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3. COMMUNICATIONS WITH COMPETITORS

3.1. Notices to competitors will be posted on the online Official Notice Board at:

<https://www.yachtscoring.com/emenu.cfm?eID=15741>

3.2. The race office is located at the Galleon Sunset Tiki Bar.

3.3. On the water, the Race Committee (RC) intends to monitor and communicate with competitors on VHF 69.

3.4. For unofficial but informative general announcements, you can opt-in to the ORC WhatsApp group with this link or QR code: <https://chat.whatsapp.com/HvxwXmISWT1CzvJIEQn3hn>



4. SIGNALS MADE ASHORE

4.1. Signals made ashore will be displayed on a vessel in the harbor in the vicinity of the Galleon Sunset Tiki Bar.

4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

5. SCHEDULE

5.1. Onshore events will be held at the Galleon Sunset Tiki Bar.

5.2. The RC intends to run (3) short distance races (~4 hours) and (1) long distance race (~24 hours).

5.3. **Saturday, Jan 13, 2024**

1200 – 1500 Check in & bow/boom sticker pick-up

Sunday, Jan 14, 2024

1100 – 1500 Check in & bow/boom sticker pick-up

1255 Practice starts followed by a practice race

1500 – 1700 Welcome reception

1700 Skippers meeting

Daily race schedule

0900 & 0930 Daily VHF Announcement

1055 Warning signal

5.4. One (1) race per day is planned, except for any lay days.

5.5. On the last scheduled day of racing no warning signal will be made after 1200 hours.

5.6. Up to five (5) total races can be sailed in the event there is no lay day.

6. CLASS FLAG

The class flag will be a white flag with a black ORC logo.

7. RACING AREA

The racing area will be in the nearshore and coastal waters of Key West including the Dry Tortugas.

8. COURSES

8.1. A map of the course marks is detailed in SI Attachment #1 and the courses are detailed in SI Attachment #4.

8.2. Courses will use a combination of government and/or GPS marks as detailed in SI Attachment #2.

8.3. SI Attachment #3 lists the approximate distance and bearing between the marks.

8.4. The RC will post the intended course on the online Official Notice Board no later than 2000 the night prior to a race day. The course may be modified on the day of the race at the discretion of the RC which will be announced via VHF before the warning signal.

8.5. RC will announce via VHF the description of the first rounding mark including an approximate distance and bearing.

8.6. Competitors **SHALL** consult the Local Notice to Mariners for the latest updates on marks of the course. The charted position of any missing mark shall be observed as that mark. Several lights may have different characteristics from what older charts show.

9. MARKS

Marks are detailed in SI Attachment #2.

10. OBSTRUCTIONS

The following areas in the vicinity of the Dry Tortugas are designated as obstructions:

Eastern Dry Rocks, Rock Key, Sand Key and Western Dry Rocks

11. START

- 11.1. Races will be started by using RRS 26 with the warning signal made five minutes before the starting signal.
- 11.2. The starting line will be between RC vessels with staffs displaying orange flags.
- 11.3. ORC classes may be started together.
- 11.4. If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the RC will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This is added to RRS 62.1(a).
- 11.5. [DP] [NP] A boat that does not *start* within four (4) minutes after her starting signal will be given a discretionary penalty without a hearing.
- 11.6. A boat identified as OCS which does not restart shall, without a hearing, have (30) minutes added to her elapsed time. For the purposes of RRS A5, a boat so penalized shall be considered to have started properly. This is added to RRS 63.1 and RRS A5.

12. FINISH

- 12.1. The finish line will be between the Key West Main Channel Lighted buoys G25 and R24 in the vicinity of the Galleon Tiki bar which are further detailed in SI Attachment #2.
- 12.2. Each boat shall report their finish time using the ORC WhatsApp group within one hour of finishing including any competitors ahead or astern of them near the finish and a picture of their GPS display at the finish.

13. PENALTY SYSTEM

- 13.1. RRS Appendix V (Alternative Penalties) shall apply.
- 13.2. RRS Appendix V2(b) is changed to state: "A Post-Race Penalty is a scoring penalty of 2% additional time which will be added to a boat's elapsed time calculated as stated in RRS 44.2(c). However, RRS 44.1(a) applies."

14. TIME LIMITS

There will be no race time limits, however the Class Representative, after consulting the fleet, may shorten a race at any mark of the course provided that all boats have rounded that mark and finish times will be taken from that mark.

15. HEARING REQUESTS

- 15.1. In addition to all other requirements of RRS 61.1, a boat intending to protest shall notify post their intent using the ORC WhatsApp group within one hour of finishing.
- 15.2. Scoring Inquiries and Hearing Requests shall be submitted electronically. Filing procedures can be found in the "Documents & Forms" section of YachtScoring.
- 15.3. Hearings will be held at the **Opal Key Resort & Marina, 245 Front St. - Key West, FL 33040.**

16. [NP] SCORING

- 16.1. Races will be scored using ORC Triple number A/P Time on Time (ToT) wind rating factors.
- 16.2. The RC will announce its intended wind rating band prior to the warning signal, however the final rating band used for scoring will be determined by observed conditions over the duration of the race. The use of a particular rating band will not be grounds for protest or redress. This is added to RRS 62.1(a).
- 16.3. The overnight race will carry a scoring weight of 1.5x for finishing place points.
- 16.4. No race scores shall be excluded. This changes RRS Appendix A2.1.

17. [NP] SAFETY REGULATIONS

- 17.1. At least one of the crew shall have attended a US Sailing (or international equivalent) Safety at Sea Seminar after May 1, 2018. Such seminars may be attended online (ussailing.org/safety) provided not fewer than one member of the crew, including the person in charge, have attended an International Offshore Safety at Sea Course with Hands-on Training or a US Sailing sanctioned In-person Offshore Safety at Sea Seminar after May 1, 2018. If the 50% requirement cannot be met due to a "Safety at Sea with hands-on training" course not being available, the requirement may, at the discretion of the OA, be met by completing the US Sailing "Online Offshore Safety at Sea" course.
- 17.2. Attention is drawn to RRS 1.2 Life Saving Equipment: "Each competitor is individually responsible for wearing personal buoyancy for the conditions" including but not limited to:
 - 17.2.1. Between sunset and sunrise
 - 17.2.2. When alone on deck
 - 17.2.3. When reefed
 - 17.2.4. When true wind speed exceeds 25 knots
 - 17.2.5. When visibility is less than 1 nautical mile
 - 17.2.6. With due consideration to water temperature
 - 17.2.7. At all times when a boat is being sailing double-handed
- 17.3. [DP] [NP] Before the start of each race, boats shall sail past the stern of the RC Signal vessel and check-in by hailing their sail number and provide the number of people aboard. Boats failing to check in may be given a discretionary penalty.
- 17.4. [NP] If supplied, boats shall use a Spot Trace GPS tracker that shall be operational and switched on, such that it is transmitting throughout the race. Failure to comply is only subject to protest by the RC.
- 17.5. By all crew at all other times unless the person in charge has indicated they may be set aside.
- 17.6. Any boat withdrawing before the warning signal or withdrawing from a race shall notify the RC via the WhatsApp group at her first availability opportunity.

18. [DP] [NP] REPLACEMENT OF CREW OR EQUIPMENT

- 18.1. Substitution of competitors is not allowed without prior written approval of the PRO.
- 18.2. Substitution of damaged or lost equipment is not allowed unless authorized in writing by the PRO. Requests for substitution shall be made to the PRO at the first reasonable opportunity, which may be after the race.

19. EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the ORC rules, NOR and Sis.

20. PRIZES

- 20.1. Prizes will be awarded to the top overall competitor.
- 20.2. Additional prizes may be awarded at the discretion of the OA.

21. RISK STATEMENT

- 21.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**
- 21.2. The safety of a boat and its crew is the sole and inescapable responsibility of the skipper who shall ensure that the boat is fully sound, thoroughly seaworthy and manned by an experienced and physically able 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.
- 21.3. Sailing Inc. and Sponsors of the Southernmost Regatta and their employees and volunteers do not accept responsibility for the 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.
- 21.4. The skipper shall be responsible for the conduct of his crew. In the event of a serious breach of conduct, the destruction of property or the failure to comply with a reasonable request of any race officer or committee member, the skipper will be responsible for all damages and the boat may be subject to protest which may include disqualification from the regatta.

22. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of USD \$300,000 per event or the equivalent.

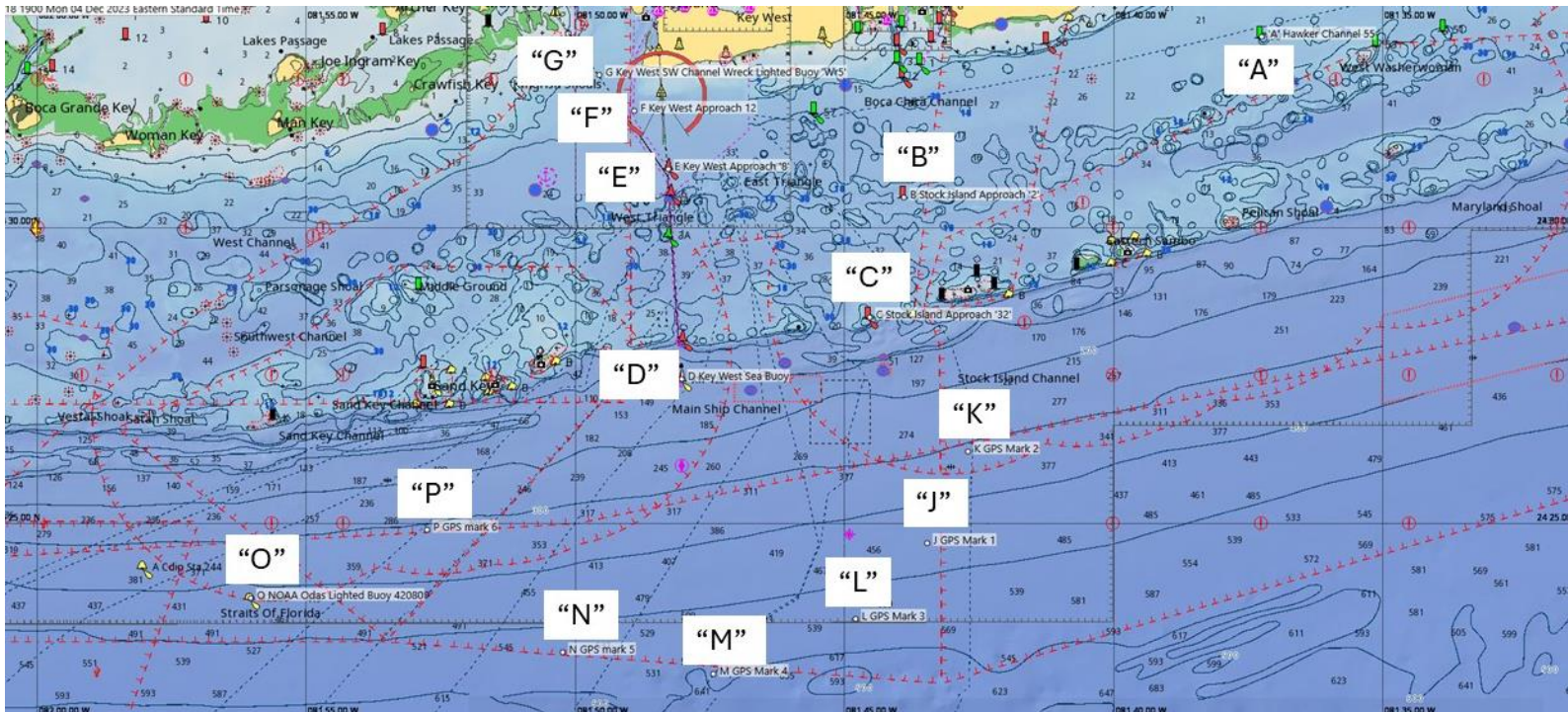
23. EVENT CONTACTS

FURTHER INFORMATION

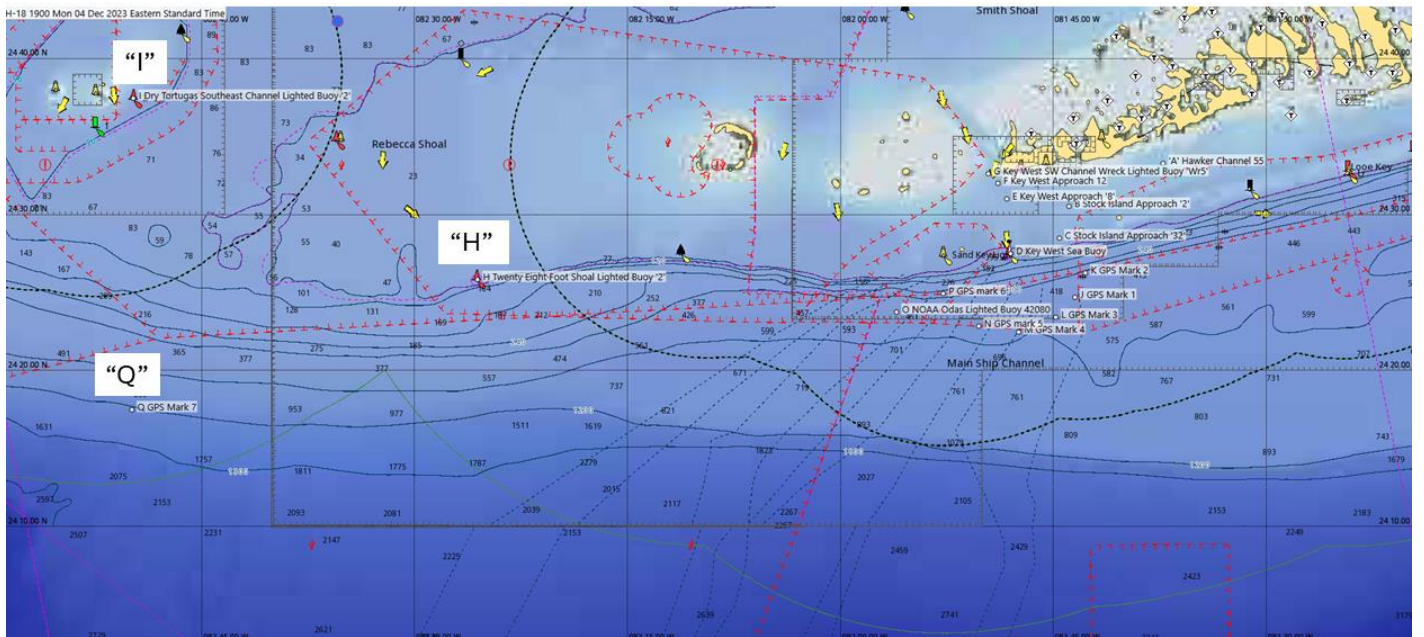
	https://www.thesouthernmostregatta.com/	
Martin Kullman, Regatta Chair	martin.kullman@thesailinginc.com	(727) 560-0164
Chip Till (NRO – USA), Principal Race Officer	chiptill5351@gmail.com	(843) 556-6554
Cliff Black (IJ – USA), Chief Judge	studiodelmar@mac.com	(312) 391-6046

SI Attachment #1: MAP of MARKS

Short distance race map



Long distance race map



SI Attachment #2: MARKS

The following describes marks of the course along with their approximate Latitude and Longitude positions. Competitors are advised to evaluate the course in its entirety as numerous hazards exist in the vicinity of marks.

Mark	Lat	Long	Description
A	24 33.224n	081 37.245w	Hawker Channel '55'
B	24 30.513n	081 43.890w	Stock Island Approach '2'
C	24 28.481n	081 44.527w	Stock Island '32'
D	24 27.428n	081 47.999w	Key West Sea Buoy
E	24 30.988n	081 48.259w	Key West Approach '8'
F	24 31.975n	081 48.901w	Key West Approach '12'
G	24 32.577n	081 49.550w	Key West SW Channel 'wr5'
H	24 25.805n	082 25.527w	Twenty-Eight Foot Shoal Lighted Buoy '2'
I	24 37.391n	082 49.767w	Dry Tortugas SE Channel Lighted Buoy '2'
J	24 24.664n	081 43.464w	GPS Mark 1
K	24 26.218n	081 42.705w	GPS Mark 2
L	24 23.384n	081 44.791w	GPS Mark 3
M	24 22.457n	081 47.431w	GPS Mark 4
N	24 22.816n	081 50.234w	GPS Mark 5
O	24 23.732n	081 56.033w	NOAA ODAS Lighted Buoy 42080
P	24 24.883n	081 52.742w	GPS Mark 6
Q	24 17.437n	082 49.871w	GPS Mark 7
Finish (port) G25	24 33.831n	081 48.488w	Key West Main Channel G25 [G FL 2.5S]
Finish (starboard) R24	24 33.802n	081 48.426w	Key West Main Channel R24 [R FL 4S]

Should the overnight race include rounding marks 'H' or 'I', the following, including the restricted areas surrounding them and the continuous line between them are to be left to starboard while sailing west and to port while sailing east:

Eastern Dry Rocks, Rock Key, Sand Key and Western Dry Rocks

SI Attachment #3: Distance & Bearing Chart

ORC Navigator Class - Distance & Bearing Chart

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	O	Q
A - Hawker Channel 55		246°6.64	234°8.16	239°11.40	257°10.29	263°10.69	267°11.24	261°44.66	274°66.19	213°10.28	215°8.60	215°12.02	221°14.23	229°15.78	241°19.59	239°16.41	257°68.11
B - Stock Island Approach '2'	066°6.64		196°2.11	231°4.85	277°4.01	288°4.80	292°5.56	263°38.28	277°60.42	176°5.87	166°4.43	187°7.19	202°8.69	217°9.64	239°12.99	235°9.84	258°61.60
C - Stock Island Approach '32'	054°8.16	016°2.11		252°3.34	306°4.23	311°5.30	312°6.15	266°37.51	279°60.11	166°3.95	144°2.81	183°5.11	204°6.59	223°7.70	246°11.52	244°8.31	260°60.64
D - Key West Sea Buoy	059°11.40	051°4.85	072°3.34		356°3.56	350°4.62	345°5.33	267°34.28	280°57.15	124°5.00	104°4.99	144°5.02	174°5.02	204°5.06	243°8.20	239°5.02	260°57.33
E - Key West Approach '8'	077°10.29	097°4.01	126°4.23	176°3.56		330°1.15	323°1.98	261°34.40	277°56.40	145°7.70	133°6.96	157°8.25	175°8.58	192°8.38	224°10.15	214°7.35	257°57.82
F - Key West Approach 12	083°10.69	108°4.80	131°5.30	170°4.62	150°1.15		315°0.84	260°33.99	276°55.72	146°8.85	136°8.08	156°9.39	172°9.64	188°9.26	218°10.51	206°7.93	256°57.50
G - Key West SW Channel Wreck Lighted Buoy 'Wr5'	087°11.24	112°5.56	132°6.15	165°5.33	143°1.98	135°0.84		258°33.51	275°55.06	145°9.68	136°8.92	155°10.18	169°10.32	184°9.80	214°10.64	201°8.23	255°57.07
H - Twenty Eight Foot Shoal Lighted Buoy '2'	080°44.66	083°38.28	086°37.51	087°34.28	081°34.40	079°33.99	078°33.51		298°24.94	092°38.41	089°39.08	094°37.26	095°34.94	095°32.36	094°27.01	092°29.94	249°23.72
I - Dry Tortugas Southeast Channel Lighted Buoy '2'	093°66.19	096°60.42	098°60.11	100°57.15	096°56.40	095°55.72	095°55.06	118°24.94		102°61.77	100°62.14	103°60.87	105°58.76	105°56.20	105°50.86	103°53.47	180°20.00
J - GPS Mark 1	033°10.28	356°5.87	346°3.95	304°5.00	325°7.70	326°8.85	325°9.68	272°38.41	282°61.77		024°1.70	223°1.76	239°4.24	253°6.45	265°11.50	272°8.47	263°61.04
K - GPS Mark 2	035°8.60	346°4.43	324°2.81	284°4.99	313°6.96	316°8.08	316°8.92	270°39.08	281°62.14	204°1.70		214°3.42	229°5.73	244°7.67	258°12.41	262°9.25	262°61.92
L - GPS Mark 3	035°12.02	007°7.19	003°5.11	324°5.02	337°8.25	337°9.39	335°10.18	274°37.26	284°60.87	043°1.76	034°3.42		249°2.58	263°5.00	272°10.26	282°7.41	264°59.70
M - GPS Mark 4	041°14.23	022°8.69	024°6.59	354°5.02	355°8.58	352°9.64	349°10.32	276°34.94	285°58.76	059°4.24	049°5.73	069°2.58		278°2.58	279°7.95	297°5.42	265°57.22
N - GPS mark 5	049°15.78	037°9.64	042°7.70	024°5.06	012°8.38	008°9.26	004°9.80	275°32.36	285°56.20	073°6.45	064°7.67	083°5.00	098°2.58		280°5.37	312°3.09	265°54.70
O - NOAA Odas Lighted Buoy 42080	061°19.59	058°12.99	066°11.52	063°8.20	044°10.15	038°10.51	034°10.64	274°27.01	286°50.86	085°11.50	078°12.41	092°10.26	099°7.95	100°5.37		069°3.21	263°49.54
P - GPS mark 6	059°16.41	055°9.84	064°8.31	059°5.02	034°7.35	026°7.93	021°8.23	272°29.94	284°53.47	091°8.47	082°9.25	102°7.41	117°5.42	132°3.09	249°3.21		262°52.67
Q - GPS Mark 7	076°68.11	077°61.60	079°60.64	080°57.33	076°57.82	075°57.50	074°57.07	069°23.72	000°20.00	083°61.04	082°61.92	084°59.70	085°57.22	084°54.70	082°49.54	082°52.67	

SI Attachment #4: COURSES

ORC Nearshore Distance Courses

Course ALPHA: length varies

The START, Marks and FINISH will be designated by RC and announced via VHF.

Course 11: ~15 nm (East-Short)

START
 "Weather Mark" - MarkSetBot STBD
 "C" - Stock Island 32 STBD
 "D" - Key West Sea Buoy STBD
 "G" - KW SW Channel Wr5 STBD
 FINISH

Course 14: ~17 nm (West-Short)

START
 "Weather Mark" - MarkSetBot PORT
 "D" - Key West Sea Buoy PORT
 "B" - Stock Island Approach '2' PORT
 "G" - KW SW Channel Wr5 STBD
 FINISH

Course 16: ~17 nm (South-Short)

START
 "Weather Mark" - MarkSetBot PORT
 "B" - Stock Island Approach '2' STBD
 "D" - Key West Sea Buoy STBD
 "G" - KW SW Channel Wr5 STBD
 FINISH

Course 12: ~21 nm (East-Medium)

START
 "Weather Mark" - MarkSetBot STBD
 "K" - GPS Mark 2 STBD
 "D" - Key West Sea Buoy STBD
 "G" - KW SW Channel Wr5 STBD
 FINISH

Course 15: ~21+ nm (West-Medium)

START
 "Weather Mark" - MarkSetBot PORT
 "K" - GPS Mark 2 STBD
 "D" - Key West Sea Buoy STBD
 "G" - KW SW Channel Wr5 STBD
 FINISH

Course 17: ~25 nm (South-Medium)

START
 "Weather Mark" - MarkSetBot PORT
 "B" - Stock Island Approach '2' STBD
 "A" - Hawker Channel '55' PORT
 "F" - Key West Approach '12' STBD
 "G" - KW SW Channel Wr5 STBD
 FINISH

Course 13: ~34 nm (East-Long)

START
 "Weather Mark" - MarkSetBot STBD
 "J" - GPS Mark 1 STBD
 "O" - NOAA Odas Buoy 42080 STBD
 "D" - Key West Sea Buoy PORT
 "G" - KW SW Channel Wr5 STBD
 FINISH