



Jan 15–29, 2024

SAILING INSTRUCTIONS

Amendment #1 – changes in BOLD RED (posted 01/12/2024 – SI 10.8, SI 20.2)

<https://www.thesouthernmostregatta.com/>

The notation '[DP]' in a rule in the sailing instructions means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. The notation '[NP]' denotes that a breach of this rule will not be grounds for protest by a boat. This change is added to RRS 60.1(a).

1. RULES

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS), the 2023 ORC Rules, the current One Design rules for any One Design class racing, the current US Sailing Safety and Equipment Requirements (US SER) for Inshore and/or World Sailing Offshore Special Regulations (OSR) Category 5.
- 1.2. The first sentence of RRS 49.2 is deleted and replaced with: “If the class rules do not specify the material or minimum diameter of lifelines, boats shall comply with the corresponding specifications in the OSR. If HMPE lifelines are fitted, they shall have a minimum diameter of 5 mm (3/16”) unless otherwise specified by class rules.”
- 1.3. [DP] Please follow class rules regarding crew weigh in even though physical crew weigh-ins will not take place at the event.
- 1.4. These SIs do not apply to the ORC Nearshore or Coastal races.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted on the official notice board before 0900 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.
- 2.2. For an on the water change to the sailing instructions, in accordance with RRS 90.2(c), flag L will be displayed with one sound and class flag (if appropriate) which will be followed by a broadcast hail of the change.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted only online on the 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. All boats shall carry a working VHF capable of transmitting and receiving standard marine channels.
- 3.4. On the water, the race committee (RC) intends to monitor and communicate with competitors on VHF 69.
- 3.5. Information broadcast by the RC is provided as a courtesy to competitors and does not in any way alter the competitors' responsibility to observe the RC's visual signals which govern the conduct of the racing. Errors or omissions on the part of the RC will not be grounds for granting redress. This change is added to RRS 60.1(b) and 62.1(a).

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. **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

Monday, Jan 15, 2024 - Friday, Jan 19, 2024

0900 & 0930 Daily VHF Announcement
1055 Warning signal for first race of day
1700 Daily awards and shore activities

- 5.3. Two (2) races per day are planned for all classes.
- 5.4. No more than three (3) races may be sailed in a single day.
- 5.5. On the last scheduled day of racing no warning signal will be made after 1400 hours.
- 5.6. Ten (10) total races are scheduled for all classes.

6. [NP] [DP] CLASS FLAGS

- 6.1. Class flags will be solid white with the following insignia:

All ORC classes	Cape 31	J/111	J/70
Black ORC logo	Red C31 logo	Blue J/111 logo	Blue J/70 logo

- 6.2. Certain classes may be assigned bow numbers. These bow numbers shall be displayed on both sides of the bow.
- 6.3. All boats shall display only the sail numbers under which she has entered, unless prior approval is obtained from the RC.

7. RACING AREA

The racing area will be east of the main ship channel.

8. COURSES

- 8.1. The course will be a windward-leeward configuration with four legs and finishing downwind.
- 8.2. There will be a long weather mark (mark 1) and a short weather mark (mark 2).
- 8.3. Mark 1, mark 2 and mark C will not have an associated offset mark.
- 8.4. The leeward mark will be a gate (marks 3S and 3P).
- 8.5. If one of the leeward gate marks is missing or out of place, boats shall round the remaining mark to port.
- 8.6. The diagram in SI Attachment #1 details the courses, the order in which the marks are to be passed and the side on which a mark is to be left.
- 8.7. The course, bearing and distance to the weather mark will be announced by VHF for each class prior to their warning signal.

9. MARKS

Mark 1, 3S, 3P	Orange MarkSet bot
Mark 2	Green MarkSet bot
Mark C (change mark)	Yellow MarkSet bot
Start Marks	RC vessels with orange flags
Finish Marks	RC vessels with blue flags
Finish pin, if used	Yellow MarkSet bot

10. THE START

- 10.1. Races will be started by using RRS 26 with the warning signal made five minutes before the starting signal.
- 10.2. The starting line will be between the staffs displaying orange flags on the starting marks.
- 10.3. [DP] [NP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. The starting area is defined as 100 yards in all directions from the starting line.
- 10.4. A boat that does not *start* within four (4) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This supplements RRS A4 and A5.3.
- 10.5. The RC may broadcast the bow or sail numbers of all boats observed to be OCS at the start. The list will not be updated based on a boat's actions to start properly while the broadcast is being made.
- 10.6. Boats identified under RRS 30.3 or 30.4 will be broadcast by VHF using bow or sail numbers. This is added to RRS 30.4.
- 10.7. Failure of the RC to make a broadcast or to time it accurately or the order of boat(s) hailed will not be grounds for redress. This is added to RRS 62.1(a).
- 10.8. **In the event of a general recall, the next class to start may not be the class which was recalled. This changes the last sentence of RRS 29.2.**

11. CHANGE OF THE NEXT LEG OF THE COURSE

- 11.1. To change the next leg of the course, RC will (without signals) move the original marks provided no boat is sailing to the mark or move the change MarkSetBot to the new position. The change MarkSetBot can apply to any class and changes will be announced via VHF. This changes RRS 33.
- 11.2. Failure of a boat to hear a change notification will not be grounds for granting redress. This is added to RRS 60.1(b) and 62.1(a).

12. THE FINISH

The finish line will be between an RC vessel displaying a blue flag and a nearby abeam finishing mark.

13. PENALTY SYSTEM

RRS Appendix V (Alternative Penalties) shall apply.

14. TIME LIMITS

- 14.1. The Race Time Limit for the first boat to finish in a class is 90 minutes.
- 14.2. The Finishing Window for a class is 30 minutes after the first boat in that class sails the course and finishes.
- 14.3. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place two (2) more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.
- 14.4. The RC may finish a boat in place to expedite starting additional races or returning to safe harbor.

15. [NP] [DP] HEARING REQUESTS

- 15.1. Protests shall be reported to the RC signal vessel via VHF at the first reasonable opportunity after *finishing*.
- 15.2. Requests for redress relating to an OCS or starting penalty shall state the procedural error the competitor believes the Race Committee may have made. Further, the competitor will be expected to establish that he or she started properly. This change is added to RRS 62.2. See World Sailing Case 136 for guidance.
- 15.3. The Protest Time Limit will be 60 minutes after the RC Signal vessel is docked and will be posted on the online official notice board.
- 15.4. Video and photos taken from any support, coach or spectator vessel shall not be used as evidence at protest hearings. This is added to RRS 63.6.
- 15.5. Scoring Inquiries and Hearing Requests shall be submitted electronically. Filing procedures can be found in the "Documents & Forms" section of YachtScoring.
- 15.6. Hearings will be held at the **Opal Key Resort & Marina, 245 Front St. - Key West, FL 33040**.

16. SCORING

- 16.1. ORC Performance class will be scored using 5-Band Windward/Leeward Time on Time (ToT) wind rating factors.
- 16.2. ORC scoring methods and wind rating selections are not subject to redress. This is added to RRS 62.1(a).
- 16.3. Three (3) races must be completed in a class to constitute a series for that class.
- 16.4. If five (5) or fewer races are completed a boat's event score will be the total of her race scores. If six (6) or more races are completed a boat's event score will be the total of her scores excluding her worst score.

17. [NP][DP] SAFETY REGULATIONS

- 17.1. Before the warning signal of the first race of the day in which she intends to start, boats shall sail past the stern of the signal vessel and check-in by hailing their bow number or sail number.
- 17.2. Boats failing to check in accordance may be given a 20% scoring penalty as stated in RRS 44.3(c). This will apply to each boat's first race of the day.
- 17.3. Each competitor is solely responsible for his own safety and by support persons assisting with the conduct of races shall be responsible for damage or injury suffered during races or related activities.
- 17.4. A boat that retires from a race, leaves the course area or returns to the course area between races shall notify the RC as soon as possible. Failure to do so may result in protest by the RC.
- 17.5. A boat and its crew shall, at all times, keep clear of all commercial vessels and shall not maneuver in any manner which would cause a commercial vessel to be unable to sail its proper course or carry out its commercial functions in a normal manner.
 - a.) A boat whose actions or maneuvers result in a danger signal (5 or more blasts) from commercial vessels shall be protested by the Race Committee.
 - b.) The penalty for breaking this rule may be disqualification from the entire regatta.

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

Substitution of competitors or equipment will not be allowed without prior approval from the event Principal Race Officer or designated representative.

19. [NP][DP] EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a member of the RC to proceed immediately to a designated area for inspection.

20. [NP][DP] SUPPORT TEAMS

- 20.1. Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the RC signals a postponement or abandonment.
- ~~20.2. For the Cape 31 Class a team coach, including a support vessel, shall not be allowed from 0000 of the morning of the first day of scheduled racing until the finish of the last race of the event. Team spectator vessels are encouraged along with social interaction among competitors and spectator vessels. Coaching from a spectator vessel is not allowed. (deleted)~~
- 20.3. Support person vessels shall carry a working VHF, monitor the RC channel and be ready to assist at all times.

21. [NP] [DP] HAUL OUT

Boats shall not be hauled during the regatta except with and according to the terms of approval from the event Principal Race Officer or designated representative.

22. PRIZES

- 22.1. Prizes will be awarded as detailed in the most current version of the NoR.
- 22.2. The Organizing Authority may award additional prizes at their discretion.

23. RISK STATEMENT

- 23.1. 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.**
- 23.2. 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.
- 23.3. 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.
- 23.4. 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.

24. 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.

25. 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 – Courses (4 legs)

Course 1 (long-long): Start – 1 to port – between 3S/P – 1 to port – Finish

Course 2 (short-short): Start – 2 to port – between 3S/P – 2 to port – Finish

Course 3 (long-short): Start – 1 to port – between 3S/P – 2 to port – Finish

