



Jan 17–22, 2022 SAILING INSTRUCTIONS

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

SI Amendment #1 posted 01/11/2022: changes highlighted in yellow (SI 14 and Attachment A)

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 2021 ORC Rules, the One Design rules for any One Design class racing, and the current US Sailing Safety and Equipment Requirements (US SER) for Inshore and / or World Sailing Offshore Special Regulations (OSR) Category 5. These requirements and regulations will be posted on the regatta website. [2022 Southernmost Regatta](#)
- 1.2. The prescriptions of US Sailing will not apply except those posted on the official notice board on the regatta website. [2022 Southernmost Regatta](#)
- 1.3. 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."
- 1.4. Specific class rules or amendments for this event will be posted on the official notice board on the regatta website. [2022 Southernmost Regatta](#)
- 1.5. All boats shall carry an operating VHF radio.
- 1.6. Please follow class rules regarding crew weight, however physical crew weigh-ins will not take place at the event. [DP]
- 1.7. Appendix V, Alternative Penalties, will apply.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board online at [2022 Southernmost Regatta](#)

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. 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 place.
- 3.2. For an on the water change to the sailing instructions, in accordance with RRS 90.2(c): “L” flag shall be displayed with class flag, if appropriate, and will be followed by a broadcast hail of the change on VHF CH 69.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed on the signal boat in the harbor.
- 4.2. When flag “AP” is displayed ashore, “1 minute” is replaced with “not less than 60 minutes” in the race signal AP.

5. SCHEDULE OF RACES & EVENTS

Saturday, Jan 15, 2022

0900 - 1500 Check in & bow/boom sticker pick-up

Sunday, Jan 16, 2022

0900 - 1200 Check in & bow/boom sticker pick-up

1255 Practice starts followed by a practice race

1500 - 1700 Welcome reception

Monday, Jan 17, 2022 - Friday, Jan 21, 2022

1055 Warning for first race of day

1500-1700 Shore activities and daily awards

Ten (10) races are scheduled for One Design and ORC Racing classes, of which three (3) must be completed to constitute a series.

6. CLASS FLAGS, BOW NUMBERS, STICKERS, & SAIL NUMBERS [NP][DP]

6.1.

Melges 24	J70	J111	ORC
Melges 24 on white flag	J/70 on white flag	J111 on white flag	ORC on white flag

- 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 Race Committee (RC) and posted on the official notice board.

7. RACING AREA

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

8. THE COURSES

- 8.1. The courses are W/L with a long and short weather marks at the top with no offset, and a gate at the bottom.
- 8.2. The Melges 24 and J70 fleets will sail to the short weather mark
- 8.3. The J111 and ORC fleets will sail to the long weather mark
- 8.4. Diagrams in Attachment A detail the courses, the order in which the marks are to be passed and the side on which a mark is to be left.
- 8.5. The bearing and distance to the first mark for each fleet will be announced on VHF CH 69.
- 8.6. If one of the leeward gate marks is missing, boats shall sail around the existing leeward mark leaving it to port.

9. MARKS

Mark 1 Short weather mark	Orange Mark Bot
Mark 2 Long weather mark	Yellow Mark Bot
Marks 3A/3B	Orange Mark Bots
Start/Finish Marks	RC vessels
Start Pin, if used	Orange Mark Bot
Finish Pin, if used	Orange Mark Bot

10. CHECK-IN

- 10.1. Before the warning signal of the first race in which she intends to start, each boat shall sail past the stern of the signal vessel on starboard tack and check-in by hailing their bow number or sail number.
- 10.2. Boats failing to check in accordance with sailing instruction 10.1 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.

11. THE START

- 11.1. Races will be started by using RRS 26.
- 11.2. The starting line will be between the staffs displaying orange flags on the starting marks. In the event that the port end mark vessel is not on station, it will be replaced by an inflatable mark. The course side of the inflatable mark will define the line.
- 11.3. 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. [DP][NP]
- 11.4. 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.

12. RECALLS

- 12.1. The RC will broadcast twice 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.
- 12.2. For classes using bow numbers: Boats identified under RRS 30.3 or 30.4 will be broadcast on VHF CH 69 using sail numbers and/or bow numbers. This changes RRS 30.4.
- 12.3. 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 granting redress. This is an addition to RRS 62.1(a).

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1. To change the next leg of the course or adjust the angle of a gate, the RC will move the original mark to its new location. The RC can move the mark by 10 degrees or .1nm without notice. If the race committee moves the mark they will announce this move on VHF CH 69. This changes RRS 33.
- 13.2. The RC will broadcast any course changes over VHF CH 69. Failure of a boat to hear such notification or failure to broadcast will not be grounds for granting redress. This supplements RRS 60.1(b) and 62.1(a).

14. THE FINISH

The finish line will be between the staffs displaying orange flags on the starting finishing marks as shown in Attachment A. In the event that the starboard port end mark vessel is not on station, it will be replaced by an inflatable mark. The course side of the inflatable mark will define the line. This changes Race Signals.

15. PENALTY SYSTEM

Penalty declarations - A boat that has taken a penalty turn(s) in accordance with sailing instruction 1.7 shall report this action to the RC via VHF CH 69. A boat wishing to take a post-race penalty in accordance with sailing instruction 1.7 or wishes to retire after finishing shall report this action to the RC via VHF CH 69. [NP][DP]

16. TIME LIMITS

- 16.1. The time limit for the first boat to finish in each class will be 90 minutes.
- 16.2. Boats still racing more than 30 minutes after the first boat to sail the course in accordance with RRS 28.1 finishes will be scored TLE (Time Limit Expired) without a hearing (see Scoring). This change is added to RRS 35, 63.1, A5.1, and A5.2.

17. PROTESTS AND REQUESTS FOR REDRESS [NP][DP]

Protest must be filed with the RC on VHF CH 69; protest will be adjudicated by using 3-minute justice on the dock after racing by a US Sailing NJ. This being a fun regatta, the OA expects boats to take their turns and enjoy a drink after racing

18. SCORING

- 18.1. ORC classes will be scored using time on time ratings. Scoring choices are not subject to redress.
- 18.2. Unless class rules prescribe otherwise, a boat's series will be the total of her race scores with no scores excluded.
- 18.3. Boats scored TLE will be scored points equal to the number of boats finishing within the time limit plus two (2) points by the RC without a hearing. The total shall not exceed the total number of boats in that class. This supplements RRS A4, & A5.3.

19. SAFETY REGULATIONS [NP][DP]

- 19.1. Each competitor is solely responsible for his own safety and, by participation persons assisting with the conduct of races shall be responsible for damage or injury suffered during races or related activities.
- 19.2. 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.
- 19.3. 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 RC or protest committee.
 - b.) The penalty for breaking this rule may be disqualification from the entire regatta.

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

Substitution of competitors will not be allowed without prior written approval of the event Principal Race Officer.

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

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.

22. SUPPORT BOATS [NP][DP]

- 22.1 Support boats shall remain no less than 200 yards from the racecourse from the preparatory signal until all boats have finished or retired or the RC signals postponement, or abandonment.
- 22.2 Support boats shall carry a VHF radio tuned to CH 69 and be ready to assist the RC when called upon.
- 22.3 Support drivers shall have valid third-party liability insurance or the equivalent and provide proof upon request by the RC and / or Organizing Authority.

23. HAUL OUT [NP][DP]

Boats shall not be hauled during the regatta except with and according to the terms of prior written permission of the event Principal Race Officer.

24. RADIO COMMUNICATION [NP][DP]

- 24.1. The RC will broadcast its intentions for racing that day on VHF CH 69 at 0900 and again at 0930.
- 24.2. The RC will broadcast the bearing and distance to the first mark on VHF CH 69 before the warning signal. 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)

25. PRIZES

Prizes will be awarded per NoR 15. The Organizing Authority may award additional prizes at their discretion.

26. DISCLAIMER OF LIABILITY

- 26.1. Competitors participate in the regatta entirely at their own risk. (See RRS 3, 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.
- 26.2. 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.
- 26.3. 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.
- 26.4. 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.

27. INSURANCE

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

28. RACE OFFICIALS

FURTHER INFORMATION	https://www.thesouthernmostregatta.com/	
Martin Kullman, Regatta Chair	martin.kullman@thesailinginc.com	(727) 560-0164
Mark Foster, PRO	mfoster1053@gmail.com	(361) 816-9801

Attachment A

Courses

Short: Start -1 to port -3S/P-1 to port - Finish

Long: Start -2 to port - 3S/P-2 to port - Finish

