



SAILING INSTRUCTIONS

The 57th Mug Race

South Course and North Course

Organizing Authority - The Rudder Club of Jacksonville

Jacksonville, FL

30 April – 2 May 2010

1 RULES

- 1.1 The Regatta will be governed by *The Racing Rules of Sailing* (RRS) and the prescriptions of the US Sailing Association.
- 1.2 South Course (Boats with a masthead height of less than 44 feet) - RRS 26 is altered for this event in order to provide a pursuit start as described in the *US SAILING Race Management Handbook* (2009 - 2012), Portsmouth Method, page 303. This rule change does not affect North Course Boats.
- 1.3 North Course boats entering in the PHRF Classes will conform to the PHRF Rules of the First Coast Sailing Association.
- 1.4 When proceeding to and from the race area, boats are to pass only through the center span of the Buckman Bridge.
- 1.5 In accordance with SI 15.15, a boat accepting assistance under RRS Fundamental Rule 1.1 is exempt from the provisions of RRS 41, Outside Help. This changes RRS 41.

2 NOTICES TO COMPETITORS

Notices to Competitors will be placed on the official notice boards located as follows:
South Course - in the registration area of the Quality Inn, Palatka.
North Course - North exterior wall of the Rudder Club

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to Sailing Instructions will be posted on the Race Bulletin Board on the north exterior wall of the Rudder Club and the lobby window of the Quality Inn in Palatka before 0630 on 1 May 2010.

4 SCHEDULE OF RACES

- 4.1 South Course - One race
0725, 1 May 2010 - A 5 minute, Race Warning signal will be sounded.

0730 - The International Code Flag G will be raised to signal the start of pursuit handicap times for the fleet. A signal will be sounded to call attention to the raising of this flag. Boats are to cross starting line at or after their assigned times. The Race Committee will attempt to signal boats that are over early. Each boat is responsible for ensuring that it has not started prematurely.

- 4.2 North Course - One start
0725, 1 May 2010 - A 5 minute, Race Warning signal will be sounded. The race will be started in accordance with RRS 26.
- 4.3 Time will be based on the National Institute of Standards and Technology time as broadcast by radio station WWV in Fort Collins Colorado. These may be accessed by telephone at 303-499-7111, Internet at <http://nist.time.gov/timezone.cgi?Eastern/d/5/java> or by radio. The station radiates at 10,000 Watts on 5, 10, and 15 MHz; and 2500 Watts on 2.5 and 20 MHz

5 CLASS FLAGS

Class flags will not be used for the South Course. International numeral pennant One (1) will be displayed as the class flag for the North Course.

6 RACING AREAS

The racing areas are between the Shands Bridge in Palatka and the Buckman Bridge as depicted on the following:
South Course - NOAA 1187 (11492c) and NOAA 11492 a and b. North Course - NOAA 11492.

7 COURSES

- 7.1 Courses are as depicted in appendices A and B to this document.
- 7.2 South Course (The Mug Race) From the Start Line sail north through the mid course gate located just south of the Shands Bridge at approximate position N29 58.7 W081 37.2 to mark "A" (N30 11.1 W81 41.0) which is

located on the west side of river approximately 1/4 mile south of the Buckman Bridge. Leave Mark A to your boat's starboard side and proceed to finish line located on the east side of river approximately 1/4 mile south of The Buckman Bridge. Approximate position of the finish line is N30 11.1 W81 39.7.

- 7.4 Boats are to pass through only the navigation span of the Shands Bridge.
- 7.5 North Course - Start at the line approximately ¼ mile south of the Buckman Bridge (N30 11.1 W81 39.7) on the east side of the river. Proceed west approximately 1 mile to marker "A" (N30 11.1 W81 41.0) leaving it to your boat's port side. Proceed south approximately 12 miles to mark "B" (N29 59.5 W81 38.6) located approximately ½ Mile north of the Shands Bridge leaving it to your boat's port side. Proceed back north to marker "A" leaving it to your boat's starboard side. Proceed south to marker "C" (N30 05.4 W81 40.1) leaving it to your boats starboard side. Proceed back north to marker "A" leaving it to your boat's starboard side and proceed to finish line.
Note: All positions are approximate. Rhumb lines between marks do not necessarily provide for safe navigation. Each boat is responsible for its own safe navigation.

8 MARKS

Mark A will be two orange cylinders lashed together. Marks B and C will be large yellow cylinders. Marks B and C are for the North Course only.

9 AREAS THAT ARE OBSTRUCTIONS

All government navigation markers marking shoal areas and the shoal areas they mark are considered obstructions. This is not to restrict shoal draft boats from passing shoreward of the marker.

10 THE START

- 10.1 South Course - Will be between a staff bearing an Orange Flag on the Signal Boat and the US Government Red lighted buoy #48 The site for the start is just NE of the Palatka Bridge (Highway 17) , Palatka Florida.
- 10.2 North Course - Will be between a staff bearing an Orange Flag on the Signal Boat and a pin buoy marking the other end of the line. The site for the start will be ¼ mile south (N30 11.1 W81 39.7) of the Buckman Bridge on the east side of the river.

- 10.3 The start lines of both courses are closed except for boats actually starting.

11 THE FINISH

- 11.1 North and South Course - Will be between a staff bearing an Orange Flag on the Signal Boat and a pin buoy marking the other end of the line. The site for the finish will be south of the Buckman Bridge on the East side of the channel approximately N30 11.1 W81 39.7. When finishing, ensure that the boat's Mug Number is clearly visible to those on the Finish Boat.
- 11.2 The finish line is closed except for boats actually finishing. If you do not hear a horn sounded as you finish, come by the Signal Boat on the non-line side and ensure that they were able to see your number.
- 11.3 South Course Mid-course Gate.
- 11.3.1 A mandatory mid-course gate will be set in accordance with SI 7.2. The Race Committee will record the time of all south course entries passing this line. Times for entrants passing this line will be used to compute class prizes where no entrant of that class finishes within the time limit, even if the entrant is later forced to retire in accordance with SI 11.1. These times will not be used in the scoring of overall finish positions. RRS 32.2(c) applies.
- 11.3.2 The mid-course gate will be between an orange flag displayed on the Mid Course Signal Boat and an inflated yellow cylinder.

12 TIME LIMIT

- 12.1 Racing, for both courses, ends at 2015 (8:15p.m). Boats finishing after that time will be scored Did Not Finish (DNF). Yachts south of the mid course gate after 1830 (6:30 p.m.) are required to retire from the race and will be scored as DNF.

13 PROTESTS AND REQUESTS FOR REDRESS

- 13.1 Protests must be filed at the Rudder Club Race Office. No protest will be taken after one and one half hours past the race time limit. If you intend to protest notify the Finish Signal Boat after you have finished and cleared the finish line. Protest hearings will be scheduled as soon

as possible and posted on the official notice board at the Rudder Club.

14 SCORING

- 14.1 Scoring will be the low point system and based on the boat's order of finish for the South Course and corrected elapsed time for the North Course.

15 SAFETY REGULATIONS

- 15.1 All boats must sail past the Start Signal Boat on its non-starting line side and check-in prior to starting. Boats should pass the signal boat so that their Mug Number is clearly visible to those on the signal boat.
- 15.2 Rudder Club patrol boats will patrol the race course to render assistance. Any of the above support team members may assist you if needed and you will not be charged or need to worry about vessel salvage rules. It is their commitment to the race to assist boats in need and to help the boat reach the nearest safe place to remove the craft from the river. Support boats may display a red and yellow checkered flag to signify their role as support boats.
- 15.3 All skippers must notify the Race Committee if they abandon the race. The following means are available: Rudder Club telephone (904) 264-4094; VHF Channel 78; through any Rudder Club Patrol Boat. This is a United States Coast Guard Requirement. Violators may be required to pay the cost of any search initiated as a result of their failure to comply with this requirement.
- 15.4 All boats while racing will display a colored banner from their backstay, starboard shroud or sail plan in that order of preference. This banner is specific to either the North Course or the South Course and shall be removed when the boat is no longer racing. The banners will be provided in the race packet.
- 15.5 All entrants sailing single-handed shall wear a U.S. Coast Guard approved Personal Flotation Device while racing.
- 15.6 After sunset, participating yachts must display running lights and proceed in accordance with the Inland Navigation Rules.
- 15.7 All participants are reminded that a vessel under sail may not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway. Tugs pushing barges ahead are frequently encountered in the racing area and fit this category and should not be impeded. They must be given ample sea room.
- 15.8 If necessary to avoid impeding the passage of vessel whose passage is not to be impeded under the Inland Rules of Navigation, a boat may use its engine or any other means of propulsion provided it does not gain a significant advantage in the race.
- 15.9 Boats may use any other means of propulsion provided it does not gain a significant advantage in the race in order to transit the navigation span of the Shands Bridge. The area where this is permissible is from north of the mid-course gate to two boat lengths North of the Shands Bridge.
- 15.10 ISAF Rules govern the relationship between yachts while racing. These rules do not apply between racing yachts and non-participating vessels or yachts after completing the race and departing the race area. In these cases, the Inland Navigation Rules apply.
- 15.11 Participating boats are encouraged to carry on board day and night distress signals. The simple orange rectangle displaying a black ball and circle is suitable for day while flares or star shells are best for night.
- 15.12 All boats are to have on board a tow line to be used if the vessel requires towing to the nearest shoreline for the boats safe removal from the river.
- 15.13 It is the skipper's responsibility for the logistics, safety and sportsmanship of his crew and boat.
- 15.14 Each boat will be provided a large number on a placard. This number will be used to record start, mid course and finish time and to identify the boat in the event of an emergency. The boat shall conspicuously display it to the start, finish and mid course line boats as well as to any race support boat that approaches them. It is the boat's responsibility to ensure that the number has been seen by the race support boats in each instance.
- 15.15 A boat accepting assistance under RRS Fundamental Rule 1.1 is exempt from the provisions of RRS 41, Outside Help. This changes RRS 41.
- 15.16 DSC equipped boats are encouraged to have a working GPS connected to their VHF DSC equipped Radio.
- 15.17 All windsurfer and sailing canoe entries shall provide a dedicated support boat to follow them along the entire course. The support boat shall be equipped with a Marine VHF Radio capable of receiving and transmitting on

Channel 78 or a cellular telephone. Support boats shall also be equipped with operable running lights that meet the requirements of the Inland Rules of Navigation. The support boat shall be in accompaniment when the windsurfer or canoe checks in at the starting line and finishes or the entrant will be scored DNS.

16 PRIZES

16.1 Trophies will be awarded at the awards ceremony at 10:30 a.m. on 2 May 2010 at The Rudder Club.