

# SAILING INSTRUCTIONS

## Change #1

### The 65th Mug Race

Organizing Authority - The Rudder Club of Jacksonville  
8533 Malaga Ave.  
Jacksonville, FL 32244 USA  
4 May – 6 May 2018

#### 1 RULES

- 1.1 The Regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 Rule SI 10.8 changes RRS A4 by providing that a boat starting later than 30 minutes after the starting signal will be scored did not start without a hearing.
- 1.3 Rule SI 10.6 changes RRS rules 29.1 and 30.1 by providing an alternative to restarting when OCS.
- 1.4 Rule SI 12 Time Limit changes RRS 90.3(a)
- 1.5 Rule SI 13 changes RRS 60 Protests and Requests for Redress by providing for arbitration as set forth in Appendix T Arbitration.
- 1.6 Rule SI 15.15 changes RRS 41 by providing that a boat accepting assistance under RRS Fundamental Rule 1.1 is exempt from the provisions of RRS 41, Outside Help.

#### 2 NOTICES TO COMPETITORS

Notices to Competitors will be placed on the official web site at <http://www.regattanetwork.com/event/15778> and the notice board located on the wall of the Tiki Bar adjacent to the Crystal Cove Marina Restaurant, Palatka.

#### 3 CHANGES TO SAILING INSTRUCTIONS

Changes to Sailing Instructions will be posted on the Official Web site Bulletin Board, and The Official Mug Race Bulletin Board on the north exterior wall of the Rudder Club. At 1400 4 May the Official Bulletin Board shifts to the wall of the Tiki Bar adjacent to the Crystal Cove Marina Restaurant. Changes will be posted there prior to 0630 on 5 May 2018.

#### 4 SCHEDULE OF RACES

- 4.1 There will be one race.
- 4.2 The scheduled time for the warning signal for all fleets is 0755 on 5 May 2018.
- 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://time.gov/widget.html> 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

The class flag for all competitors will be as follows:

Class		Pennant
Multihull Fleet	P1	
Monohull Fleet	P2	

#### 6 RACING AREA

The racing area is between the Memorial (US 17) Bridge in Palatka and the Buckman Bridge as depicted on the following charts:  
NOAA 1187 (11492c) and NOAA 11492 a .See attachment A

#### 7 COURSE

- 7.1 The course is as depicted in Appendix A to this document.
- 7.2 From the Start Line sail north along the river through the mid-course gate located just south of the Shands Bridge at approximate position N29° 58.9' W81° 37.4' then 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'.

**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

The mid-course gate will be formed by race committee signal boat at the eastern end of the line and an inflated yellow cylinder at the western end.

#### 9 AREAS THAT ARE OBSTRUCTIONS

All government navigation markers marking shoal areas and the shoal areas they mark are considered continuing obstructions for boats whose draft requires passing the marks on the channel side. This is not to restrict shoal draft boats from passing shoreward of the marker.

#### 10 THE START (Attachment B)

- 10.1 Multihull start will be between a staff bearing an orange flag on the committee (signal) boat at the eastern end of the dual starting line and ~~an orange~~ a yellow buoy placed in the vicinity of and to the east of the mid-line signal boat.
- 10.2 The Monohull and Cruiser starting line shall be between an orange flag on the mid-line signal boat and ~~an orange~~ a yellow buoy set to the western end of the starting line. See Attachment B.
- 10.3 Starting flags and sound signals will be displayed from the mid-line signal boat. Starting flags will be repeated on the committee boat.
- 10.4 There will be one starting sequence originating from the mid-line signal boat and repeated on the committee boat.

An automated signal device (Ollie) will be used; its signals will be broadcast on Marine VHF Channel 78.

The official signals will be those from the mid-line signal boat. The broadcast and repeated signals are as an assist.

- 10.5 The site for the start is approximately 0.8nm NE of the Crystal Cove Marina, Palatka, Florida. A boat is "racing" from four minutes prior to its start time.
- 10.6 The "I" flag rule (RRS 30.1) will be in effect except that RRS30.1 is modified as follows. Any boat that is on the course side and within five of her boat lengths of the starting line or its extensions during the last minute before her starting signal may accept a five minute penalty applied to her elapsed time, in lieu of restarting. If she chooses not to accept the alternative penalty or is greater than five of her boat lengths from the starting line on the course side she shall comply with RRS 30.1. This changes RRS 29.1 and 30.1
- 10.7 Boats should ensure that Mug numbers are clearly displayed to the Committee Boat or mid line signal boat for her designated starting line.
- 10.8 A boat starting later than 30 minutes after the starting signal will be scored did not start without a hearing. This changes RRS A4

## 11 THE FINISH

- 11.1 The finish line will be between a staff bearing an Orange Flag on the Signal Boat and an inflated cylinder to its west 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' W081° 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 Mid-course Gate.
  - (a) A mandatory mid-course gate will be set in accordance with SI 7.2. The Race Committee will record the time of all entries passing this line. Times for entrants passing this line will be used to compute class prizes when no entrant of that class finishes within the time limit, even if the entrant is later forced to retire in accordance with SI 12. These times will not be used in the scoring of overall finish positions unless this line is used as a shorten course finish line in accordance with RRS 32.2(c) .
  - (b) The mid-course gate will be between an orange flag displayed on the Mid Course Signal Boat and an inflated yellow cylinder to her west.
  - (c) All boats passing the mid-course gate must display their Mug Number to the Mid-Course Signal Boat.

## 12 TIME LIMIT

Racing ends at 2007 (8:07 P.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. This changes RRS 90.3(a).

## 13 PROTESTS AND REQUESTS FOR REDRESS

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. Appendix T, **Arbitration** is in effect for this race. Competitors are encouraged to review this rule. Appendix T is a US Sailing Prescription. This changes RRS 60.

## 14 SCORING

The scoring system is Portsmouth North American Yardstick. Ratings will not be wind speed adjusted (D-PN)

## 15 SAFETY REGULATIONS

- 15.1 All boats must sail past their assigned Signal Boat on its non-starting 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 boat. Signal boat check in must occur before 0750.
- 15.2 Rudder Club race support boats will patrol the race course to render assistance in the event of an emergency. Any of the support team members may assist you 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 danger and to help the boat reach the designated ramp area assigned the sector in which they are sailing. Support boats will emergency tow a boat from danger and only to these designated points. Support boats may display a red and yellow checkered flag to signify their role as support boats. If approached by a support boat, boat shall display their Mug Number placard.
- 15.3 All skippers must notify the Race Committee if they retire from the race. 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. The following means are available:
  - (a) Rudder Club telephone (904) 264-4094;
  - (b) VHF Channel 78; through any Rudder Club Support Boat.
  - (c) Email to [raceoffice@rudderclub.com](mailto:raceoffice@rudderclub.com)
  - (d) Skype call to *therudderclub*.
  - (e) Voice or SMS (text) message to 904-314-5237.
- 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 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 lifejacket while racing. A violation of this requirement is protestable.
- 15.6 After sunset, 2007 (8:07 P.M.) boats still on the race course or in its vicinity 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 In accordance with RRS 42.3(i), when 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 Likewise in accordance with RRS 42.3(i) a boat may use any other means of self-propulsion provided it does not gain a significant advantage in the race in order to transit under 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 The Racing Rules of Sailing 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. After sunset at 2007 all boats are in a non-racing status. In above 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. Signals are required for operating after sunset.
- 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. Vessels offering an emergency tow are not required to provide a tow line.
- 15.13 It is the person in charge's (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 mid-course and finish time and to identify the boat at any time during the race. The boat shall conspicuously display it to the check-in, 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 All DSC equipped boats are encouraged to have a Mobile Marine Service Identity Number (MMSI) and have a working GPS connected to their VHF DSC equipped Radio. See <http://www.boatus.com/MMSI/>.
- 15.17 All windsurfers, non-race ready sailing canoes (does not include International racing and other race ready canoes), and small, open, non-self-rescue 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 vessel checks in at the starting line and finishes or the entrant will be scored DNS. The cell phone number

and/or the boats call sign shall be recorded on the registration form.

- 15.18 The Florida Fish and Wildlife Conservation Commission provides information on all ramps in Florida on its web site at <https://public.myfwc.com/LE/boatramp/public/default.aspx>.

## **16 PRIZES**

- 16.1 Trophies will be awarded at the awards ceremony at 10:30 a.m. on Sunday 6 May 2018 at The Rudder Club.
- 16.2 A special scoring system will be overlaid the official US Portsmouth scoring. This will not affect the official scoring or trophies. It is a fun score based on a boat's previous performance (roughly) or lack thereof in previous Mug races. It is called the Rudder Club Handicap Scoring System or RCHS (pronounced Rich's). Scores assigned under this system are not protestable.

# Mug Race 2018 (Sailing Appendix A)

Caution - Chart is not for  
Bottom to top – Left side

Courses shown do not  
depict a course to be sailed.  
They display distances  
between points and are for  
general information.

**NOTE:** Many Nav aids are  
missing or badly damaged as  
a result of Hurricane Irma

**NOT FOR NAVIGATION**

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Point	Lat	Long	Hdgng Fm	Dist	Spd#	Tot Dist*	Time#	Tot
1 (Start)	N29 41.201	W81 38.428	039.8° mag	1.142 nm	2.9	0.0	8:00 AM	0 min
2	N29 42.143	W81 37.690	080.2° mag	2.985nm	2.9	1.1	8:23AM	24 min
3	N29 42.933	W81 34.382	042.2° mag	0.641nm	2.9	4.1	9:25AM	1h. 26min
4	N29 43.447	W81 33.943	042.7° mag	0.872nm	2.9	4.8	9:39AM	1h. 39min
5	N2944.142	W81 33.338	013.2° mag	2.344nm	2.9	5.6	9:57AM	1h. 57min
6	N29 46.461	W81 32.983	346.7° mag	6.552nm	2.9	8.0	10:45A	2h. 46min
7	N29 52.628	W81 35.496	353.9° mag	2.628nm	2.9	14.5	1:02 PM	5h. 2min
8	N29 55.196	W81 36.113	014.6° mag	1.045nm	2.9	17.2	1:56PM	5h. 57min
9	N29 56.227	W81 35.926	351.7° mag	2.375nm	2.9	18.2	2:18 PM	6h. 18min
10	N29 58.528	W81 36.587	303.6° mag	0.798nm	2.9	20.6	3:07 PM	7h. 8min
11 (Mid Cus)	N29 58.900	W81 37.400	317.3° mag	2.130nm	2.9	21.4	3:24PM	7h. 24min
12	N30 00.313	W81 39.234	322.0° mag	1.334nm	2.9	23.5	4:08PM	8h. 8min
13	N30 01.277	W81 40.296	349.2° mag	1.170nm	2.9	24.8	4:36PM	8h. 36min
14	N30 02.397	W81 40.677	004.7° mag	4.857nm	2.9	26.0	5:00PM	9h. 0min
15	N30 07.244	W81 40.764	003.0° mag	2.076nm	2.9	30.9	6:41PM	10h. 41min
16	N30 09.315	W81 40.874	035.3° mag	2.057nm	2.9	33.0	7:24PM	11h. 25min
17 (Finish)	N30 11.100	W81 39.700			2.9	35.0		12h. 7min

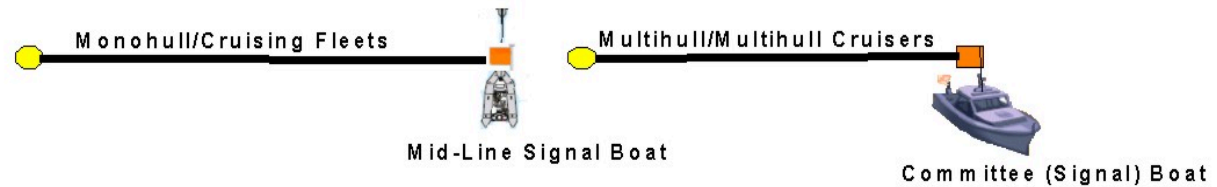
\* Nautical Miles  
# Speed is the minimum speed required to finish within the time limit. Time and Total Time are based on this speed.

# Course Diagram Instructions

navigation. Direction of Travel –  
first

# MUG RACE STARTING LINE

## Attachment B Chng#1



**Note:** The starting line may be reoriented depending on winds and current.