

# SAILING INSTRUCTIONS

## The 62st Mug Race

Organizing Authority - The Rudder Club of Jacksonville  
8533 Malaga Ave.  
Jacksonville, FL 32244 USA  
1 May – 3 May 2015

### 1 RULES

- 1.1 The Regatta will be governed by *The Racing Rules of Sailing* (RRS).
- 1.2 RRS 26 is altered for this event by SI 10 in order to provide a pursuit start as described in the US SAILING Race Management Handbook (2009 - 2013), Portsmouth Method, page 303.
- 1.3 When proceeding to and from the race area boats are to pass only through the center span of the Buckman Bridge.
- 1.4 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.
- 1.5 SI 12 Time Limit changes RRS 90.3.

### 2 NOTICES TO COMPETITORS

Notices to Competitors will be placed on the official web site at <http://www.regattanetwork.com/event/9850> and the notice board located in the registration area of the Quality Inn, 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 1 May the Official Bulletin Board shifts to the lobby window of the Quality Inn in Palatka. Changes will be posted there prior to 0630 on 2 May 2015.

### 4 SCHEDULE OF RACES

- 4.1 There will be one race. The schedule is:  
0725, 2 May 2015 - 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 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

Class flags will not be used.

### 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

### 7 COURSES

- 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'.
- 7.3 Boats are to pass through only the navigation span of the Shands Bridge.  
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 orange 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

- 10.1 The start 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. A boat is “racing” from four minutes prior to its start time. It must be fully under sail by this time if within 100 yards of the starting line.

10.2 The starting line is closed except for boats actually starting.

10.3 Boats should ensure that Mug numbers are clearly displayed to the Start Signal Boat when starting.

## 11 THE FINISH

11.1 The finish line 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 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 orange cylinder.

## 12 TIME LIMIT

Racing ends at 2005 (8:05 P.M). Boats finishing after that time will be scored Did Not Finish (DNF). Yachts south of the mid-course gate after 1930(7:30 p.m.) are required to retire from the race and will be scored as DNF. This changes RRS 90.3

## 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.

## 14 SCORING

Scoring will be the low point system and based on the boat's order of finish.

## 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. If approached by a support boat, boat shall display their Mug Number placard.

15.3 All skippers must notify the Race Committee if they abandon 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 Patrol Boat.

(c) Email to [raceoffice@rudderclub.com](mailto:raceoffice@rudderclub.com)

(d) Skype call to *theruddderclub*

(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, 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 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 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. 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. 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.
- 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 start, mid-course and finish time and to identify the boat at any time during the race. 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 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 The Rudder Club Base radio MMSI is 338109366
- 15.18 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. The cell

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

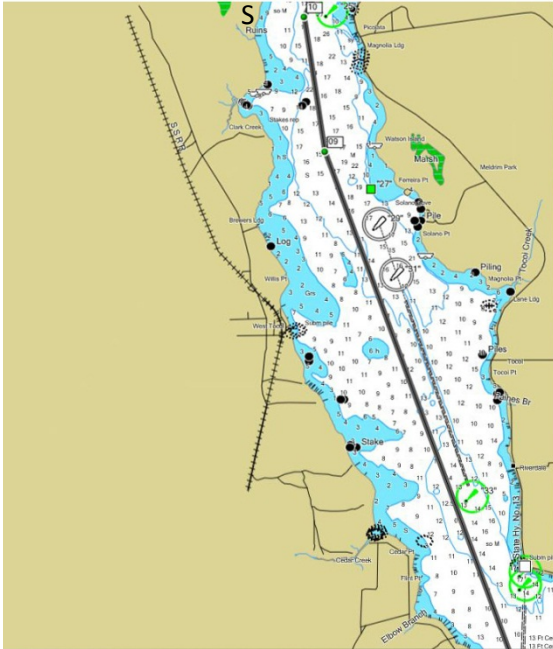
## 16 PRIZES

Trophies will be awarded at the awards ceremony at 10:30 a.m. on Sunday 3 May 2015 at The Rudder Club.

# Mug Race 2015 Course Diagram (Sailing Instructions Appendix A)

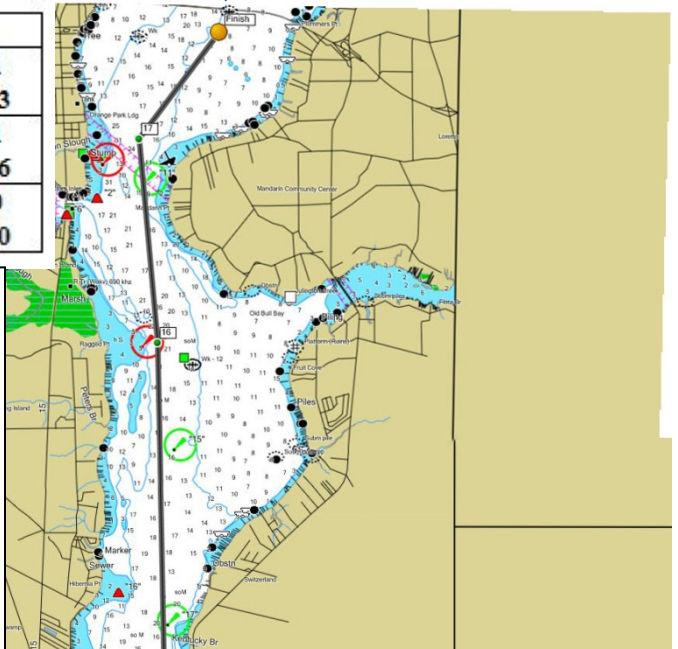
Caution - Chart is not for navigation. Direction of Travel – Bottom to Top Left Side First

**FINISH**



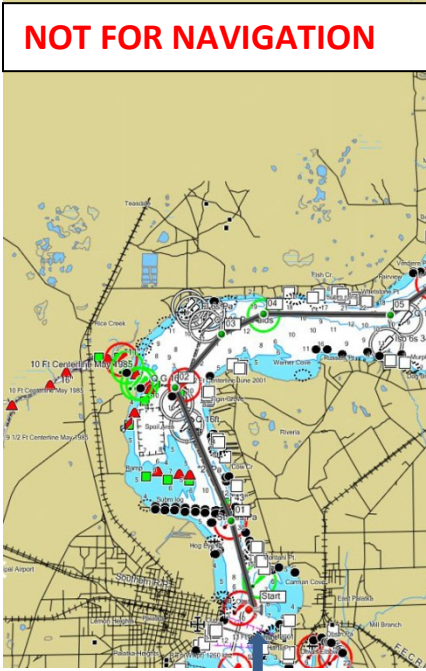
Marks	
<b>Start</b>	N29 39.021 W81 37.113
<b>Mid Course</b>	N29 58.931 W81 37.366
<b>Finish</b>	N30 11.100 W81 39.700

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



**NOT FOR NAVIGATION**

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**START**

Point	Distance	Leg	Course	Position
Start	0 nm			N29 39.021 W81 37.113
1	1.1 nm	1.1 nm	349° mag	N29 40.096 W81 37.482
2	2.9 nm	1.8 nm	340° mag	N29 41.719 W81 38.375
3	3.8 nm	0.9 nm	48° mag	N29 42.379 W81 37.679
4	4.4 nm	0.6 nm	71° mag	N29 42.630 W81 37.038
5	6.1 nm	1.7 nm	96° mag	N29 42.616 W81 35.083
6	6.8 nm	0.7 nm	62° mag	N29 43.005 W81 34.409
7	8.4 nm	1.5 nm	46° mag	N29 44.178 W81 33.256
8	10.7 nm	2.3 nm	10° mag	N29 46.489 W81 33.021
9	18.1 nm	7.4 nm	344° mag	N29 53.399 W81 36.143
10	19.9 nm	1.8 nm	356° mag	N29 55.166 W81 36.484
11	21.1 nm	1.2 nm	33° mag	N29 56.234 W81 35.850
12	23.5 nm	2.4 nm	349° mag	N29 58.522 W81 36.606
Mid-Course	24.3 nm	0.8 nm	307° mag	N29 58.931 W81 37.366
13	26.4 nm	2.1 nm	316° mag	N30 00.319 W81 39.243
14	27.8 nm	1.4 nm	324° mag	N30 01.353 W81 40.280
15	28.9 nm	1.1 nm	355° mag	N30 02.460 W81 40.522
16	33.7 nm	4.8 nm	4° mag	N30 07.234 W81 40.639
17	36.3 nm	2.6 nm	0° mag	N30 09.779 W81 40.920
Finish	38.0 nm	1.7 nm	44° mag	N30 11.100 W81 39.700

