

NFCC SPRING RIVER RACE
NOTICE OF RACE AND SAILING INSTRUCTIONS

DATE AND PLACE: February 23, 1986; 1100 E.S.T.; St. Johns River

REGISTRATION: The Standard Race Entry Blank accompanying this notice must be completed in full and either mailed to the following address to be received no later than February 20, 1986, or hand delivered to the Race Committee no later than the close of the regular NFCC meeting on February 20, 1986. Mail entries completed in full to: Skip Canfield, 2403 Market Street, Jacksonville, Florida 32206. All entries must be accompanied with full entry fee.

ENTRY FEE: NFCC members - \$7.50; non-members - \$10.00

ELIGIBILITY: All yachts racing will be assigned to PHRF classes and are required to have a valid PHRF rating certificate issued by U.S. PHRF of N.E. Florida.

MANAGEMENT: The race will be under the management of the North Florida Cruising Club as the organizing authority.

RACING RULES: This race will be governed by the current Racing Rules of the International Yacht Racing Union as adopted by the U.S. Yacht Racing Union, and these sailing instructions. Any yacht not in compliance with Rule 25.2(a)(b) will be penalized 5 seconds per mile, but will still be eligible to compete.

SKIPPER'S MEETING: There will be no Skipper's Meeting.

START: 1100 hours E.S.T. Warning signal at 1050. All classes will start at 1100. Starting sequence will be in accordance with Rule 4.4(a) System 2.

COURSE: Start between R.C. boat and a starting mark located in the vicinity of the Rudder Club. Proceed to river marker No. 5, leaving it to starboard. Then proceed to river marker No.11, leaving it to starboard. Then proceed to a turning mark approximately one (1) nautical mile at a heading of 348 degrees from marker No.11 leaving the turning mark to port. Then proceed to the finish in the vicinity southeast of Orange Point. A diagram of the course is attached to these instructions.

SHORTENING COURSE: The Race Committee, after the starting signal, may shorten the course by finishing the race at any rounding mark. A shortened course will be signalled by displaying from the committee boat code flag "S", which means, "Finish between the nearby mark and the committee boat."

FINISH: Between R.C. boat and a mark, leaving R.C. boat to port and the mark to starboard.

SPECIAL INSTRUCTIONS: The Buckman Bridge must be sailed through the center span or the span adjacent to either side of the center span. Use of motor by a yacht to pass through the bridge will result in 5 minutes being added to that yacht's elapsed time, but will not result in disqualification.

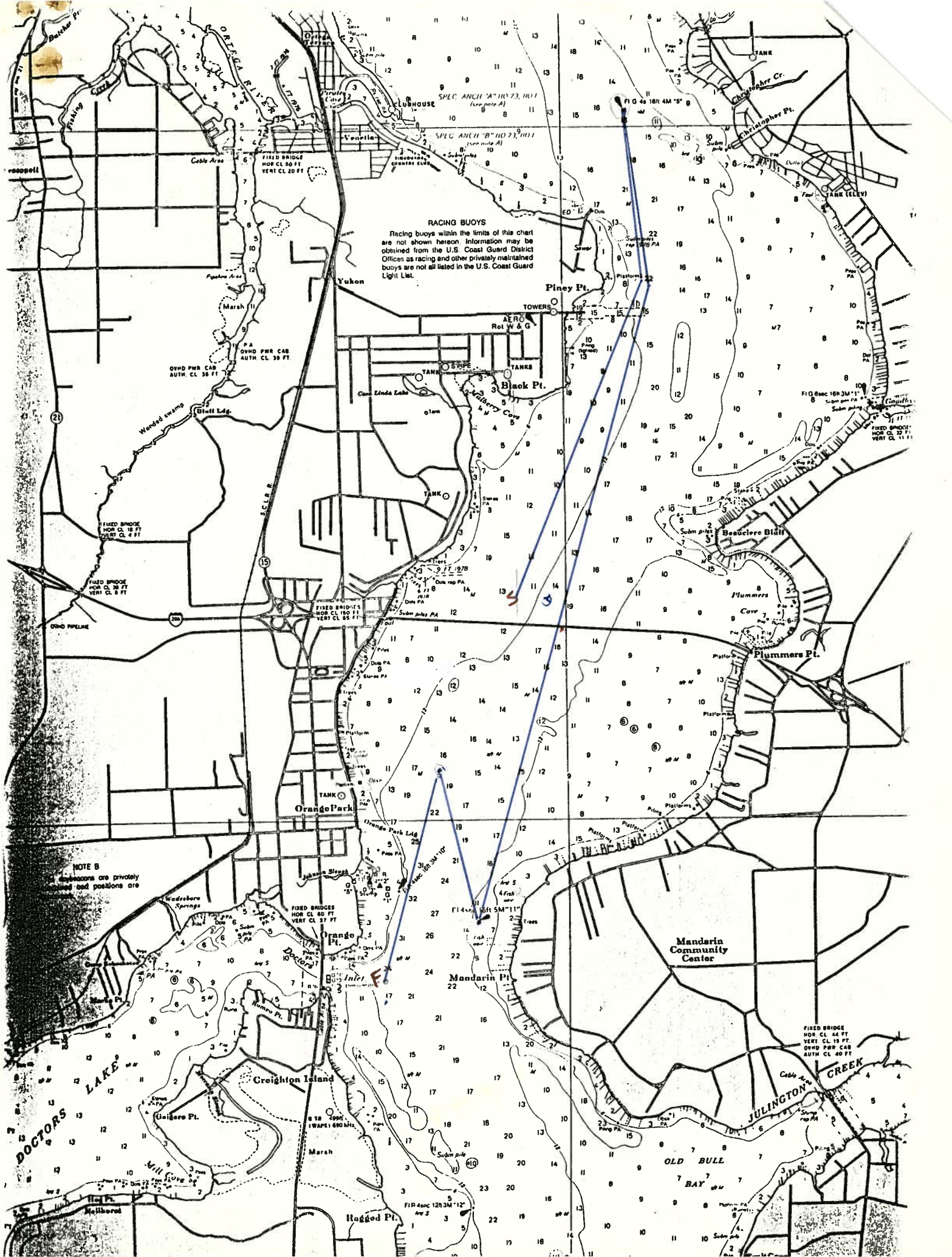
INDIVIDUAL RECALL: Will be signalled by displaying code flag "X" with one sound signal. The Race Committee will attempt to hail the sail numbers of the yachts concern.

GENERAL RECALL: Will be signalled by displaying code flag "First Substitute" with two sound signals. After a general recall has been signalled, a new preparatory signal will be made one minute after the lowering of code flag "First Substitute" with one cannon.

PENALTIES: The 720 degree turns penalty as provided in Rule 74.5 and Appendix 3, Alternative Penalties for Infringement of a Rule of Part IV, shall apply for infringement of a rule of Part IV.

PROTESTS: All protests must be presented in writing to the Race Committee within 24 hours after the race. Notice of protest must also be given immediately after finishing by HAIL acknowledged by the Race Committee.

RESULTS: Finishing order will be scored by corrected time based on PHRF rating applied to elapsed time. Ties will not be broken. Race results will be mailed to each skipper, and will also be published in the next edition of the Windscoop. Trophies will be awarded at the March meeting of NFCC.



RACING BUOYS
 Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other privately maintained buoys are not all listed in the U.S. Coast Guard Light List.

NOTE B
 Dimensions are privately owned and positions are approximate.

FIXED BRIDGE
 HOR CL 44 FT
 VERT CL 15 FT
 OVD PWR CAB
 AUTH CL 40 FT

FIR 42c 12R 3M 12"
 Aug 5

Dear Skippers,

This notice is concerning the finish of the Spring River Race. The race committee had no intentions of setting an unorthodox finish line. The correct finish was crossing the line "in the direction of the course from the last mark". This decision is made for us by U.S.Y.R.U. rule #3.1 and the definition of finishing.

With the exception of 11 yachts the fleet sailed properly from north to south across the finishing line. A protest committee can adjust the finishing time and reinstate the yachts that were materially prejudiced. These yachts will receive a form to sign and submit to a protest committee.

My suggestion is to give the yachts materially prejudiced a 1 minute allowance and reinstate them in the race. For the duration of 1986 the race course will be set up, to the best of our ability, in a normal fashion.