
1987 NFCC FALL RIVER RACE

"NOTICE OF RACE AND SAILING INSTRUCTIONS"

DATE AND PLACE: Sunday, October 18, 1987; 1200 Hrs. E.D.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 October 16, 1987, or hand delivered to the Race committee no later than the close of the regular NFCC business meeting on Thursday, October 15, 1987. All entries must be accompanied with full entry fee. No entries will be accepted after October 16, 1987. Entries submitted by mail should be addressed to: L.L.Hawkins, 2403 Market St., Jacksonville, Florida 32206.

The Race Committee assumes no responsibility for delivery of entries submitted by mail. Any doubt about sufficiency of registration should be resolved by verifying with the Race Committee its receipt of completed entry forms no later than the close of the regular NFCC business meeting on Thursday, October 15, 1987.

ENTRY FEE: NFCC Members \$7.50; Non-Members \$10.00

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

CLASSES: The fleet will be divided into PHRF classes, both spinnaker and non-spinnaker. All identical boats with more than five entries will constitute a one design class.

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.

CHECK-IN: All yachts must check in with the Race Committee at least 15 minutes prior to the start by sailing past the stern of the Committee boat and hailing their sail numbers, which hail shall be acknowledged by the Race Committee. Yachts not properly checking in prior to starting may be scored DNS. Scratch sheets will be available from the Committee boat.

START: The fleet will start as one class at 1200 Hours, with the warning signal at 1150 hours. The starting line will be between St.Johns River Marker No."5" and the Race Committee Flag on the Committee Boat anchored West of Marker No."5".

COURSE: Proceed from the starting line in a Northerly direction to St.Johns River Marker No."3", leaving it to port; thence to SJRSA Mark #"A" leaving it to port, thence to Marker #5 leaving it to starboard, thence to SJRSA Marker #C, leaving it to starboard, thence to finish line.

FINISH: Between St. Johns River Marker No."5" and the Race Committee Boat anchored

West of Marker No. "5".

TIME LIMIT: NONE

RETIREMENT: Any yacht retiring from the race shall notify the Race Committee as soon as possible so that all participants may be accounted for. The Race Committee will monitor VHF Channel 16.

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

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

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

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 a HAIL acknowledged by the Race Committee.

RESULTS: Finishing order will be scored by corrected time based on PHRF rating applied to the 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 next business meeting of the NFCC
