

# RACE INTO HISTORY!



**3 Historic Cities**  
**4 Incredible Days of Ocean Racing**  
**plus parties parties parties!**

North Florida Cruising Club Proudly Presents this Ocean Racing Event  
to Benefit Safe Harbor Boys Home of Jacksonville, Florida

**April 20 Mayport/Jacksonville to St. Augustine**  
**April 21-22 St. Augustine to St. Marys, GA • April 23 St. Marys to Mayport**

All classes of ocean racing and cruising sailboats invited.  
PHRF and one-design classes • Trophies for each leg and overall winners  
Launching and docking available at Safe Harbor, 4772 Safe Harbor Way, Jacksonville, FL 32226  
Registration at [www.nfccsail.com](http://www.nfccsail.com) • For information call 904-591-0999

## OFFSHORE CHALLENGE RACE SCHEDULE

April 19th

### **Registration & Skippers Meeting**

6:30 p.m. Safe Harbor Boys Home

April 20th

### **Leg One - Mayport to St. Augustine**

Starting outside St. Johns River Entrance

### **After Race Party & Awards**

6:30 p.m. St. Augustine Yacht Club

April 21st & 22nd

### **Leg Two - St. Augustine to St. Marys**

Starting outside St. Augustine Inlet

April 22nd

### **After Race Party & Awards**

6:30 p.m. Downtown St. Marys, GA

April 23rd

### **Leg Three - St. Marys Inlet to Mayport**

Starting at St. Marys River entrance

### **Wrap-Up Party & Trophy Presentation**

6:30 p.m. Safe Harbor Boys Home

## HELPFUL INFORMATION FOR SKIPPERS AND CREW MEMBERS

### Launching and Docking

A travel lift is available at Safe Harbor. Racers may bring in boats up to a week before the race and dock at no charge. For dockage in downtown St. Marys, call Lang's at 912-882-4452.

In St. Augustine, Comanche Cove has slips but you must tell them you're racing in this event. Call 904-829-5676. A ferry service will run from downtown to the Yacht Club.

### Directions

Safe Harbor Boys Home: Take either 9A or I-95 to Hecksher Drive and go east just past San Carlos Creek. Turn right onto Safe Harbor Way before you get to "Intermodal Drive".

St. Augustine Yacht Club is located in the Comanche Cove complex off A1A just north of the Vilano Bridge. From the sea, it's north of the inlet.

### Fees and Meals

Entry fee for the entire race includes all post-race meals for the skipper and 3 crew members as well as entertainment at the various parties. Extra tickets are available for \$35 each (good for 3 meals). Extra individual meal tickets for individual races are \$12 each.

### North Florida Cruising Club

For information about joining Jacksonville's most active sailing organization call Vernon Dean at (904)398-1165.



### OUR SPONSORS

HUNTER  
MARINE CORPORATION



## About Safe Harbor Boys Home

**Helping boys become men of  
Character, Integrity and Vision**



Safe Harbor Boys Home cares for boys ages 15 to 17 who have suffered abuse, neglect, are fatherless, or have lost one or more parents to death, divorce, or desertion. For boys with behavior problems at home or at school, Safe Harbor offers a second chance and an alternative to their current home setting.

The boys stay from 12 to 18 months and then return to their families or set out on their own. While at the Safe Harbor facility, on the St. Johns River, the boys can continue their high school education, learn a trade and develop social skills. Through spiritual, educational and vocational training, the boys become responsible, mature and independent young men.

The Safe Harbor program is unique in the way it uses sailing, boating and marine maintenance as important parts of each boy's rehabilitation. Many individuals donate boats to the home which are used for boating training or as rehabilitation projects in home's machine shop. Support is provided by individual contributions, churches, Sunday School classes, civic and social clubs and grants. No city, state or federal tax dollars are received.



# OFFICIAL ENTRY FORM FIRST COAST OFFSHORE CHALLENGE

"Race into History"

April 20th through April 23rd, 2005



## FOR COMMITTEE USE

- ☐ ENTRY FORM ☐ ENTRY FEE ☐ CERTIFICATE  
☐ NATIONAL AUTHORITY MEMBERSHIP (US Sailing)  
☐ CREW DECLARATION FORM

YACHT NAME \_\_\_\_\_ SAIL # \_\_\_\_\_ LOA \_\_\_\_\_

MAKE \_\_\_\_\_ YEAR \_\_\_\_\_ DRAFT \_\_\_\_\_ HULL/TRIM COLOR \_\_\_\_\_

CLASS ENTERED: ☐ PHRF Spinnaker ☐ PHRF Non-Spinnaker ☐ PHRF Cruiser  
☐ One Design (Specify Class \_\_\_\_\_ )  
☐ Multihull Spinnaker ☐ Multihull Non-spinnaker

RATING: PHRF \_\_\_\_\_ or MASF Multihull \_\_\_\_\_ or Portsmouth Multihull \_\_\_\_\_

A valid current rating certificate must accompany the Entry form.

ENTRANT'S NAME \_\_\_\_\_ CLUB \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ COUNTRY \_\_\_\_\_

DAY PHONE \_\_\_\_\_ HOME PHONE \_\_\_\_\_ CELL PHONE \_\_\_\_\_

E-MAIL \_\_\_\_\_ FAX \_\_\_\_\_

US SAILING MEMBERSHIP NUMBER (members only) \_\_\_\_\_

IN CONSIDERATION of your accepting my entry, I warrant that my yacht will be outfitted and equipped in accordance with the Racing Rules of Sailing, the Notice of Race, and the Sailing Instructions, that she will have all required equipment aboard, that she is seaworthy in hull, rig, sails, gear, and that she will be competently manned. By entering and starting this race, as the Skipper of the entry, I agree to comply with all conditions of the race and decisions of the Race Committee, and do for myself, my personal representatives, heirs and assigns, waive any and all claims as they may accrue to them against the North Florida Cruising Club, First Coast Offshore Challenge Race Committee, any Race Sponsors, any associated Yacht Clubs, their officers, directors, members, employees or agents, and any one or more of them arising out of my participation or the participation of my yacht in these races or arising from any activities related to this event. As Skipper, I further acknowledge and agree that neither the North Florida Cruising Club, First Coast Offshore Challenge Race Committee, any Race Sponsors, any associated Yacht Clubs, their officers, directors, members, employees or agents, accepts any liability or responsibility for property damage to any boat or personal injury to me, my crew, or friends suffered while participating in this race, including pre-race and post-race activities. As Skipper, I acknowledge and agree that the decision to start or to continue a race is solely my responsibility. I hereby give permission for my image, voice, boat, and/or crew to be photographed and used in promotion of this event or other related events.

- ☐ Owner  
☐ Charterer

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

This entry must be completed and received by the First Coast Offshore Challenge Race Committee by April 15, 2005 and must include a current valid rating certificate. Also please attach a CREW DECLARATION listing the skipper's name, age, address, phone(s), emergency contact information and all crew names & ages

### ENTRY FEES

(Please make checks payable to North Florida Cruising Club)

For Individual Races Only:

On or Before April 1, 2005 .....\$250  
After April 1, 2005, and before the final entry  
deadline of April 15, 2005 .....\$275  
Non-US Sailing Member .....\$ 95  
US Sailing Member .....\$ 90  
Individual ticket for meals .....\$ 12

Total Enclosed  
\$ \_\_\_\_\_

Select Races

- ☐ Mayport-St. Augustine  
☐ St. Augustine-St. Marys  
☐ St. Marys-Mayport

### Mail Completed Entry Form with payment & Certificate To:

North Florida Cruising Club  
P.O. Box 24268  
Jacksonville, Florida 32241-4268  
Attn: FCOC Race Committee

### Questions:

Don Gilbert - Race Chairman  
Phone; 904-591-0999  
Mail: gilbdc@695online.com

## RACE FROM ONE HISTORIC CITY TO ANOTHER for a great cause



Springtime in Florida and Georgia offers some of the best sailing of the entire year and the First Coast Offshore Challenge is your chance to try it out first hand. From your start off Mayport (home of the Mayport Navy Base) you'll sail to St. Augustine, the nation's oldest city, with its picturesque streets and historic old forts. Then, race an overnight leg up to St. Marys, GA, the nation's second oldest city. It's a charming waterfront town that welcomes sailors with open arms. Back again to Jacksonville and a great post-race party at our headquarters on the St. Johns River. We're going to make this a race you'll enjoy from start to finish, come join us!



## NOTICE OF RACE



# FIRST COAST OFFSHORE CHALLENGE 2005 "Race into History"

The First Coast Offshore Challenge (FCOC) is a series of 3 races representing over 100 miles of offshore sailing with ports of call in 3 historic cities of Southeast Georgia and Northeast Florida. The race series starts in the morning of April 20<sup>th</sup>, 2005 in the vicinity of the St. Johns River entrance channel and finishes in the afternoon of April 23<sup>rd</sup>, 2005 in the vicinity of the St. Johns River entrance channel located on NOAA Chart 11480.

## 1 RULES

- 1.1** The First Coast Offshore Challenge Series (the "Series") shall be governed by the Racing Rules of Sailing (RRS) 2005-2008; the International Sailing Federation Special regulations Governing Offshore and Oceanic Racing for 2004-2005 including US SAILING Prescriptions for the Category 4, except as modified by Section 5 of this Notice Of Race; the PHRF rules of the First Coast Sailing Association; class rules for any One Design class established; the Notice of Race (except as modified by the Sailing Instructions); and the Sailing Instructions. **Extracts from ISAF Rules for Category 4 Monohull and Multihull may be viewed at [www.ussailing.org/safety/isaf.htm](http://www.ussailing.org/safety/isaf.htm).**
- 1.2** The North Florida Cruising Club is the Organizing Authority for this Series. The First Coast Offshore Challenge Race Committee is responsible to the North Florida Cruising Club for the conduct of the event.

## 2 CLASS MEMBERSHIP

The rules of all classes with yachts participating as a class are altered so that membership in the class is not required.

## 3 ADVERTISING

The Regatta is designated Category C under ISAF Regulation 20.

## 4 FEES

The FCOC Event Fee covers entry and participation in the races, meals for up to 4 people after each race entered, beverages and entertainment at the awards ceremony, and free docking at Safe Harbor marina before the first race and after the last race.

The fee for the entire Series shall be \$250 if application and payment is postmarked before April 1<sup>st</sup>, 2005. After April 1<sup>st</sup>, 2005 and before April 15<sup>th</sup>, 2005, the event fee shall be \$275. After April 15<sup>th</sup>, applications are subject to rejection by the Organizing Authority. There is no US SAILING member discount available for the Series fee.

The fee for any one individual race shall be \$95 for Non-US Sailing members and \$90 for US Sailing members. No late fee, but entries after April 15<sup>th</sup> are subject to rejection.

If a yacht withdraws from the race 48 hours prior to the start of the first race, all but \$35 will be returned for the Series and all but \$12 will be returned for each individual race.

## **5 ELIGIBILITY AND ENTRY**

- 5.1** The Series is open to all seaworthy cruising sailboats that are not less than 24 feet in length.
- 5.2** The designated skipper shall be 18 years of age or older.
- 5.3** The minimum crew size shall be 2 (including skipper) for all races except for the overnight race from St. Augustine to St. Marys which requires a minimum crew size of 3.
- 5.4.** All one design classes shall comply with the maximum crew numbers in their class rules.
- 5.5** There will be no restriction on crew changes between races. Children aged 14 and under will not count towards the number of crew.
- 5.6** Boats shall have their sail numbers on the mainsail, spinnakers, and each headsail having an LP measurement equal to or greater than 130% of the base of the fore triangle.
- 5.7** All boats shall have a cabin enclosure, a cockpit, and shall conform to the International Sailing Federation (ISAF) special regulations Governing Offshore and Oceanic Racing for 2004-2005 including US SAILING Prescriptions for Category 4 with the following exceptions:
- a. Paragraph 3.27.2 is waived.
  - b. Paragraph 4.10 Radar Reflector is changed from “shall” to “should”.
  - c. Paragraph 4.11 Navigation Equipment is modified as follows: “Participating yachts must carry all appropriate charts and light lists for the area covered by the race and specifically NOAA Charts 11480 (or 11488), 11490-B (St. Johns River Entrance), 11503 (Cumberland Island to Fernandina Harbor).
  - d. Paragraph 4.12 A durable stowage chart is changed from “shall” to “should”.
  - e. Paragraph 4.23 The requirement for SOLAS Pyrotechnic signals is waived. Participating yachts shall conform to Federal Regulations concerning the carriage of visual distress signals.
- 5.8** All yachts shall conform to the following special requirements:
- Radio – Participating Yachts shall be provisioned with a 25 watt VHF transmitter / receiver with a manufacturers recommended antennae. The VHF transmitter / receiver must be capable of tuning to Channels 9, 13, 16, 22A, 68, 69, 71, and 72. In addition, it is recommended that the radio have DSC capability and a masthead antenna.

## **6 ENTRY FORMS AND OTHER DOCUMENTATION**

- 6.1** All yachts shall submit the proper entry forms and fees prior to racing. Entry forms may be obtained from the Series Web Site or by contacting Don Gilbert with electronic mail at [gilbdc@695online.com](mailto:gilbdc@695online.com) or by telephone at 904-591-0999. Advance registration forms can be mailed to North Florida Cruising Club, PO Box 24268, Jacksonville, Florida 32241-4268 c/o FCOC Race Committee along with a check or money order for the appropriate Event fee. Checks shall be made payable to: North Florida Cruising Club.
- 6.2** All yachts, except those with PHRF handicap certificates issued by the First Coast Sailing Association (FCSA) Rating Agency, shall enclose a copy of their certificate with the entry form, or shall send, or bring, a copy to the race headquarters as early as possible before the start of the race.

- 6.3** Each yacht entry shall specify on the Crew Declaration Form: (1) at least one "shore side contact" who will have knowledge of all crew members and contact information in case of an emergency, and (2) the owner, the skipper, all crew members, and crew ages. It is the responsibility of each skipper to update the crew list prior to each race start as changes occur. It is grounds for disqualification for not maintaining the participating crew list.

## **7 SKIPPERS MEETINGS AND REGISTRATIONS**

- 7.1** The initial skipper's meeting and final registration for the Series will be held Monday, April 19<sup>th</sup>, 2005 at 6:30 PM at Safe Harbors Boys Home at 4772 Safe Harbor Way. Take either 9A or I-95 to Hecksher Drive and go east just past San Carlos Creek and take a right onto Safe Harbor Way just before you get to the Blount Island access road "Intermodal Drive".

Marina Docks are located at Latitude N 30 ° 24.73', Longitude W 081 ° 32.63'.

- 7.2** In addition to the initial skippers meeting, the Race Committee will hold informal registration for yachts wishing to enter individual races on the following dates and times:

April 19<sup>th</sup>, at Safe Harbor after the Skipper's Meeting

April 20<sup>th</sup>, at the Saint Augustine Yacht Club between 6:30 PM and 7:30 PM

April 21<sup>th</sup>, at the Saint Augustine Yacht Club between 12:30 PM and 1:00 PM

April 22<sup>nd</sup>, at Lang's Marina in St. Marys

The Saint Augustine Yacht Club (SAYC) is located at 250 Yacht Club Drive, St. Augustine, Florida, 32084. The SAYC web site address is [www.staugustineyc.org](http://www.staugustineyc.org) and their office number is 904-824-9725.

Lang's Marina is located on Osborne Street along the St. Marys, Georgia waterfront. Lang's Marina phone number is 912-882-4452.

## **8 CLASSES AND DIVISIONS**

Classes will be established for Spinnaker PHRF, Non-spinnaker PHRF, Cruising PHRF, Multihull, and One Design yachts. A minimum of three yachts registered by April 18<sup>th</sup>, 2005 is required to constitute a class.

- 8.1 PHRF:** The PHRF Fleet will be divided into three Classes: Spinnaker, Non-spinnaker, and Cruising. The Cruising Class only allows for a main and jib. Further divisions of these classes may be assigned based on the number of entries in each class. Skippers of PHRF yachts shall provide evidence of rating as issued by a sanctioned PHRF organization. Ratings may be adjusted to conform to those issued by First Coast Sailing Association (FCSA) [www.sailjax.com](http://www.sailjax.com).
- 8.2 Multihull:** The Multihull Fleet may be divided into Spinnaker and Non-spinnaker classes as the number of entries allow. Ratings for multihull yachts will be in accordance with United States Portsmouth Numbers as appropriate.
- 8.3 One Design:** One Design Classes will be established provided the number of participating yachts desiring to race in One Design meet the minimum requirement. These one design classes may include multihull or monohull yachts.

## **9 SERIES SCORING**

Two scored races are required to constitute the Series.

## **10 PRIZES**

Trophies for individual races will be awarded for 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place finishers in each class or division of class at their respective post race ceremonies. Series Trophies will be awarded for 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place finishers in each class on April 23<sup>rd</sup>, 2005 following the completion of the last race at a post race ceremony, if practical. If not practical, the ceremony will be held May 19<sup>th</sup>, 2005 at the North Florida Cruising Club general meeting held at the Florida Gun and Tackle Club on San Jose Blvd., Jacksonville, Florida. All unclaimed trophies may be picked up at this time.

## **11 SAILING INSTRUCTIONS AND RACE RESULTS**

- 11.1** Sailing Instructions will be available on the Race Web Site or sent to registrants about a week before the race together with a provisional list of yachts with handicap details but these may not be complete or exact.
- 11.2** Race Results will be displayed on the FCSA Web Site [www.sailjax.com](http://www.sailjax.com) or after the race at the location designated in the Sailing Instructions. Results will also be sent out through electronic mail to the email address provided on the entry form. Any request for clarification of the results shall be raised as soon as possible and in any case within 14 days of publication.

## **12 SELF-STEERING**

All races may be sailed with the assistance of self-steering gear, electric or wind, provided that a proper look-out is kept at all times. Note: this modifies RRS Rule 52.

## **13 POST RACE DECLARATION FORM**

All yachts are required to submit a post race declaration form if the yacht uses their engine for propulsion during the race or was required to record their time in the absence of a race committee. This post race declaration form shall be furnished to the race committee as soon as practical but no later than one hour before the start of the awards ceremony.

## **14 ARBITRATION**

For protests involving an alleged breach of the rules of Part 2 of the RRS, an optional short arbitration hearing may be held prior to proceeding with an official protest hearing. See Sailing Instruction 1.4.8.

## **15 RESPONSIBILITY AND LIABILITY**

- 15.1** The safety of a yacht or sailing vessel and her crew, the decision as to whether or not to start, and having started, whether or not to continue is the sole and exclusive responsibility of each yacht's designated skipper. *For the purpose of subsequent articles, the term "boat" shall mean the designated skipper as representative of the owner and in the absence of the designated skipper, members of the remaining crew.*
- 15.2** A boat is entirely responsible for her own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.
- 15.3** It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By going to sea the boat confirms that she is fit for those conditions and her crew is competent to sail and compete in them.
- 15.4** The boat is required to hold adequate insurance and in particular to hold insurance against third party claims.
- 15.5** Nothing done by the organizers can reduce the responsibility of the boat.
- 15.6** The provision of patrol boats does not relieve the boat of her responsibilities.
- 15.7** The boat is responsible to ensure that she is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience, and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed, and in date and that the crew know how to use it.
- 15.8** The boat is responsible for adhering to all local, state, federal, and international laws and regulations governing the operation in the body of waters where the race and race events shall be held. This includes conformance to the United States Coast Guard (USCG) Safety Regulations.
- 15.9** The fact that the race committee conducts inspections of a boat does not reduce the responsibilities of the boat set out in this paragraph.



## SAILING INSTRUCTIONS



### FIRST COAST OFFSHORE CHALLENGE 2005 “Race into History”

#### **1 RULES**

- 1.1** The First Coast Offshore Challenge Series (the “Series”) shall be governed by the Racing Rules of Sailing (RRS) 2005-2008; the International Sailing Federation Special Regulations Governing Offshore and Oceanic Racing for 2004-2005 including US SAILING Prescriptions for the Category 4, except as modified by Section 5 of the Notice Of Race; the PHRF rules of the First Coast Sailing Association; class rules for any One Design class established; the Notice of Race (except as modified by these Sailing Instructions); and the Sailing Instructions. ISAF Rules for Category 4 Monohull and Multihull may be viewed at [www.ussailing.org/safety/isaf.htm](http://www.ussailing.org/safety/isaf.htm)

#### **1.2 ALTERATIONS TO THE RULES**

The following sections of these Sailing Instructions alter provisions of the RRS:

- 1.2.1** Sailing during the hours of darkness – Sailing Instructions 1.3
- 1.2.2** Use of Engine – Sailing Instructions 1.5
- 1.2.3** Recalls on VHF – Sailing Instructions 1.6
- 1.2.4** Use of Code Flag “F” – Sailing Instructions 10.1
- 1.2.5** Failure to start within 30 minutes of signal – Sailing Instructions 10.4
- 1.2.6** Time limit – Sailing Instructions 12
- 1.2.7** Rules governing the flying of a protest flag – Sailing Instructions 14.3 and 14.4
- 1.2.8** Establishment of arbitration procedures – Sailing Instructions 14.5
- 1.2.9** Steering Assistance – Notice of Race 12

#### **1.3 SAILING DURING THE HOURS OF DARKNESS**

Between sunset and sunrise, the Rules contained in RRS Part 2 will cease to govern the race which will be continued under the corresponding parts of the International Regulations for Preventing Collisions at Sea (IRPCS). An infringement of the IRPCS during that time will be considered as an infringement of RRS Part 2.

#### **1.4 TIME**

All published times used in association with the race will be Eastern Daylight Time (EDT, UTC minus 4 hours) in 24-hour format.

#### **1.5 USE OF ENGINE**

- 1.5.1** Altering RRS Rule 42.1 and 42.3(d) - In an emergency, an engine may be used when appropriate to avoid collision or in grave emergency. Full details shall be given to the Protest Committee who, after a hearing, may impose a penalty or, when it judges significant advantage was gained, disqualify the yacht.

**1.5.2** If the Race Committee observes a yacht obstructing the passage of a power driven vessel in a narrow channel, it may proceed against the yacht under RRS Rule 60.2.

**1.5.3** An engine may be used for charging batteries, pumping, or supplying power for weighing anchor or hauling off.

## **1.6 RECALLS**

**1.6.1** The Race Committee will attempt (but is not obligated) to announce sail numbers of premature starters on VHF Channel 71.

**1.6.2** Altering RRS Rule 29.3, in the event of a general recall the First Substitute will be lowered one minute before the warning signal for the next scheduled class. No sound signal will be given. The warning signal for the class which has had a general recall will be five minutes before its starting signal and will normally be displayed after the starting signal of the last class to start correctly. If more than one class is subject to a general recall, the second of these classes will start after the first and so on.

## **2 NOTICES TO COMPETITORS**

**2.1** Notices to competitors will be posted on the First Coast Sailing Association web page at [www.sailjax.com](http://www.sailjax.com). Duplicate notices will be posted on the bulletin board at Safe Harbor Boys Home, the St. Augustine Yacht Club, and on the exterior menu display at the Lang's Marina Restaurant in St. Marys. Whenever possible, the times and venues of protest hearings and other general information will be given on VHF Channel 71.

**2.2** All VHF announcements are only an aid to competitors and are supplementary to any flag signals or official notices. Failure to make any announcement will not be a ground for redress.

## **3 CHANGES TO SAILING INSTRUCTIONS**

Any changes to the sailing instructions will be posted at least 4 hours before the scheduled start of each race.

## **4 SIGNALS MADE ASHORE**

There will be no signals made ashore.





## **5 SCHEDULE OF THE SERIES**

<u>Race</u>	<u>Date</u>	<u>Time of Warning Signal</u>
Mayport to St. Augustine Race	20 April 2005	0825
St. Augustine to St. Marys	21 April 2005	1855
St. Marys to Mayport	23 April 2005	1025

## **6 RACING AREA**

The racing area will be in the Atlantic Ocean as depicted on NOAA Chart 11480.

## **7 CLASS FLAGS**

<u>Class</u>	<u>Flag Color</u>	<u>Example</u>
PHRF and One Design <u>Spinnaker</u>	Solid Red	
PHRF and One Design <u>Non-Spinnaker</u>	Solid Yellow	
PHRF <u>Cruiser</u>	Solid Green	
Multihulls	Solid Blue	

## **8 COURSES**

All position coordinates, courses, and distances are approximate and are not for navigation use.

### **8.1 Mayport to St. Augustine Race**

Start: Vicinity St. Johns River Entrance Buoy 'G3' @ N 30° 23.72' – W 81° 21.64'

Head: 169° True for a distance of about 29 nm

Finish: St. Augustine Entrance Buoy 'STA' @ N 29° 54.97' – W 81° 15.26' (*leave to starboard*)

### **8.2 St. Augustine to St. Marys Race**

Start: Vicinity St. Augustine Entrance Buoy 'STA' @ N 29° 54.97' – W 81° 15.26'

Head: 001° True for a distance of about 48 nm

Turn: St. Marys River Entrance Buoy 'STM' @ N 30° 42.9' – W 81° 14.65' (*leave to port*)

Head: 278° True for a distance of about 4.5 nm (*leave both range towers to port*)

Turn: Northwestern Range Tower @ N 30° 43.55' – W 81° 19.68' (*leave to port*)

Head: 231° True for a distance of about 1.25 nm

Finish: Between St. Marys River Entrance Buoy pair 'G9' & 'R8' @ N 30° 42.76' – W 81° 20.8'

*Note: Many charts still show the St. Marys entrance channel buoy path as dog-legged. In 2003, STM was moved, the channel was shortened and straightened, and the buoys re-numbered. Newly numbered G9 and R8 are the fourth buoy set landward of STM. They were previously numbered G15A and R14A. The new number sequence pairs are G1-R2, G3-R4, R6-G7, R8-G9, R10-G11, R12-G13, R14-G15, R16-G17, Jetties. The number 5 was omitted in the sequence. The two range towers remain in their same locations.*

### **8.3 St. Marys to Mayport Race – “Tommy Hall Memorial Race”**

Start: Vicinity St. Marys River Entrance Buoy 'G13' @ N 30° 42.62' – W 81° 22.39'

Head: 176° True for a distance of about 18 nm

Finish: St. Johns River Entrance Buoy 'R4' @ N 30° 23.89' – W 81° 21.60' (*leave to starboard*)

## **9 MARKS**

Start marks will be an inflated buoy marking the pin end of the starting line or a US Government Navigation Marker. Finish markers will be a US Government Navigation Marker.

## **10 THE START**

- 10.1** Races will be started using RRS Rule 26 with the warning signal given 5 minutes before the starting signal. An attention signal (flag F with one sound) will be made five minutes before the warning signal for the first class to start. Flag F will be removed with one sound one minute before the warning signal. This changes RRS Rule 27.1.
- 10.2** The starting line will be between an orange flag displayed on the committee boat and a pin end buoy. The Race Committee may optionally use an existing government navigational marker as the pin end.
- 10.3** Yachts whose warning signal has not been made shall avoid the starting area.
- 10.4** Modifying RRS A4, a yacht not starting within 30 minutes of her starting signal will be scored DNS.

## **11 THE FINISH**

- 11.1** When the Committee Boat is on station for taking finish times it will display a solid blue flag indicating it is on station. The finish line will connect between a solid orange flag displayed on the Committee Boat and the designated finish mark.
- 11.2** If the Committee Boat is not on station, a yacht's finish time shall be when the yacht is within 300 feet of the finishing mark and when from the helmsman's station that mark bears 90° from the final leg course toward the specified side. As a courtesy, the finishing yacht should simultaneously sound a horn to indicate they have finished racing. When possible note the name and time differences of yachts finishing ahead and behind.

As soon as practical after finishing, the yacht shall attempt to call the Race Committee on VHF Channel 71 and report its name, sail number, finishing time, and the names and estimated finish times of any boats known to have finished ahead or behind the reporting boat. At this time, the yacht shall also report if it is protesting another yacht or if it has taken a penalty under section 13. If unable to communicate by radio, the reporting boat may call (904) 476-4751 and leave the required message with the attendant or on the answering machine.

Skippers shall report to the official Race Committee as soon as practical after arriving ashore with: (1) the post race declaration form (Refer to section 13, Notice of Race) and (2) the time source used to log the finish time.

## **12 TIME LIMITS**

Altering RRS Rule 35, there will be a fixed time limit in each race. Yachts finishing after the time limit as established below will be scored DNF.

<b><u>Race</u></b>	<b><u>Finish Cut Off Time</u></b>
Mayport to St. Augustine	1600 Next Day
St. Augustine to St Marys	1900 Next Day
St. Marys to Mayport - "Tommy Hall Memorial"	1600 Same Day

## **13 PENALTY SYSTEM**

- 13.1** The scoring penalty in accordance with RRS Rule 44.3 will apply for breaking a rule of Part 2. The penalty will be 2 places.
- 13.2** A boat that has taken a penalty under RRS Rule 31.2 or 44.3 shall report the fact to the race committee when reporting finish times.

## **14 PROTESTS AND REQUESTS FOR REDRESS**

- 14.1** Modifying RRS Rule 61.1, all participating yachts shall display a red protest flag when protesting another yacht.
- 14.2** A protest flag need not be displayed continuously until the finish, provided that it is initially displayed for at least one hour, and that it is displayed again from at least 1 mile from the finish until finished (amends RRS Rule 61.1).
- 14.3** A Yacht intending to file a protest shall notify the Race Committee of their intent immediately after finishing by hailing the Race Committee boat or when otherwise reporting their finish.
- 14.4** Protests shall be filed on an official US SAILING protest form with the Race Committee after the race no later than 1 hour following a horn signal made upon arrival of the Race Committee boat at the dock. A \$20.00 Protest Fee is required for each protest submittal which will be returned if the protest is upheld. Yachts protesting will be informed of the time and place of the protest hearing.
- 14.5** ARBITRATION - For protests involving an alleged breach of the rules of Part 2 of the RRS, an optional short arbitration hearing may be held prior to proceeding with an official protest hearing. This modifies RRS Part 5 Section B.

## **15 RADIO COMMUNICATION**

The Race Committee at the starts will monitor VHF Channel 71 from one hour prior to the first start, and until one hour after the last start. All competitors should then monitor Channel 16 for the duration of the race. The Finish Committee will monitor VHF Channel 71 when on station. The Race Committee may as the circumstances dictate, communicate with a yacht while racing.

## **16 SAFETY RECOMMENDATIONS**

- 16.1** It is recommended that each yacht be adequately prepared for medical emergencies and contingencies, with appropriate crew training and medical kit.
- 16.2** Safety equipment should be carefully inspected for wear and deterioration. Manufacturer recommended shelf life on items like inflatable PFDs and MOMs should be observed. Items susceptible to UV, weather, and chafe damage, especially safety harnesses, safety lines, and jackstays should receive frequent checks when underway.
- 16.3** Crew members on deck after sunset should be encouraged to wear a safety harness and life jacket or inflatable PFD equipped with a white strobe light, and personal EPIRB.
- 16.4** Bulky PFDs should be avoided in favor of inflatables or other vests that meet Coast Guard Requirements.
- 16.5** Yachts should carry adequate rig cutters and/or hacksaw with extra blades, as well as punches capable of driving out all standing rigging clevis pins. A hydraulic cutter is recommended for yachts with rod rigging.
- 16.6** Skippers should conduct a pre-race safety briefing for all crew members to consider possible contingencies and methods to avoid, minimize, or cope with them. During this briefing the Skipper should:
- Summarize the procedures for MOB, abandon ship, dismasting, loss of rudder or steering, and the use of storm sails
  - Review the yacht's stowage plan showing and touching all safety equipment
  - Review boom preventer procedures
  - Review medical status of crew members taking medications, including seasickness remedies
  - Review use and care of cooking stove, and other fire and explosion hazards
  - Review flooding control procedures, including high capacity bilge pumps and collision mats
  - Review use of safety harnesses, personal flotation devices, and safety lines
  - Review man aloft procedures