

NOTICE OF RACE

The 58th Mug Race South Course and Tall Ship North Course

The Rudder Club of Jacksonville
Orange Park, Florida, USA
6 May - 8 May 2011

1 RULES

- 1.1 The Race will be governed by *The Racing Rules of Sailing* (RRS) and the prescriptions of the United States Sailing Association.
- 1.2 South Course (Boats with a masthead height of less than 44 feet) - RRS 26 is altered for this event in order to provide a pursuit start as described in the *US SAILING Race Management Handbook* (2009 - 2012), Portsmouth Method, page 303.
- 1.3 North Course (Boats with a masthead height of 44 feet or greater) - Boats entering in the PHRF Class will conform to the PHRF Rules of the First Coast Sailing Association.

2 ADVERTISING

- 2.1 Advertising is permitted; however, it must conform to the guidelines of ISAF Regulation 20.2.4.

3 ELIGIBILITY AND ENTRY

- 3.1 Boats whose configuration does not conform to the configuration prescribed by the class rules for that boat shall indicate this on their race registration in writing to the Race Committee.
- 3.2 Except for boats in PHRF classes, boats will be grouped into Mug Race specific classes hereinafter referred to as a AClass.@
- 3.3 All boats are eligible for entry that can meet the requirements of one or more categories listed in 3.4 below.
- 3.4 Entrants will be divided into the following categories:
 - 3.4.1 South Course (Mug Race) - those boats with mast heights less than 44 feet
 - a. Monohulls (Boats included in the Portsmouth Yardstick Centerboard and

Keelboat categories and similar non-listed boats. (Five or more boats of the same class will be scored as a class in addition to overall)

- (1) Spinnaker
- (2) Non-Spinnaker
- b. RCHS Cruisers (Boats included in the Portsmouth Yardstick Offshore Classes and similar boats.)
 - (a) Spinnaker
 - (b) Non-Spinnaker
- c. Multihulls (Boats included in the Portsmouth Yardstick Multihull category and similar non-listed boats. (Five or more boats of the same class will be scored as a class in addition to overall)
 - (1) RCHS (Multihull)
 - (a) Spinnaker
 - (b) Non-Spinnaker
 - (2) RCHS Multihull Cruiser
 - (a) Spinnaker
 - (b) Non-Spinnaker

NOTE: The Portsmouth Yardstick may be viewed at
http://offshore.ussailing.org/Portsmouth_Yardstick/Tables_2010.htm

d. Sailboards

- (1) Greater than 7.5 square meters (Women)
- (2) Greater than 7.5 square (Men)
- (3) 7.5 square meters and less (Women)
- (4) 7.5 square meters and less (Men)
- 3.4.2 North Course (Tall Ship Race) - those boats with mast height of 44 feet and taller.
 - a. Cruisers
 - (1) PHRF
 - (a) Spinnaker

- (b) Non-Spinnaker
 - (c) Cruiser
 - (2) RCHS (cruisers) those boats without PHRF certificates
 - (a) Spinnaker
 - (b) Non-Spinnaker
 - (3). Multihull Cruisers
 - (a) Spinnaker
 - (b) Non-Spinnaker
- 3.5 A minimum of five registered boats is necessary to constitute a class for race and trophy purposes.
- 3.6 PHRF class boats are required to have a current PHRF rating certificate issued by First Coast Sailing Association. Current certificates from other areas will be accepted subject to review and possible adjustment as necessary to ensure conformity. Boats not having a current PHRF certificate and wishing to race in the cruiser PHRF division may obtain an interim rating certificate from the Rudder Club Handicapper upon presentation of a check for \$25.00 payable to First Coast Sailing Association.
- 3.7 Registration
- 3.7.1 Preferred - The preferred method of registration for eligible boats is on-line with the US SAILING Regatta Network. To register, select the Registration link on The Rudder Club Web Site at www.rudderclub.com. Boats registering on-line will receive a \$20.00 on-line registration discount if they register before 2400 30 April 2011. Boats may confirm that their registration has been recorded by selecting the participant lists available on the Rudder Club Web Site. Boats submitting an on-line registration but not completing the fee submission will receive an automated e-mail providing directions as to how to complete their registration. For boats needing assistance in registering on-line, please contact Dick Allsopp at 904-278-0329 or dallsopp@ussailing.net. Boats may also register by going directly to Regatta Network. The URL for the South Course is: https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=3688.
- The URL for the North Course is: https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=3689.
- 3.7.2 Hand-Written-Registrations - Boats may register by mail or in person at the Rudder Club Office by submitting a completed registration form available on line at www.rudderclub.com

or the registration form in the Mug Race brochure. Payment must be included. For mail-in registrations, mail to:

The Rudder Club of Jacksonville Inc.
8533 Malaga Avenue
Orange Park, Fl. 32073

- 3.7.3 Mail-in registration shall be postmarked no later than April 23, 2011. Mail in registrations will not be eligible for the advance registration discount. Registrations hand delivered to the Rudder Club Office will not be accepted after 27 April 2011.
- 3.7.3 Boats not registering in advance or registering by mail may late register as in 5.1 and 5.2 as applicable.
- 3.8 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.

4 FEES

- 4.1 Advance, on-line registration with discount – On or before 4/30- \$70.00. Registration at the Registration Party will be on-line and receive this discount.
- 4.2 Registration Fee – Mail-in or in-person delivery anytime or on-line after 4/30 - \$90.00.
- 4.3 Rudder Club and Palatka Yacht Club Member Discount: \$ 5.00.
- 4.4 US Sailing Discount \$ 5.00 Note: To be eligible for the US SAILING discount members must be a current member of US SAILING. On-line registration will check this automatically. Mail-in registrants must provide their US SAILING membership number on the registration form and enclose a copy of US SAILING membership card. Late registrants must present a current US SAILING membership card at the time of late registration.

5 SCHEDULE OF EVENTS

5.1 South Course

Registration Party, Rudder Club of Jacksonville
Saturday, April 23, 2011 1500 (3:00 p.m.) –
1800(6:00 p.m.)

Late registration and Race Packet Pick Up,
Quality Inn, Palatka, Friday 6 May, 2011 1600
(4:00p.m.) B 1800(6:00p.m.).

Competitors Meeting Friday 6 May 2011 1915
(7:15 p.m.) Friday

The Mug Race Saturday 7 May 2011.

The five minute warning signal for start of
sequence of Reverse Handicap times for fleet is
at 0725. Boats are to cross starting line at or
after assigned times. Race committee will signal
boats over early in accordance with the Sailing
Instructions.

5.2 North Course

Registration Party, Rudder Club of Jacksonville
Saturday, April 23, 2011 1500 (3:00 p.m.) –
1800(6:00 p.m.)

Late registration and race packet pick up, Rudder
Club of Jacksonville until Friday, 6 May 1800
(6:00p.m.)

Competitors Meeting at the Rudder Club Friday,
6 May, 2011 1915 (7:15 p.m.)

The Tall Ship Race Saturday 7 May, 2011. The
Warning Signal will be sounded at 0725. The
Race will be started in accordance with RRS 26.

6 MEASUREMENT

- 6.1 Boats with a masthead height less than 44 feet
must compete on the Mug Race South course.
Boats with a mast height 44 feet and taller must
compete on the North Course. All boats are
subject to measurement by the Race Committee
at any time.

7 SAILING INSTRUCTIONS

- 7.1 The Sailing Instructions are posted on the
Rudder Club Web Site at
www.rudderclub.com, available at the
Registration Party and posted on the bulletin

boards of the Quality Inn and Suites Palatka
and The Rudder Club of Jacksonville.

8 COURSES

- 8.1 Courses are contained in the Sailing
Instructions.

9 VENUE

- 9.1 The racing areas are between the Palatka
Bridge and the Buckman Bridge as depicted on
the following:
South Course - NOAA 1187 (11492c) and
NOAA 11492 a and b
North Course - NOAA 11492

10 SCORING

- 10.1 South Course - The Race will be conducted
using the Portsmouth Method Pursuit Start
System as described in the US SAILING Race
Management Handbook (2009 - 2012) page
302. Each entrant is assigned a starting time
based upon The Rudder Club Handicap System
(RCHS), a time on distance handicap system.
Entrants will be scored by position when they
finish as in fleet racing i.e. 1st, 2nd, 3rd, 4th,
etc. This changes RRS26
- 10.2 North Course – There will be a single start on
the North Course conducted in accordance with
RRS 26.
- 10.3 Handicaps under the RCHS will be computed
as follows:
- 10.3.1 South Course –
- (a) For boats with a Portsmouth rating
RCHS Handicaps will be based on the
US SAILING formula for conversion of
Portsmouth to PHRF ($RCHS = (DPN \times 6) - 330$). For US Portsmouth ratings see
Portsmouth Yardstick at
http://offshore.ussailing.org/Portsmouth_Yardstick/Portsmouth_Yardstick_Home.htm. If registering on-line, you can look
up your code by clicking on “Lookup
Code” to the right of the USSA
Portsmouth Code box. Find your boat in
resulting drop down menu. This will list
your DPN number and your code. Click
on the code and your boat type will be
entered in your registration.
- (b) For boats with no Portsmouth Handicap,
an RCHS rating will be assigned by the
South Course Handicapper based on

- similarly configured boats and/or and existing PHRF rating.
- (c) Boats configured differently than the configuration assumed for the class by the North American Portsmouth Yardstick in assigning a DPN will be adjusted in the case of monohulls in accordance with Table VI – **Optional Allowance Modification Factors** and for Multihulls in accordance with **Modification Factors for Multihulls**.
 - (d) Boats belonging to a class rated in the North American Portsmouth Offshore Category will be assigned to the RCHS Cruiser Spinnaker or Non-spinnaker class as appropriate.
- 10.3.2 North Course –
- (a) Boats holding a First Coast Sailing Association PHRF certificate will race in the PHRF Class.
 - (b) Boats holding a valid PHRF rating issued by a PHRF rating organization other than the FCSA and wishing to race PHRF may apply to the handicapper for a temporary PHRF rating.
 - (c) Cruisers not holding a valid PHRF Certificate, but for which a PHRF rating exists for a similar boat, will be assigned an RCHS rating by the Handicapper based on that PHRF rating. The data base located at <http://www.sailjax.com/PHRF-Base-Ratings-Database.pdf> will be used as a basis for assigned ratings at the discretion of the Handicapper. These boats will race in the RCHS class.
 - (d) Boats not rated by PHRF but with a Portsmouth Rating will be assigned a RCHS rating based on the USSAILING Portsmouth to PHRF conversion formula. $RCHS = (DPN \times 6) - 330$. For US Portsmouth ratings see Portsmouth Yardstick at http://offshore.ussailing.org/Portsmouth_Yardstick/Portsmouth_Yardstick_Home.htm. If registering on-line, the registrant can look up their code by clicking on “Lookup Code” to the right of the USSA Portsmouth Code box. Find the boat type in resulting drop down menu. This will list the DPN number and code. Click on the code and the boat type and DPN number will be entered in the registration.
 - (e) For boats with no rating base, a RCHS rating will be assigned by The Rudder Club Handicapper.

- 10.4 Entrants of a one-design class if racing as a Mug Race class will be assigned the same start time.
- 10.5 If five or more boats are entered in a one design class or handicap class they will be scored as a class as well as for an overall position.

11 RADIO COMMUNICATION

- 11.1 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats.
- 11.2 This restriction also applies to mobile telephones.
- 11.3 Communication with the Race Committee and support boats shall take place on Marine VHF Channel 78A (US). Boats, where equipped, shall also maintain a listening watch on Channel 16.
- 11.4 DSC boats are encouraged to have a working GPS connected to their VHF radio.

12 PRIZES

- 11.1 Prizes are as described in the *Trophy Section* of Mug Race brochure.

13 DISCLAIMER OF LIABILITY

- 13.1 Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

14 INSURANCE

- 14.1 Each participating boat shall be insured with valid third-party liability insurance. This rule is not protestable.

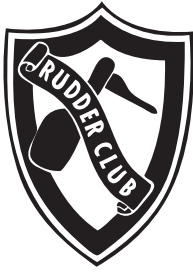
15 TRAILERS

- 15.1 The Mug Race is a one-way distance race. Trailers, vehicles and crew distribution between the two points of the race shall be arranged before setting sail in the race.

16. FURTHER INFORMATION

- 16.1 For further information please contact the:

The Rudder Club of Jacksonville, Inc.
 8533 Malaga Avenue, Orange Park, FL 32073
 (904) 264-4094 www.rudderclub.com
 Email: office@rudderclub.com



SAILING INSTRUCTIONS

The 58th Mug Race

South Course and North Course

Organizing Authority - The Rudder Club of Jacksonville

Jacksonville, FL

6 May – 8 May 2011

1 RULES

- 1.1 The Regatta will be governed by *The Racing Rules of Sailing* (RRS) and the prescriptions of the US Sailing Association.
- 1.2 South Course (Boats with a masthead height of less than 44 feet) - RRS 26 is altered for this event in order to provide a pursuit start as described in the *US SAILING Race Management Handbook* (2009 - 2012), Portsmouth Method, page 303. This rule change does not affect North Course Boats.
- 1.3 North Course boats entering in the PHRF Classes will conform to the PHRF Rules of the First Coast Sailing Association.
- 1.4 When proceeding to and from the race area, boats are to pass only through the center span of the Buckman Bridge.
- 1.5 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.

2 NOTICES TO COMPETITORS

Notices to Competitors will be placed on the official notice boards located as follows:

South Course - in the registration area of the Quality Inn, Palatka.

North Course - North exterior wall of the Rudder Club

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to Sailing Instructions will be posted on the Race Bulletin Board on the north exterior wall of the Rudder Club and the lobby window of the Quality Inn in Palatka before 0630 on 7 May 2011.

4 SCHEDULE OF RACES

- 4.1 South Course - One race
0725, 7 May 2011 - 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 North Course - One start

0725, 7 May 2011 - A 5 minute, Race Warning signal will be sounded. The race will be started in accordance with RRS 26.

- 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://nist.time.gov/timezone.cgi?Eastern/d/-5/java> 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 for the South Course. International numeral pennant One (1) will be displayed as the class flag for the North Course.

6 RACING AREAS

The racing areas are between the Shands Bridge in Palatka and the Buckman Bridge as depicted on the following:

South Course - NOAA 1187 (11492c) and NOAA 11492 a and b. North Course - NOAA 11492.

7 COURSES

- 7.1 Courses are as depicted in appendices A and B to this document.

- 7.2 South Course (The Mug Race) From the Start Line sail north through the mid-course gate located just south of the Shands Bridge at approximate position N29 58.7 W081 37.2 to mark "A" (N30 11.1 W81 41.0) which is

located on the west side of river approximately 1/4 mile south of the Buckman Bridge. Leave Mark A to your boat's starboard side and proceed 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.

- 7.4 Boats are to pass through only the navigation span of the Shands Bridge.
- 7.5 North Course - Start at the line approximately ¼ mile south of the Buckman Bridge (N30 11.1 W81 39.7) on the east side of the river. Proceed west approximately 1 mile to marker "A" (N30 11.1 W81 41.0) leaving it to your boat's port side. Proceed south approximately 12 miles to mark "B" (N29 59.5 W81 38.6) located approximately ½ Mile north of the Shands Bridge leaving it to your boat's port side. Proceed back north to marker "A" leaving it to your boat's starboard side. Proceed south to marker "C" (N30 05.4 W81 40.1) leaving it to your boats starboard side. Proceed back north to marker "A" leaving it to your boat's starboard side and proceed to finish line. 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

Mark A will be two orange cylinders lashed together. Marks B and C will be large yellow cylinders. Marks B and C are for the North Course only.

9 AREAS THAT ARE OBSTRUCTIONS

All government navigation markers marking shoal areas and the shoal areas they mark are considered obstructions. This is not to restrict shoal draft boats from passing shoreward of the marker.

10 THE START

- 10.1 South Course - 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 North Course - 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 start will be 3 mile south (N30 11.1

W81 39.7) of the Buckman Bridge on the east side of the river.

- 10.3 The start lines of both courses are closed except for boats actually starting.
- 10.4 Boats should ensure that Mug numbers are clearly displayed to the Start Signal Boat when starting.

11 THE FINISH

- 11.1 North and South Course - 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 South Course Mid-course Gate.
- 11.3.1- A mandatory mid-course gate will be set in accordance with SI 7.2. The Race Committee will record the time of all south course entries passing this line. Times for entrants passing this line will be used to compute class prizes where no entrant of that class finishes within the time limit, even if the entrant is later forced to retire in accordance with SI 11.1. These times will not be used in the scoring of overall finish positions. RRS 32.2(c) applies.
- 11.3.2 - 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

- 12.1 Racing, for both courses, ends at 2015 (8:15p.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.

13 PROTESTS AND REQUESTS FOR REDRESS

- 13.1 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

- 14.1 Scoring will be the low point system and based on the boat's order of finish for the South Course and corrected elapsed time for the North Course.

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.
- 15.3 All skippers must notify the Race Committee if they abandon the race. The following means are available: Rudder Club telephone (904) 264-4094; VHF Channel 78; through any Rudder Club Patrol Boat. 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.
- 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 is specific to either the North Course or the South Course and 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 Personal Flotation Device while racing.
- 15.6 After sunset, participating yachts 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(h), 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 Boats 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 ISAF Rules 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.
- 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 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 in the event of an emergency. 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.
- 15.15A 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

Continued on page 14