

**NOTICE OF RACE**  
**The 61st Mug Race**  
The Rudder Club of Jacksonville  
Jacksonville, Florida, USA  
2 May - 4 May 2014

**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 SI 10.1 alters RRS 26 to provide a pursuit start as described in the *US SAILING Race Management Handbook* (2009 - 2013), Portsmouth Method, page 303.
- 1.3 SI 10.3 changes RRS 90.3.

**2 ADVERTISING**

Advertising is permitted; however, it must conform to the guidelines of ISAF Regulations 20.2.1, 20.2.2, 20.2.4 and 20.2.6.

**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 Boats will be grouped into Mug Race specific classes hereinafter referred to as a "Class."
- 3.3 All boats are eligible for entry that have a mast height of 44 feet or less and can meet the requirements of one or more categories listed in 3.4 below.
- 3.4 Entrants will be divided into the following classes
  - (a) Monohulls (Boats included in the Portsmouth Yardstick Centerboard and Keelboat categories and similar non-listed boats.)
    - (1) Spinnaker
    - (2) Non-Spinnaker
  - (b) Cruisers (Boats included in the Portsmouth Yardstick Offshore Classes and similar boats.)
    - (1) Spinnaker
    - (2) Non-Spinnaker
  - (c) Multihulls (Boats included in the Portsmouth Yardstick Multihull category and similar non-listed boats.)
    - (1) Multihull
      - (i) Spinnaker
      - (ii) Non-Spinnaker
    - (2) Multihull Cruiser (must be greater than 20', have overnight accommodations, self-bailing cockpit and proper safety gear).
      - (i) Spinnaker
      - (ii) Non-Spinnaker

NOTE: The Portsmouth Yardstick may be viewed at [http://offshore.ussailing.org/Portsmouth\\_Yardstick/Current\\_Tables.htm](http://offshore.ussailing.org/Portsmouth_Yardstick/Current_Tables.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)
- 3.5 A minimum of five registered boats is necessary to constitute a class for race and trophy purposes.
- 3.6 Registration
  - (a) Preferred - The preferred method of registration for eligible boats is on-line with the US SAILING Regatta Network; either at [https://www.regattanetwork.com/clubmgmt/applet\\_registration\\_for\\_m.php?regatta\\_id=7939](https://www.regattanetwork.com/clubmgmt/applet_registration_for_m.php?regatta_id=7939); or through the event web page at <http://www.regattanetwork.com/event/7939>. Boats registering on-line will receive a \$20.00 on-line registration discount if they register before 2400 27 April 2014. Boats may confirm that their registration has been recorded by selecting the participant lists available on the Rudder Club Web Site or the event Regatta Network 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 registrations. For boats needing assistance in registering on-line, please contact Dick Allsopp at 904-278-0329 or [raceoffice@rudderclub.com](mailto:raceoffice@rudderclub.com). Smart phone and tablet users may view Mug Race data formatted for mobile phones on: [http://www.regattanetwork.com/mobile/mobile\\_event\\_detail.php?regatta\\_id=7939](http://www.regattanetwork.com/mobile/mobile_event_detail.php?regatta_id=7939).
  - (b) 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](http://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  
Jacksonville, Fl. 32244.
- (c) Mail-in registration shall be postmarked no later than April 19, 2014. 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 24 April 2014.
- (d) Boats not registering in advance or registering by mail may register as in 5.1 and 5.2 as applicable.

- 3.7 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 and 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, the mid-course gate and finishes or the entrant will be scored DNS.
- 3.8 Other dedicated support boats for junior entries etc. are encouraged to provide the Race Committee with mobile phone and radio calls sign information to be used in the case of an emergency.

#### 4 FEES

- 4.1 Advance, on-line registration with discount – On or before 4/27 - \$80.00. 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 4/27 - \$ 100.00.
- 4.3 Rudder Club, Rat Island Yacht 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 Registration Party
- (a) The party will be held at The Rudder Club of Jacksonville Saturday, April 19, 2014 at 1500 (3:00 p.m.) – 1800(6:00 p.m.). Computers will be available and assistance will be provided to register on line. Packets for those already registered or those registering at the party will be available for pick up.
- 5.2 Late registration and Race Packet Pick Up, Quality Inn, Palatka, Friday 2 May, 2014 1600 (4:00p.m.) - 1800(6:00p.m.).
- 5.3 Competitors Meeting Friday 2 May 2014 1915 (7:15 p.m.)
- 5.4 The Mug Race Saturday 3 May 2014.  
The five minute warning signal for start of the sequence of Reverse Handicap times is at 0725. At 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 assigned times. Race committee will signal boats over early in accordance with the Racing Rules of Sailing.

#### 6 MEASUREMENT

Boats with a masthead height greater than 44 feet may not compete in the Mug Race. All boats are subject to measurement by the Race Committee at any time.

#### 7 SAILING INSTRUCTIONS

The Sailing Instructions are posted on the Regatta Network Web Site at <http://www.regattanetwork.com/event/7939> , Rudder Club Web Site at [www.rudderclub.com](http://www.rudderclub.com) , available at the Registration Party and posted on the Official Bulletin Board. The Official Bulletin Board will be on the North Wall of the Rudder Club until 1400 on 2 MAY at which time it will shift to the glass entry door of the Quality Inn and Suites Palatka.

#### 8 COURSES

The course is contained in the Sailing Instructions.

#### 9 VENUE

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

#### 10 SCORING

- 10.1 The Race will be conducted using the Portsmouth Method Pursuit Start System as described in the US SAILING Race Management Handbook (2009 - 2013) 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. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> etc. This changes RRS26.
- 10.2 Handicaps under the RCHS will be computed as follows:
- (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 x 6) - 330. For US Portsmouth ratings see Portsmouth Yardstick at [http://offshore.ussailing.org/Portsmouth\\_Yardstick/Current\\_Tables.htm](http://offshore.ussailing.org/Portsmouth_Yardstick/Current_Tables.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 Rudder Club Handicapper based on similarly configured boats and/or an existing time on distance 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.
- (e) If five or more boats are entered in a one design class as defined by class rules or a RCHS handicap class (boats within a range of RCHS ratings) they will be scored as a class as well as for an overall position.

10.3 Boats finishing after sunset 2005 (8:05 P.M.) on 3 May will be scored DNF as per direction of the US Coast Guard. Boats crossing the mid-point gate after 1930 (7:30P.M.) on 3 May will likewise be scored DNF. This changes Rule 90.3.

**11 RADIO COMMUNICATION**

- 11.1 While racing, except in an emergency, a boat shall neither make radio transmissions nor respond to 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 an assigned MMSI (Maritime Mobile Service Identity) and a working GPS connected to or integral to their VHF radio. Boats may obtain a free MMSI at <http://www.boatus.com/mmsi/instruct.htm> .

**12 PRIZES**

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

**13 DISCLAIMER OF LIABILITY**

- 13.1 Sailing is an activity that has an inherent risk of damage and injury. Competitors in this regatta are participating entirely at their own risk. See RRS 4, *Decision to Race*. Completion and submission of a registration form for this regatta constitute an acceptance of and agreement to abide by the Racing Rules of Sailing, this Race Notice and the Sailing Instructions.

**14 INSURANCE**

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

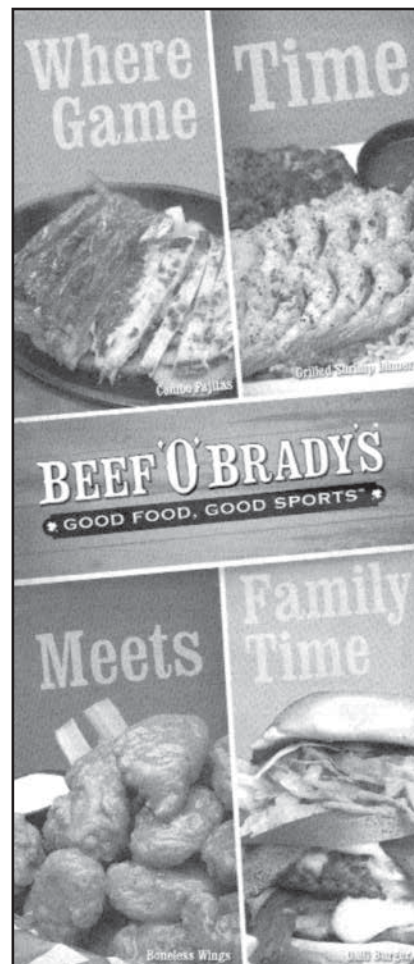
**15 TRAILERS**

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**

For further information please contact the:  
 The Rudder Club of Jacksonville, Inc.  
 8533 Malaga Avenue Jacksonville, FL 32244  
[www.rudderclub.com](http://www.rudderclub.com)  
 Email – [raceoffice@rudderclub.com](mailto:raceoffice@rudderclub.com) (904)302-7192  
[office@rudderclub.com](mailto:office@rudderclub.com) (904) 264-4094

NOTE: The below Quick Response Code when scanned on a smart phone or other scan capable mobile device will take the user to a specific mobile device structured site on Regatta Network containing information on the Mug Race and the ability to register on-line. It will also contain the latest information on the race status as well as the NOR, the SIs and any changes there to. The actual link to this page is contained in NOR article 3.6(a).





# SAILING INSTRUCTIONS

## The 61st Mug Race

Organizing Authority - The Rudder Club of Jacksonville  
8533 Malaga Ave.  
Jacksonville, FL 32244 USA  
2 May – 4 May 2014

### 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 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 Rudder Club Web Site, Regatta Network Bulletin Board, and The Official Mug Race Bulletin Board on the north exterior wall of the Rudder Club. At 1400 2 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 3 May 2014.

### 4 SCHEDULE OF RACES

- 4.1 There will be one race. The schedule is:  
0725, 3 May 2014 - 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](https://www.skype.com/join/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 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 4 May 2014 at The Rudder Club.



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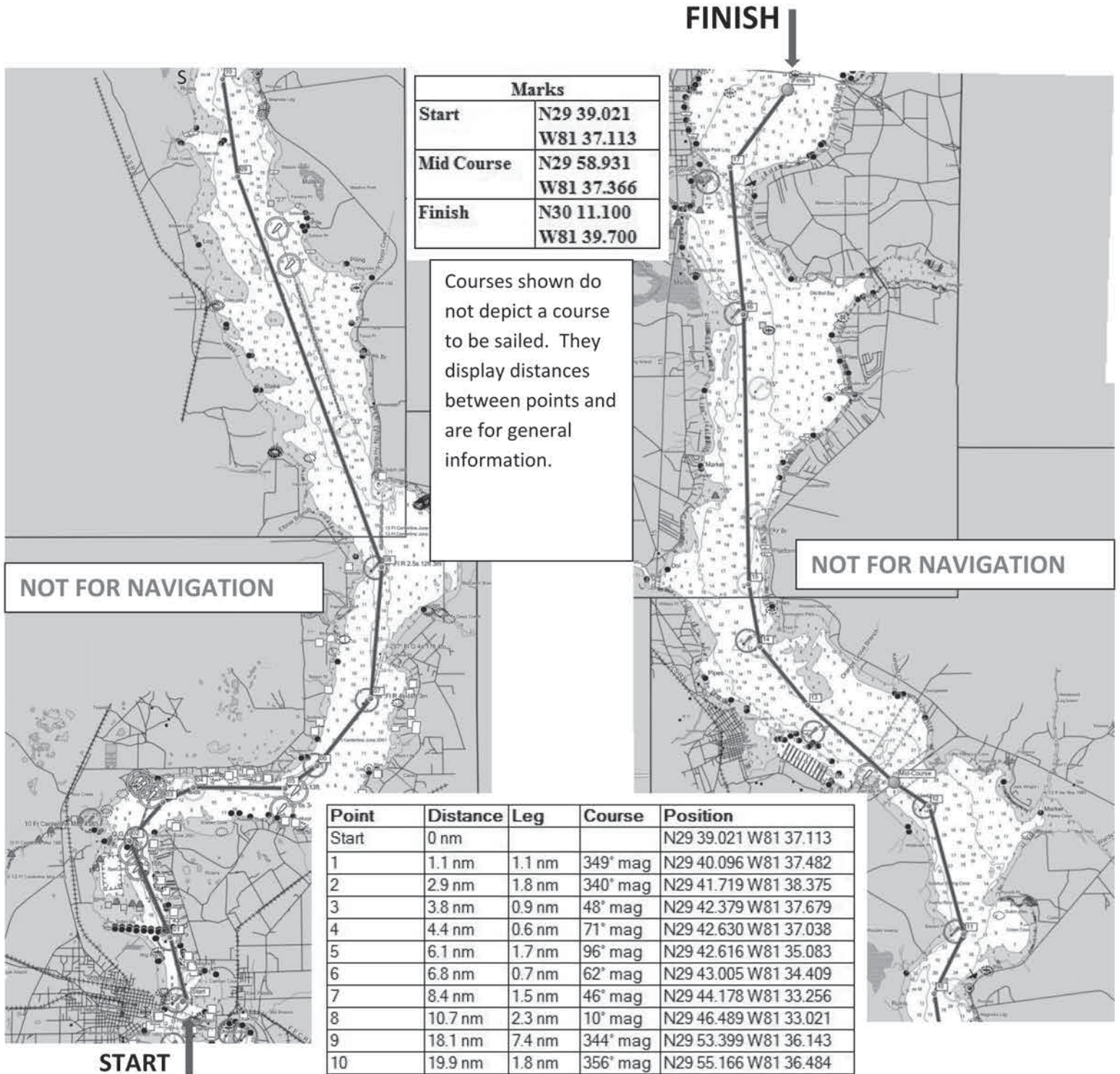
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# Mug Race 2014 Course Diagram (Sailing Instructions Appendix A)

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



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

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

NOT FOR NAVIGATION

NOT FOR NAVIGATION

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

START

FINISH

**REGISTRATION FORM For Mail-in or Hand-delivered Registrations Only**

The Mug Race is restricted to boats with a mast height 44 feet or less as measured from the water line to the mast tip or the highest attachment on the mast while the boat is in a normal-upright, un-heeled position. Please provide all requested information. Most errors in scoring past Mug Races have been attributable to incomplete or incorrect information provided at registration. On-line Registration by April 27 receives a \$20 discount. Go to [www.rudderclub.com](http://www.rudderclub.com).

Person in Charge(PIC): First Name \_\_\_\_\_ Last Name \_\_\_\_\_

US SAILING/MNA # \_\_\_\_\_ Address: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_ E-mail Address: \_\_\_\_\_

Allow Text Messages (SMS) from the Rudder Club Yes \_\_\_\_\_ No \_\_\_\_\_

Yacht Club Affiliation: \_\_\_\_\_ Birthdate \_\_\_\_\_ Sex: Male/Female \_\_\_\_\_

PIC Shirt Size Small \_\_\_\_\_ Medium \_\_\_\_\_ Large \_\_\_\_\_ Extra Large \_\_\_\_\_ Extra Extra Large \_\_\_\_\_

Putnam County Resident: Yes \_\_\_\_\_ No \_\_\_\_\_ Number in Crew including PIC \_\_\_\_\_

Emergency Contact Name \_\_\_\_\_ Relationship \_\_\_\_\_

Phone: \_\_\_\_\_

All Female Crew Yes/No \_\_\_\_\_ All youth crew (under 19) Yes/No: \_\_\_\_\_

Maritime Mobile Service Identifier (MMSI): \_\_\_\_\_

Non-Standard Sail Plan Yes/No: \_\_\_\_\_ Non-Standard Hull/Rig/Trapezes/Crew Yes/No: \_\_\_\_\_

If either are "Yes" See attached Supplement

Boat Name \_\_\_\_\_ Manufacturer: \_\_\_\_\_ Model \_\_\_\_\_

NAPY Code: \_\_\_\_\_ Length: \_\_\_\_\_ Sail Plan: \_\_\_\_\_ Sail Number: \_\_\_\_\_

**Desired Class: (Please Select)**

<input type="checkbox"/> Cruiser Spinnaker See Note A	<input type="checkbox"/> Multihull Cruiser Spinnaker See Note B
<input type="checkbox"/> Cruiser Non-Spinnaker See Note A	<input type="checkbox"/> Multihull Cruiser Non-Spinnaker See Note B
<input type="checkbox"/> Monohull Spinnaker	<input type="checkbox"/> Sailboard Female Sail Equal or Greater than 7.5 M <sup>2</sup>
<input type="checkbox"/> Monohull Non-Spinnaker	<input type="checkbox"/> Sailboard Male Sail Equal or Greater than 7.5 M <sup>2</sup>
<input type="checkbox"/> Multihull Spinnaker	<input type="checkbox"/> Sailboard Female Sail Less than 7.5 M <sup>2</sup>
<input type="checkbox"/> Multihull Non-Spinnaker	<input type="checkbox"/> Sailboard Male Sail Less than 7.5 M <sup>2</sup>

Note A: Boat must be listed or be similar to a boat listed in Portsmouth Offshore Classes. See [http://offshore.ussailing.org/Portsmouth\\_Yardstick/Current\\_Tables.htm](http://offshore.ussailing.org/Portsmouth_Yardstick/Current_Tables.htm) .

Note B: Multihulls in this class must be over 20' with overnight cruising facilities, self-bailing cockpit and proper safety gear.

**Crew Names (If known) Update changes with Race Committee**

1.	8.
2.	9.
3.	10.
4.	11.
5.	12.
6.	13.
7.	14.



## REGISTRATION FEES AND ORDER FORM

Note: Each skipper receives one free Mug Race Pass with registration. The Mug Race Pass entitles the bearer to one race T-shirt, one after race dinner, four draft beers or soft drinks. Please order extras as needed and fill out all of the information below. All mail-in on any date and any on-line registration after April 27th will be \$100.00

	Fee	Quantity		Amount
Entry Fee	\$100	x		
Mug Race Pass for Crew or Guest	\$22	x		
After Race Dinner Rudder Club	\$6	x		
Beverage Pass (4 soda/water/draft beer)	\$5	x		
T-Shirts	\$15	x		
XX Large T-Shirts	\$18	x		
Shuttle Bus (each way)	\$10	x		
Rudder Club, Palatka Yacht Club Rat Island Yacht Club Member Discount	-\$5	Member #		
US SAILING Member D	-\$5	Member #		

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

**Skipper's T-shirt is included with paid registration. Additional shirts should match the number paid for above.**

Skipper's Shirt Size should be marked on front side of form.

Crew            Small # \_\_\_\_\_ Medium # \_\_\_\_\_ Large # \_\_\_\_\_ Extra Large # \_\_\_\_\_ XX Large # \_\_\_\_\_  
 (Indicate Quantity)

	<b><u>From Rudder Club to Palatka</u></b>	<b><u>From Palatka to Rudder Club</u></b>
<b>Friday, May 2, 2014</b>	1st Bus:            5:30 p.m.	7:00 p.m.
	2nd Bus:            8:30 p.m.	
<b>Saturday, May 3, 2014</b>	Morning Bus:    5:45 a.m.	
	Night Bus:        9:00 p.m.	

**Circle One:**    Check            Visa    Master Card  
 # \_\_\_\_\_ Exp \_\_\_\_/\_\_\_\_ Sec Code \_\_\_\_\_

### STATEMENT OF UNDERSTANDING

I understand that sailing is an activity that has an inherent risk of damage and injury and that my decision to race in this event is entirely at my own risk. See RRS 4, Decision to Race. Prior to racing I will have obtained a signed release from each member of my crew. I further agree to abide by the rules, regulations and sailing instructions of the Mug Race, the ISAF and the United States Sailing Association. I certify that I am the "person in charge" of this boat in accordance with RRS 46.

NOTE: Minors must present a copy of this form counter-signed by a parent or guardian before being allowed to race.

Skipper's Signature \_\_\_\_\_ Date: \_\_\_\_\_

Parent or Guardian Signature \_\_\_\_\_ Date \_\_\_\_\_

If Skipper is a minor

**Please check your registration form. Did you indicate T-shirt size? Do you need a shuttle? Have you circled the time?**

**Mail to:** Rudder Club of Jacksonville, 8533 Malaga Avenue, Jacksonville, FL 32244

OFFICE USE ONLY: Date Rec'd: \_\_\_\_\_ Check # \_\_\_\_\_ MC/Visa \_\_\_\_\_ Cash \_\_\_\_\_

# MUG RACE SUPPLEMENTAL INFORMATION FORM

(Fill in form only if not in conformance with class rules)

PIC name \_\_\_\_\_  
First Last

E-Mail Address \_\_\_\_\_

Boat Make \_\_\_\_\_ Model \_\_\_\_\_

Boat Name \_\_\_\_\_ Sail Number \_\_\_\_\_

Masthead Height \_\_\_\_\_ NAPY Code \_\_\_\_\_ \*\*\*\*\*

Portsmouth DPN (if known) \_\_\_\_\_ See \*\*\*\*\*

\*\*\*\*\* For Portsmouth designator and D-PN go to the following link  
[http://offshore.ussailing.org/Portsmouth\\_Yardstick/Current\\_Tables.htm](http://offshore.ussailing.org/Portsmouth_Yardstick/Current_Tables.htm) Sample follows:

***** Centerboard Classes	NAPY Code	D-PN	Wind HC For Handicap Range			
			0-1	2-3	4	5-9
14 (Int.)	14	85.3	86.9	85.4	84.2	84.1
29er	29	84.5	(85.8)	84.7	83.9	(78.9)

**MH Modifications - If modified, you must declare modifications. Select boxes that apply.**

<input type="checkbox"/> Carrying trapezes above class allowance	<input type="checkbox"/> Non-class legal mainsail of same sail area (i.e. square top)
<input type="checkbox"/> Class normally with small jib, sailing without jib	<input type="checkbox"/> Non-class legal mainsail of greater sail area than standard
<input type="checkbox"/> Class normally with large jib, sailing without jib	<input type="checkbox"/> Larger than standard jib
<input type="checkbox"/> Class normally without jib carrying small jib	<input type="checkbox"/> Taller mast than standard
<input type="checkbox"/> Class normally without jib carrying large jib	<input type="checkbox"/> Wider than standard beam
<input type="checkbox"/> Class normally without spinnaker carrying one **	<input type="checkbox"/> Less than class minimum crew weight **
<input type="checkbox"/> Class normally without Genoa or reacher, carrying one **	<input type="checkbox"/> Other, please explain below
<input type="checkbox"/> Class normally without spinnaker or reacher, carrying one **	<input type="checkbox"/> Greater than class maximum weight

\*\* See MH Modification Table - [http://offshore.ussailing.org/Portsmouth\\_Yardstick/Current\\_Tables/MH\\_Modification\\_Factors.htm](http://offshore.ussailing.org/Portsmouth_Yardstick/Current_Tables/MH_Modification_Factors.htm)

**Monohull and Cruiser Modifications**

<input type="checkbox"/> Class normally with spinnaker, not equipped with one	<input type="checkbox"/> Solo sailing 2-person sloop under full sail
<input type="checkbox"/> Genoa, size undetermined (CB, MH Classes)	<input type="checkbox"/> Solo sailing 2-person sloop under mainsail only, no jib
<input type="checkbox"/> Class normally without jib, carrying one	<input type="checkbox"/> Singlehander classes, total crew weight greater than 225#
<input type="checkbox"/> Class normally without spinnaker, carrying one	<input type="checkbox"/> Total crew weight greater than 400# on 2-man , 575# on 3-man class
<input type="checkbox"/> Class normally without trapeze, carrying one or for second trapeze	<input type="checkbox"/> Lightweight engine up to 500# w/solid 2-blade prop not in aperture
<input type="checkbox"/> Addition of non-class sprit and asymmetrical spinnaker **	<input type="checkbox"/> Outboard in water on both tacks, or non-retractable,
<input type="checkbox"/> Use of asymmetrical spinnaker (except where designed as standard)**	<input type="checkbox"/> Same as above but with 3-blade prop
<input type="checkbox"/> Under-crewed vessel	<input type="checkbox"/> Heavy engine 500# and up w/solid 2-blade prop not in aperture
	<input type="checkbox"/> Same as above but with 3-blade prop

\*\* See Table VI [http://offshore.ussailing.org/Portsmouth\\_Yardstick/Current\\_Tables/Modification\\_Factors\\_-\\_Table\\_VI.htm](http://offshore.ussailing.org/Portsmouth_Yardstick/Current_Tables/Modification_Factors_-_Table_VI.htm)

Other modifications

Explain here -