



Epping Forest

YACHT & COUNTRY CLUB

2015
DUPONT CUP
REGATTA

SATURDAY,
APRIL 25, 2015



SPRING
DUPONT CUP REGATTA

Winner receives a small cup
and their name on the
duPont Cup trophy



FALL
KINGS CUP REGATTA

Winner's name placed on
Fall Regatta trophy



**ALFRED I. DUPONT
SAILING AWARD**

Awarded to the overall winner (Spinnaker Class)
of the duPont Cup and Kings Day Regattas

Published Thursday, April 1, 1999

Club Reactivates DuPont Trophy

By Lawrence Dennis,
Times-Union Boating Editor

One of Florida's oldest sailing trophies has been rediscovered and has come home.

The Alfred I. DuPont Cup, which Jessie Ball DuPont - the widow of its namesake - donated to a Jacksonville sailing association in 1936, has been found.

The 2-foot tall, exquisitely engraved silver-plated trophy, which has been "missing" since 1968, has been presented to the Epping Forest Yacht Club and reactivated to serve once again as the award for an annual series of sailing races on the St. Johns River.

The cup will be displayed at the EFYC, whose present clubhouse was the home of the DuPont's.

"This a tremendous find for the history of Jacksonville, especially its sailing history," EFYC commodore John MacDonald said. "There's a good chance that Mrs. DuPont herself at some time had her hands on this."

Mrs. DuPont donated the trophy to the new St. Johns Yachting Association in 1936, and it was awarded to the winner of series of races on the river in 1936-40. After that, growing war clouds and World War II suspended the competition as most of the sailors who raced for the cup went off to war.

Many of them got out of sailing when they came back and the cup wasn't contested again until a brief revival in 1966-68. After that, it disappeared again, and efforts to locate it were fruitless.

"I've tried for 10 years to find out where the cup was," said Leland Bell, a retired Jacksonville businessman who's now 88 years old and is the sole surviving member of the founding board of the St. Johns Yachting Association.

The cup was rediscovered in an unlikely series of events that began several weeks ago when an article on the missing trophy appeared in the Times-Union, with an appeal to anyone who knew its whereabouts to contact the EFYC.

"Billy Arnold, the last recipient of the cup [in 1968] called and said, 'I know where it is. Do you want it?' " MacDonald said as he accepted the trophy for the EFYC. "It's fitting that Billy Arnold won the first DuPont Cup when he was 16 years old, and he was the last to win it."

"It's a beautiful trophy, and I'm glad to see it put back into service," Arnold said. "I was 16 when I won it first [he also won the cup in 1937] and 48 when I won the last one."

Arnold kept the cup after 1968 when the St. Johns Yachting Association dissolved.

The trophy was presented to the EFYC by Arnold and Bell - along with a picture of Bell's Star-class boat, 'Ortega,' that competed for the cup in 1936-40 - through a deed of gift similar to the one that conveyed the America's Cup to the New York Yacht Club in the 1870s.

Though not as ornate, Jacksonville's 63-year old version of the America's Cup is still an antique work of art.

The trophy features a beautiful circular engraving in great detail of what appear to be two Star boats under sail on the St. Johns, complete with ripples on the surface of the water and clouds and three seagulls in the sky. The lid is capped by an engraved replica of one of the masonry pine cones that decorate the Epping Forest grounds. Instead of handles, the trophy has hanging yachtsmen's anchors.

Though no value has been established for the cup, the owner of the firm that made it in 1935-36 said the trophy was irreplaceable.

"You couldn't make something like this today," Roy Thomas of Jacksonville's Jacobs Jewelers said. "There are no more master [hand] engravers like the one who had to have engraved this."

MacDonald said the EFYC, which accepted the cup at the awards ceremony for its annual DuPont Cup Regatta, would maintain the trophy as a separate award. It will be presented for accumulated points in the club's three annual races.

SAILING INSTRUCTIONS

DuPont Cup Regatta

Alfred I. DuPont Trophy series race # 1

Epping Forest Yacht & Country Club

April 25, 2015

SAILING INSTRUCTIONS

1. RULES

1.1 The Regatta will be governed by (1) these Sailing Instructions (SI), (2) the rules of the First Coast Sailing Association (FCSA), (3) the prescriptions of US Sailing, and (4) the Racing Rules of Sailing, 2013-2016 (RRS)

1.2 MANAGEMENT. The race will be under the management of the Epping Forest Yacht Club, which is the organizing authority.

1.3 REGISTRATION AND ENTRY FEE. Entry must be made on the standard FCSA Entry Form with entry fee paid before the competitors meeting. The entry fee shall be \$35.00 per boat (non-member). Non-members with current U.S. Sailing Membership will be \$30.00 with number present. \$30.00 for EFYCC Members and no charge for spectators.

1.4 ELIGIBILITY. Only boats having a valid FCSA PHRF Certification may compete. Entrants must have completed registration and paid fees to the regatta organizing authority before becoming official competitors. Vessels not having a current rating will be given a provisional rating.

2. NOTICE TO COMPETITORS

Notices to competitors will be posted on the Official Regatta Notice Window located on the west wall window of the Epping Forest Yacht & Country Club Marina building (lower level).

3. CHANGES IN SAILING INSTRUCTIONS

Any changes in the sailing instructions will be approved and posted before 1145 hours on the date it will take effect.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on the official club flag staff, next to the Harbormasters office.

4.2 Code Flag "AP". Answering Pennant, with two sound signals means "The race is postponed. It is advised to not leave the Harbor area." The time of the warning signal will be posted on the Notice Window before the lowering of the "AP" flag with one sound signal.

5. SCHEDULE OF EVENTS

0930 Hours: Coffee and Pastries on the Marina Dock Patio.

1030 Hours: Race committee arrives at Epping Forrest Yacht & Country Club Marina; race day registration opens in the lower level room of the EFYCC marina building (Captain's Deck).

1145 Hours: Registration closes.

1200 Hours: Competitors meeting at the EFYCC marina building.

1255 Hours: Warning signal for the first class.

1600-1800 hours (approximate): Awards ceremony will follow, with hors d'oeuvres and a complimentary keg of beer on the Captain's Deck. In the event of foul weather we will relocate to Wheel House Café.

6. CLASSES

6.1 The fleet will be divided into 3 classes, spinnaker, non-spinnaker and cruiser.

6.2 The spinnaker class shall start first. The non-spinnaker class and cruiser class will start second.

6.3 Awards and/or trophies for this race shall be awarded three deep in all three classes.

6.4 The spinnaker class will compete for recognition on the Epping Forest Yacht & Country Club, Alfred I. DuPont Cup. This race is the first race in a two race series within the spinnaker class for recognition on the Alfred I. DuPont Cup. The second race in the series shall be the Kings Day Regatta held in the Fall, for the coveted trophy. The winner shall be determined via the Low Point System per RRS 89.3 and Appendix A.

6.5 The regatta is also race number 4 of 6, in the First Coast Sailing Association in the Spring Series for all three classes.

7. THE RACING AREA

The racing area shall be between the Buckman Bridge to the south and the Fuller Warren Bridge to the north as depicted on NOA Chart 11492.

8. COURSES

Course(s) will be as announced alongside the Notice of Race on the outside downstairs window of the Captain's Deck at the competitors meeting.

9. MARKS

Marks will be yellow and / or orange inflatable marks, stationary government marks or other marks as designated by the RC.

10. OBSTRUCTIONS N/A

11. THE START AND FINISH

11.1 The start line will be between an orange flag on the race committee boat displaying the RC flag at the starboard end and a pin-end buoy at the port end.

11.2 Yachts shall check in with the race committee prior to the warning/class signal for the first start by going past the stern of the race committee boat on a starboard tack and hailing their sail number. Yachts failing to check in may be scored DNS.

11.3 Races will be started in accordance with RRS 26 with the warning/class signal given five minutes before the starting signal. The warning/class signals for the second start will be given approximately 5 minutes after the start signal of the first start, etc.

11.4 The warning/class signal (5 minutes before start signal) for the spinnaker class will be the "T" (Tango-vertical red, white, blue stripes) flag. The warning /class signal (5 minutes before start signal) for the non-spinnaker class will be the "B" (Bravo-red) flag. The warning/class signal (5 minutes before start signal) for the cruiser class will be the "Q" (Quebec-yellow) flag.

11.5 The preparatory flag (4 minutes to 1 minute before the start signal) for all classes will be the "P" flag. A solid blue flag may be used as a substitute for the "P" flag.

11.6 Rule 30.1, the "Round an End" rule shall be in effect regardless whether an "I" flag is or is not displayed on the RC boat. Yachts whose warning/class signal has not been made shall avoid interfering with yachts preparing to start.

11.7 Individual and general recalls will be made in accordance with RRS 29. In addition, as a convenience to competitors, the race committee will attempt to announce over VHF marine radio channel 68 the sail numbers or name of premature starters. If a general recall is signaled, the order of the starts will not change and subsequent starts will be delayed accordingly.

11.8 Yachts failing to cross the start line within 10 minutes of their class start signal will be scored DNS (modification of RRS 30).

12. THE FINISH

The finish line will be between the orange flag on the race committee boat displaying the RC flag at the starboard end and the pin-end buoy at the port end. The race committee will set the start

line and the finish line in approximately the same line on either side of the RC Boat as the same line unless weather or other conditions require it be relocated.

12.1 The start and/or finish line(s) shall be closed to all vessels not starting or finishing.

12.2 Yachts failing to cross the finish line within 3.0 hours of their start shall be scored DNF (modification of RRS 35).

13. PENALTIES

A one turn penalty (360 degree) in the same direction with one tack and one gybe will apply. (Modification of RRS 44.4.) Any yacht that exonerates itself in this manner for a minor foul shall notify the race committee of such action after finishing.

14. PROTESTS

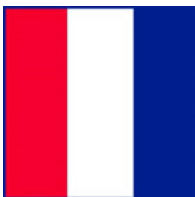
A notice to protest must be given by hail immediately after finishing with acknowledgement from the race committee. Protests must be submitted in writing not more than 30 minutes following the race committee's arrival back at Epping Forrest Yacht Club Marina .The Protest Committee will hear protests in approximately the order of receipt.

15. PARTICIPATION

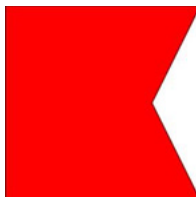
Sailing is an activity that has inherent risk of damage to property or injury to persons. Competitors in this regatta are participating entirely at their own risk. See RRS 4, Decision to Race. The race organizers (organizing authority, race committee, protest committee, Epping Forest Yacht Club, sponsors, or any other organization or official) will not accept any liability for damage, personal injury or death sustained in conjunction with, prior to or after the regatta.

15.1 As a condition of participation each vessel shall be insured with valid third party Liability Insurance, and be able to provide a copy if requested by the Race Organizers.

CLASS SIGNAL FLAGS DESCRIPTION:



Spinnaker
Class "T"



Non-Spinnaker
Class "B"



Cruiser
Class "Q"

*The RC will also be using audible signals such as the "Ollie" horn system for warning, countdown, and emergencies. A cannon blast will officially start and end the race for the first boat over the finish line. We will also post the appropriate flags when necessary such as postponements or cancellations.

NAUTICAL CHART AND IMPORTANT INFORMATION OF THE AREA:

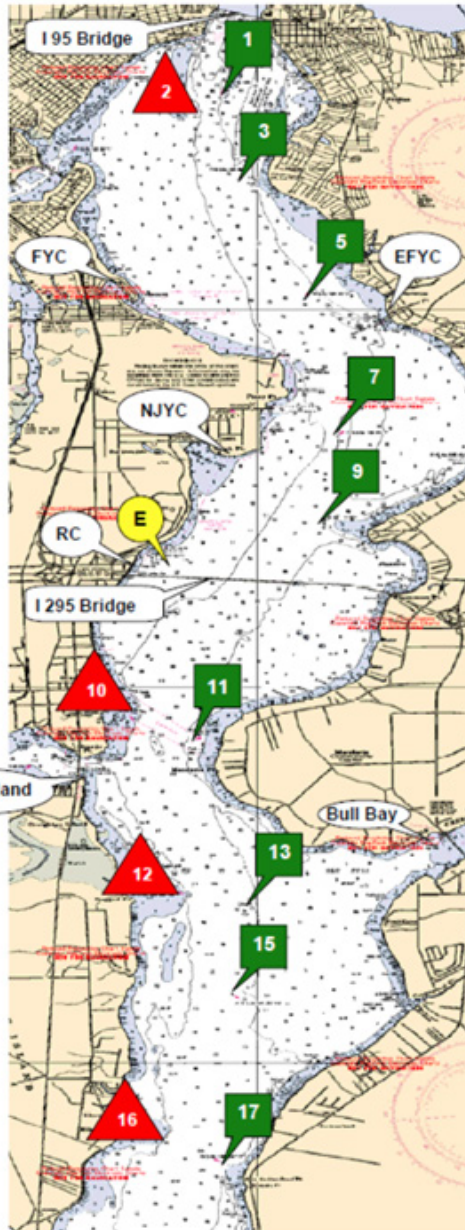


- 1 to 3 1.104 nm
- 1 to 5 2.787 nm
- 1 to 7 4.643 nm
- 3 to 5 1.703 nm
- 3 to 7 3.546 nm
- 5 to 7 1.863 nm
- 5 to 9 2.926 nm
- 7 to 9 1.095 nm
- 7 to E 2.240 nm
- 9 to E 1.486 nm

- 11 to 13 2.317 nm
- 11 to 15 3.400 nm
- 11 to 17 5.631 nm
- 13 to 15 1.109 nm
- 13 to 17 3.360 nm
- 15 to 17 2.252 nm



* Marks 2, 10, 12, 16 are well placed. Do not sail out of the channel without local knowledge.



From 2009
USCG Light List

- River Mark G1
N 30° 17.813
W 81° 40.411
- River Mark R2
N 30° 17.628
W 81° 40.635
- River Mark G3
N 30° 16.719
W 81° 40.218
- River Mark G5
N 30° 15.142
W 81° 39.466
- River Mark G7
N 30° 13.305
W 81° 39.077
- River Mark G9
N 30° 12.216
W 81° 39.237
- Race Mark "E"
N 30° 11.648
W 81° 40.822
- River Mark R10
N 30° 09.513
W 81° 41.399
- River Mark G11
N 30° 09.305
W 81° 40.794
- River Mark R12
N 30° 07.240
W 81° 40.800
- River Mark G13
N 30° 07.036
W 81° 40.224
- River Mark G15
N 30° 05.926
W 81° 40.283
- River Mark R16
N 30° 04.038
W 81° 41.254
- River Mark G17
N 30° 03.671
W 81° 40.393