

EPPING·FOREST  
YACHT CLUB

November 14th

**2015**

**Kings Day Regatta**

And presentation of the

**Alfred I. DuPont Sailing Award**





## Alfred I. DuPont Sailing Award

Awarded to the overall winner (Spinnaker Class)  
of the DuPont Cup *and* Kings Day Regattas.

## Kings Day Regatta

(FALL)



Winner's name placed on Fall Regatta Trophy

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.

They include the March DuPont Cup, the August Leukemia Cup and the November Baptist/St. Vincent's Regattas.

# SAILING INSTRUCTIONS

## Kings Day Regatta

Alfred I. duPont Trophy Series Race  
Epping Forest Yacht Club  
November 14, 2015



EPHING-FOREST  
YACHT & COUNTRY CLUB

### **1.0 RULES:**

The Regatta will be governed by the current Racing Rules of Sailing (RRS) and the PHRF rules of the First Coast Sailing Association (FCSA). These may be altered by these Sailing Instructions. Epping Forest Yacht and Country Club (EFY&CC) is the organizing authority for this Race/ Regatta.

### **2.0 ELIGIBILITY AND ENTRY:**

**2.1** Vessels must have a PHRF Rating to participate. Vessels with a current PHRF Certificate issued by the First Coast Sailing Association (FCSA) as listed in the [www.sailjax.com](http://www.sailjax.com) website will accumulate points towards the FCSA Annual Series Trophies.

**2.2** All vessels participating in the Spinnaker and Non-Spinnaker classes with LP measurements equal to or exceeding 130% of the base of the triangle (>130% of J) shall have sail numbers displayed on mainsails, spinnakers and headsails. Boats in the Cruiser Class shall have sail numbers on the mainsails as a minimum.

**2.3** Prior to racing, each vessel shall be properly registered by completing the Standard Race Entry Form found at [www.sailjax.com](http://www.sailjax.com) and shall submit the proper fee during the race registration period.

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

**2.5** Regatta Entry Fee is \$30.00 for EFY&CC Members and \$35.00 for Non-EFY&CC Members. Checks and cash are accepted and checks can be made out to EFY&CC.

### **3.0 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.

### **5.0 SCHEDULE OF EVENTS:**

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

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

**1145** Hours: Registration closes.

**1200** Hours: Skippers Meeting at the EFY&CC 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.

### **6. CLASSES:**

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

**6.2** Vessels must register in either Spinnaker Class, the Non-Spinnaker Class, or the Cruiser Class.

**6.3** The class entered must be declared on the Standard Race Entry Form before the close of registration.

**6.4** The regatta is also race number 5 in the First Coast Sailing Association Fall Series for all three classes.

## **7.0 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.

## **8.0 COURSES:**

**8.1** The official race course will be announced at the Skippers Meeting at 12:00 Noon the day of the race

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

## **9.0 MARKS:**

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

**9.2** One single race will be offered for each class. The course may be a combination of Navigation Marks on the river and marks set by the Race Committee.

## **10.0 STARTING SEQUENCE: (Similar for each class-Flags shall govern, horns and audible signals will notify and are not official).**

**10.1** Three horn blasts designating "Get Ready" approximately 1 minute before the warning signal of the starting class.

**10.2** The Class flag is raised with one horn blast as the warning signal designating the beginning of their five minute sequence.

**10.3** Four minutes before their start the Preparatory Flag "P" will be raised with one horn blast.

**10.4** One minute before their start the Preparatory Flag "P" will be lowered with one horn blast.

**10.5** The Class Flag is lowered with one horn blast designating the start for that class.

**10.6** The Race Committee will wait until all boats from the previous class have started, not more than 10 minutes, before sounding the "Get Ready" horn for the next start. Vessels not starting within 10 minutes of their scheduled start shall be scored "Did Not Start" or (DNS) modification of RRS 30.

## **11.0 THE START AND RECALLS:**

**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** Vessels 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. Vessels 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. Vessels 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 29.1. 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. Failure to make or hear such a hail will not be grounds for redress nor relieve a vessel of her responsibility to start correctly. If a general recall is signaled, the order of the starts will not change and subsequent starts will be delayed accordingly.

## **12.0 THE FINISH:**

**12.1** 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.

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

**12.3** Yachts failing to cross the finish line within 3.0 hours of their start shall be scored "Did Not Finish" DNF (modification of RRS 35).

**12.4** A vessel failing to finish within 60 minutes in corrected time after the first vessel in her class will be scored DNF without a hearing. This changes RRS Rule 35 and Rule A4.1.

## **13.0 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.

## **14.0 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.

## **15.0 SCORING THE RACE/REGATTA:**

Classes will be scored using the PHRF Time and distance method. The Low Point scoring system will apply per RRS Appendix A.

## **16.0 RACE PRIZES:**

**16.1** First, Second, and Third place awards will be given in each class during the post-race ceremonies at EFY&CC post-race party.

**16.2** The Spinnaker Class will compete for recognition on the Epping Forest Yacht Club, Alfred I. duPont Trophy.

**16.3** The Fall Race Winner will have their name placed on the Fall Regatta Trophy.

## **17.0 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 and Country 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.

## **18.0 INFORMATION:**

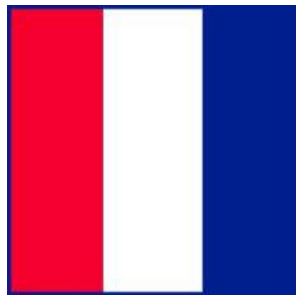
**Contact Keith Keller EFY&CC Harbor Master 904-739-7150 or [kkeller@efyc.com](mailto:kkeller@efyc.com)**

## 2015 King's Day Regatta Course Layout:

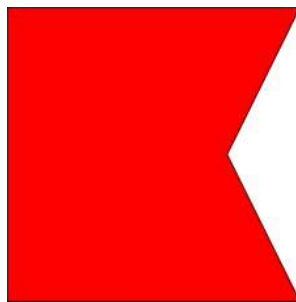
**TBD**



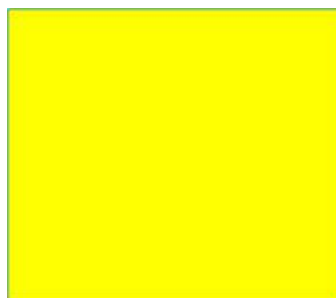
## Class Signal Flags Description:



**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.**

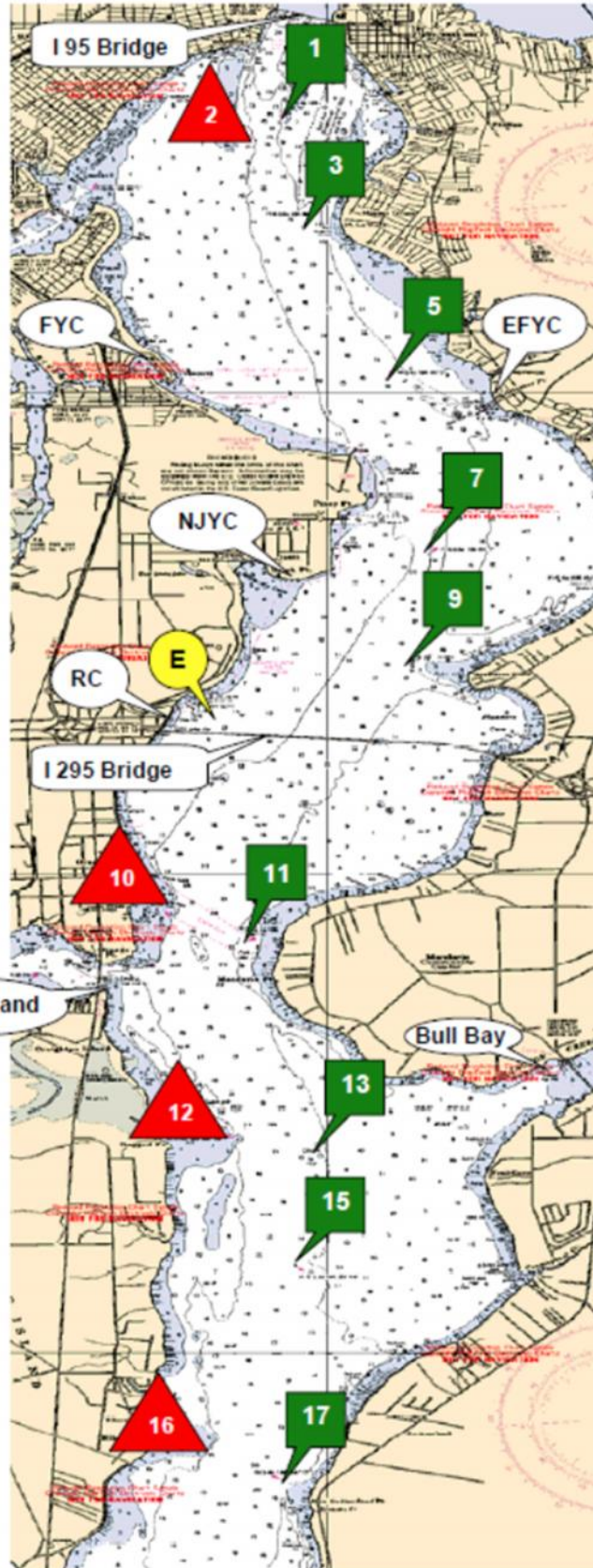


# Nautical Chart and important information of the area:



- 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

NOTES: