



From The Masthead

SOUTH BAY CRUISING CLUB

April 1963, No. 2.

DATES TO REMEMBER!

FRIDAY, APRIL 19 -- Spring Meeting, La Grange, 8:30. Discussion of regular business plus movies. An 8mm projector will be available for anyone who has films the Club has not yet seen.

SATURDAY, MAY 4 -- Spring Cocktail Party, Bay Shore Yacht Club, 4:00, BYOL. \$1.50 per person for clam chowder, etc. Bob Schafer, Entertainment Committee Chairman, urges all skippers whose craft are operating to come by water, whether in full commission or not. Peeling decks and topsides will be discreetly overlooked.

HANDICAP LIST PUBLISHED

The 1963 handicap list under the Off Soundings measurement rule plus Performance, as computed by Win Palmer and his handicap committee, is attached. Please note that class assignments are tentative and will not be made official until those boats electing to race with Class S are known, so that the fleet can then be divided into three equal classes, A, B, and C.

NEW FLEET TROPHY FOR WEST ISLAND RACE

A new prize for the best corrected time in fleet for Classes A, B, C, and S for the West Island Race to be known as the William H. Deale Memorial Cup will be offered in remembrance of the late Bill Deale, one of the first members and long an enthusiastic supporter of SBCC activities.

DUES DUE! DUES DUE! DUES DUE!

Treasurer Harry Klesick reminds members that the Club's annual dues (the biggest bargain in yachting in the world!) are due and if not paid by May 30, Commissioning Day, will result in a boat's time not being taken in the first race.

TIME FOR ACTION ON INLET NOW, SAYS WATERWAYS ASSOCIATION

The situation concerning the Fire Island Inlet and the creeping Bay polution has never been more favorable, according to the Long Island Waterways Association, if local citizens and groups will act now to support the Association's program.

Two sluiceways cut in the beach between Fire Island Light and Old Inlet for scouring the Bay and a solution to the navigation of the Inlet are in the offing.

The Association's plan encompasses the elimination of the polution hazard by increasing the circulation of Bay water, after which other problems relating to fishing, swimming, and navigation will solve themselves. It also calls for a study and recommendations on the Inlet problem by a local engineering firm which will be presented to the Army Engineers.

Action is needed in the next few months, however, as the Corps of Engineers are planning to eliminate the permanent dredge and construct an East-West breakwater between Overlook and Cedar Beach. This will not solve the Inlet problem Waterways experts contend.

The Association reports that the Park Department has been most cooperative of late, and it hopes to enlist support in this area.

A Speakers' Bureau is being set up by the Association to tell this story to as many groups as possible in the next few months. Commodore Beinert urges all SBCC members who are also members of other organizations along the South Shore to set up time for a 15-minute talk by an Association speaker at an upcoming meeting. If these dates can be arranged, please get in touch with the Commodore.

BILGINGS....For Sale, sloop Errant, 24 x 8 x 2½, Universal Blue Jacket Twin 12 hp, Spinnaker, several sisterships in SBCC fleet, see Ev Seidenberg...Harry Klesick asks that he be notified by skippers who are either buying or selling boats in or out of the fleet so he can keep the fleet roster up to date...Hervey Smith tells about the time he loaded his dungaree pockets with tools and hoisted himself up his mast to make some repairs. It was a muggy July Saturday, and Hervey was clad in dungarees only. The truck was a little out of reach so he gingerly stood up on the swaying boatswain's chair. About this time a button on his dungarees let go, and they lowered themselves rapidly. As Hervey puts it: "There I was naked as a bell bouy, trying to hang on to the mast with one hand, haul up my pants with the other, and listen to the hoots from the audience of about fifty people who were waiting just across the creek to take the Fire Island Ferry"...Commodore Beinert, Harry Jonas and your correspondent now know the difference between sailing and yachting. They were recent guests on Harry's brother-in-law's 90-foot ketch, Paper Doll III, on a millionaire's cruise from Miami to the Bahamas, with a crew of four to sail, cook, and even do the Commodore's navigation for him.

Bob Paterson
Corresponding Secretary

BOARD ISSUES NEW RACING INFORMATION

Major change in racing regulations as voted by the Board of Governors this year requires skippers who elect to sail with Class S to stay in this class for the entire season. It was decided that skippers waiting until they reach the start before choosing which class to race in did not produce good racing.

Skippers whose craft were measured for Class S last season must make their choice and notify Regatta Committee Chairman Merritt Smith by postcard before Commissioning Day. The reason for this cut-off date is to give the various committees time to divide the fleet into three classes (according to size of handicap) and publish this information before the first race.

Class S yachts must fly a red flag, measuring 10 inches on the hoist and 15 inches on the fly, at the leach of the main. At least four boats must sign up to constitute the class, and, as last year, Class S yachts are eligible for Fleet Trophies, with their time computed under the Rule plus Performance system.

For new members faced with this choice, it can be stated that the older type of yacht will generally fare better under the Off Soundings

The SBCC fleet races under three different handicap systems, two of which pertain only to cruising auxiliaries. The third is used for ex racing class yachts or new types of day sailors that do not qualify as cruising boats.

For cruising types there are four classes: A, B, C and S. A, B, and C are rated under the Off Soundings formula and as a boat is raced the actual time difference between formula handicap and performance is blended together to give a more realistic time handicap. Ten races are required to gain the full benefit of performance. Proportaionate amounts are given for less than ten races.

Class S is rated under the Storm Trysail club formula and no benefit is gained by performance.

All cruising yachts that wish to race must be measured by the Measurement Committee, and, in the case of the Storm Trysail rule, an owner must provide the Measurement Committee with a displaced weight of yacht. This can be procured through the designer of the yacht, by calculation of the lines by a naval architect or by actual weighing. If a yacht has been measured by another club and a certificate is available, we will accept the weight listed.

Ex racing types and day sailors are rated under a simplified version of the Universal rule, as used by the Great South Bay Yacht Racing Association. Yachts so rated may also sail in all invitation events of member clubs and during Cruise Week. The SBCC will also provide a gun for this class for all of our races. Owners will furnish the Measurement Committee with all necessary data on forms provided for this purpose. Apply to the Committee for this. This class is known as Class X in our club and Handicap A and B by the GSBYRA.

As with all other yacht clubs, the SBCC races under the rules established by the North American Yacht Racing Union. It is advised that all competing skippers purchase a copy of the rules for \$1.00 by writing to the NAYRU, 37 West 44th Street, New York.

Except for the invitation races held by the Wet Pants Association, the fall series held by the Babylon Yacht Club, and the Cruise Week series, which are fleet races, all other races are started as follows:

Preparatory Gun, at time announced in news letter
plus five minutes, Warning Gun
plus ten minutes, Start Class C
plus fifteen minutes, Start Class B
plus twenty minutes, Start Class A
plus twenty-five minutes, Start Class S
plus thirty minutes, Start Class X

Courses are announced in the SBCC Yearbook or by special announcement by the inviting club.

All yachts must show the racing number assigned by the Cruising Club, and any other numbers must be obscured. Failure to do this will result in disqualification. Yachts rated after publication of the handicap list can find out their class by calling the Handicap Chairman, Winslow Palmer, or the Regatta Chairman, Merritt Smith, prior to the race.

After the Prep Gun goes off, it is not good manners to approach the Committee Boat for race information. The committee has enough to do with time keeping guns, and flags.

Protests must be made in writing to the Regatta Committee, and the protested boat notified of the protest. A flag flown in the rigging, other than a Yacht Club flag, will serve to notify the Regatta Committee that a protest is being entered.

After each race we usually have a rendezvous off the inviting club or in nearby waters. If no other pressing time problems intervene, it is nice to have the fleet stop off, thank the race committee, have a drink with the fleet before proceeding home.