

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 plus Performance rule as raced in Classes A, B, and C. Some newer type boats will also have better handicaps under this rule, but the ultimate determination will depend on the skipper's knowledge of his craft's ability.

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. Proportionate 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.