

South Bay Cruising Club

From The Masthead



Vol. 56 Issue 4

May 2006

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From the Helm

Bob Van Tassel

It is with sadness that I report the passing of Past Commodore Ed Petroske. Ed joined the SBCC in 1974 and immediately became involved in the club, serving in many capacities on the Board including Fleet Captain, Hospitality Chair and Commodore in 1994 and 1995. Ed and his family were very active cruisers both on and off the Great South Bay, first under sail and later on their power boat. Many of our members remember Ed's assistance in "showing them the ropes". He will be missed by the SBCC.

Our Spring Cocktail party was held on April 22nd at the Bay Shore Yacht Club and judging by the amount of food and beverages consumed was enjoyed by all of the 120 plus members who attended. This was the first party hosted by our new Hospitality Committee, chaired by Flori Grottoli and I can assure you that Flori was a bit nervous before the party. She need not have been because as always the Hospitality Committee did an outstanding job. It amazes me how many of our members pitch in to make an event like this a success and how much it is enjoyed by those working hard in the kitchen, at the bar and serving. Thanks to all who worked to make this party a success.

Thanks are also due to the Bay Shore Yacht Club who rushed to complete their new renovations in time for our party. Gerry Howell and his crew were still painting and cleaning as we brought our party supplies into the club. The Bay Shore Yacht club was very gracious to allow us to be the first to use their newly redecorated club house.

It does not seem possible, but the sailing season is finally here with our first weekend rendezvous on April 29th at Davis Park hosted by the Peter's and the racing season kicks off on Thursday, May 11th with tune-ups and racing run by Bill Grauer. It is time to finish up the spring projects and get out on the Bay!

The SBCC Commissioning day will be on Monday, May 29th, at the Babylon Yacht Club. Please join us there by boat if possible. Our Fleet Captain has arranged for a great weekend of activities for Memorial Day weekend with a rendezvous at Great River on Saturday and another in West Islip at the home of Sharon and Jeff Bieselin on Sunday in West Islip to encourage all to come to Babylon Yacht Club on Monday.

I plan to have **WINDQUEST** commissioned soon and join everyone at these events.

Bob 

From the Masthead
The monthly publication of
South Bay Cruising Club
PO Box 365
Babylon, NY 11702
sbccsail.org
BoatUS # GA83761S

From the Regatta Captain

Aileen Eppig

Spring has arrived very fast this year. Just last week I thought I had a least a month to get more things done on my boat. I had given myself May 1 to get *Brokher* into the water and the bottom wasn't touched yet. Starting making some calls this morning and received a few about the same subject so the bottom got sanded today. Just to let some of you know that my crew has done a lot of the work this year because they have ideas, concerns and dreams too. I do realize it takes a lot to get all of this done. Hope you are all making plans to make this happen in time. The racing season starts soon and we don't want you to miss anything.

The first race is Thursday, May 11 with a tune up program that will have a few starts and rounding. GREAT Practice for all, experienced, novices and in between. Speaking of all, I recently heard a very nice rumor. There may be a few Corinthians starters this year. The really great part of this is that the number may be five boats. I quickly called to ask for yellow streamers to be made for them. We are really thrilled for these Corinthians to join us again.

If the skipper meeting was any indication of interest with 65 racers showing up, this should be great year. The handicap committee, the scoring committee and the regatta committee are working together to be ready for this year. It has been a pleasure to work with all of the committees. There is one final thing that I would like all of you to remember. Racing and being the race committee is FUN. Please help make this a fun year.

Aileen Eppig 🍌

GSBYRA

John Davis

As the sailing season begins, so too do the *Centennial Celebrations* of the Great South Bay Yacht Racing Association. The GSBYRA Spring Dinner, beginning the 100th anniversary celebration, will be Friday May 19th, 6:30 PM at the Moriches Yacht Club. The cocktail hour will be followed by a delicious steak dinner for the modest cost of \$20.00 per person. If you are interested in attending, please contact me and I will send all the information to you.

It's quite a challenging task to keep a volunteer organization alive and well for 100 years. As the association's founders depart, those who follow must find successful ways to adopt the changes necessary to continue into the future. The GSBYRA has managed to meet the challenge and invites us to join them this season as celebrations continue.

I have seen sailboat racing described as a *popular nautical contact sport consisting of organized sailing competition that pits your skills against your opponent's luck*. However you define it, the GSBYRA continues to breathe life into the sport on the bay by involving young sailors and their families and tailoring the schedule to fit the needs of today's busy lifestyle.

If you have joined the GSBYRA in 2006 as an Associate Member by sending the \$7.00 dues payment along with your SBCC dues, please ask for your copy of the GSBYRA 2006 Yearbook on Commissioning Day.

You can reach your GSBYRA Delegate at Jdavisfly@aol.com or (631) 422-2242

From the Fleet Captain

Dave Tedesco

Well, the winter work is coming to an end! One by one, **Phoebe Rose's** winter friends have been leaving their respective winter havens along Brown's River and heading for their summer slips. **Kariana**, **First Light**, and **JAM V** were among the first to go in, followed by **Della.calm**. **Miss Liberty**, our 'next-door neighbor' all winter, disappeared one day and was replaced by a stranger. Then just this past week **Ericsean**, **Dragon's Den** and **Lady Barbara** went in. We should be going in this week ourselves. After church today, I drove down to the marina in the pouring rain, to see how the water was beading off the two coats of wax and two coats of Teflon polish on the hull. I was impressed!

Summer Cruises - 2006

The official itinerary has been finalized for the two-week trip to Martha's Vineyard commencing Friday evening, July 7. It follows my article.

The itinerary information is provided so that you can begin making advanced reservations for moorings or dockage. However, if you've been on an SBCC cruise, you know that weather sometimes changes our plans! We will be as safe as possible on our cruise, and once out there, we will not sacrifice safety for the sake of "getting to our destination because we have a reservation for a slip."

Again, please e-mail me at my new e-mail address, capt1@optonline.net if you are interested in possibly attending this cruise. I've created an e-mail list of those interested, so I can send out information. The boat names on my list so far are: **Ailanthus**, **Astarte**, **Becky**, **Captain's Lady**, **Counterpoint**, **Della.calm**, **Dodona**, **Fun Sway**, **Kariana**, **Maggie Lee**, **Njord**, & **WINDQUEST**. If you're not on the list and you want to be, please send me an e-mail (or another e-mail!).

Three-Week Cruise

Just this weekend, a second cruise has been added. Frank Peter has put together a three-week cruise to Martha's Vineyard and points along the coast of Massachusetts. Ports will include Point Judith, RI; Hadley Harbor, Vineyard Haven, Sippican Harbor, Mattapoisett, New Bedford, the

Sakonnet River, and Block Island. They will be meeting near Robert Moses on Tuesday, June 27. If you would like to join up with Frank's cruise, please contact him at (631) 589-3466 or by e-mail at captain365@yahoo.com. Details of this cruise will be posted on the website in the near future.

Don't forget that Parker and Debbie Revella will be heading to the Chesapeake in July for 3-4 weeks. This will not be an official SBCC-sponsored cruise, but Parker has opened the door for anyone to contact him for information about cruising these waters. He has also graciously extended an invitation for any other boats to accompany him and his First Mate, who will be aboard their 42 foot Pearson, **De Ja Vu II**.

Rendezvous

There are also 27 opportunities to raft up with your SBCC friends this summer, as the 2006 rendezvous schedule kicks off this weekend, April 29. **Vixen** is the Host Boat over at Davis Park. See the Calendar portion of the **MASTHEAD** for the complete May schedule. Just a reminder, in order to get credit for attending a rendezvous, you must spend the night on your boat! Of course, all are welcome even if you can only come for Saturday.

Here is an **important note** for the second Memorial Day Weekend Rendezvous scheduled for Sunday, May 28 in Willets Creek. For the past three years, SBCC boats have been able to pull up to the private docks along the east side of the creek. However, this year that private dockage on the east side of Willets Creek is not available. Please check with Host Captain Jeff Bieselin prior to arriving to see if there is dock space available. If there isn't, there is plenty of water depth in the creek for anchoring as far North as the marked sewer pipe crossing.

Lastly, I still have the rendezvous scheduled for Saturday, July 8 open. If anyone is interested in hosting this rendezvous, please e-mail me or call me at 631.277.3760.

...because it's all about sailing!

Dave 

South Bay Cruising Club Commissioning Day 2006

Flori Grottoli & Frank Peter

Hospitality is now busy organizing our most traditional of gatherings, Commissioning Day. This event will be held on May 29, 2006 at the Babylon Yacht Club. Please come join us for

- Creepstakes Race at 1100 Hours
- Great Food & Drink at 1200 Hours (Wine, beer, soda, coffee and tea will be provided)
- General Meeting and Commissioning Ceremonies at 1400 Hours

Monday, May 29, 2006

Babylon Yacht Club

Foot of Eaton Lane, West Islip, NY

The US Coast Guard Auxiliary will conduct vessels inspections and talk about the proper use of flares and fire extinguishers.

Invitations will be in the mail soon with more details.

A final important note on Commissioning Day Burgee Protocol: Your individual South Bay Cruising Club Burgees should not be raised until the Club's ensign is flying from the flagpole of the Babylon Yacht Club.

Hospitality

Flori Grottoli

It pleases me to report that the Spring Cocktail Party was very well received. I'd like to tell all the people that helped bake, serve, set-up, clean-up, and, in particular, have held my hand from planning the menu to shopping to making the platters, it is because of them that the party was a success. So if I forgot to say it that night...THANK YOU VERY VERY MUCH!!!

PS - We found a pair of colorful reading glasses at the end of the party. Contact me if they're yours.

Also I'm looking for bakers who can provide desserts for Commissioning Day.

Pump Out Update

Joel Becker

Almost two years ago the SBCC Board of Governors authorized the establishment of a committee to explore ways of improving pump-out facilities and reducing overboard discharge of waste from recreational boats. The entire North Shore, Connecticut and Rhode Island coasts are served by pump out boats. On the South Shore South Oyster Bay, Southampton and Easthampton have pump-out boat service. When the Town of Southampton began using pump-out boats they experienced a one hundred fold increase in the volume of raw sewage removed from recreational boats. In the Town of Brookhaven on the North Shore the two pump-out boats are removing so much raw sewage from boats that they have ordered barges which we understand will be anchored to serve as accessible pump out stations with larger capacity.

We have gathered support for our initiative from a dozen other clubs and organizations and petitions from hundreds of individuals, and have had many meetings with government officials as well as other groups. In response to our efforts, the towns of Islip and Brookhaven are planning to begin pump-out boat service on the South Shore, possibly in 2006. Islip has received a contract for a grant from NY State to apply toward the cost of a boat. While we understood that Brookhaven was planning to bring down one of their anchorable barges, it now appears there is some doubt about this and we have to have further discussions with them. They might be applying for grants for boats for next year. In addition, Islip has received a grant for, and has ordered a land-based pump out station for Brown's Creek and is considering dredging the East Islip Station. We are trying to stay on top of the situation in both towns.

In Babylon, which has the highest concentration of boats, Town officials tell us they do not see the need. As the Great South Bay is a single body of water, in our committee's opinion, Babylon's lack of participation will harm the entire estuary.

If you would like to join the pump out committee or have thoughts on how to proceed with the Town of Babylon, please contact:

jebecker@optonline.net
mtduffy51@msn.com

Ship's Store

Sue Montana

Is your burgee REALLY ready for Commissioning Day? Still haven't gotten your SBCC tie at that special price? Contact the Storekeeper if you can't wait, or if there are other SBCC items you are interested in purchasing.

thesuemt@optonline.net, or phone 631/567-7028.

Captree Bridge Undergoing Extensive Repairs

Bob Van Tassel

Joe Mullé recently advised me that the Coast Guard Local Notice to Mariners (No. 14/06) contained a notice that the Robert Moses/Captree Causeway Bridge will be undergoing extensive cleaning, blasting, painting and other repairs, this is the main bridge crossing Great South Bay from West Islip to Caotree Island).

As part of this project scaffolding will be placed under the Bridge which will reduce the vertical clearance by 3' in the "stringer spans" and by 2' in the "main channel" with work floats and barges operating in the main channel. Hours of operation are Monday to Saturday between 6 am and 6 pm. and "Mariners are advised to use extreme caution when transiting the area". The work has already begun and is scheduled for completion by September 30, 2007.

This restriction of the main channel during two active sailing seasons creates serious safety issues and will result in the loss of the use of the main channel by the larger sailboats on the bay and in the SBCC. I have contacted a number of officials in the Coast Guard, New York State Transportation Department and Senator Owen Johnson's office regarding this matter.

The first response from the Coast Guard and the DOT was that they have worked with the contractor to keep the scaffolding as high as possible and that there is an alternative passage available through the Captree Draw Bridge. I have advised them that the draw bridge is not viable due to reported shoaling in the waterway, an unacceptable risk of collision due to extreme boating congestion in the narrow channel with limited room to maneuver, an unacceptable opening schedule of every 3 hours on weekends with up to 2 hours notice needed and that the route can add up to 3 hours travel time for the average boat going to Bay Shore and East.

In my discussions with the Coast Guard and New York State Department of Transportation I have stated that an unrestricted passage in the main channel of the Robert Moses Bridge is required during the boating season. This could be accomplished by working on the main channel span during the off months, by only partially blocking the span at any one time and by modifying the scaffolding in the center span to maintain the current vertical clearance. I have been advised by Mr. Byron Alford, area supervisor, NYDOT, Mr. Bob Laurice, project manager, NYDOT and Mr. Gary Kassof, CG Bridge Mgt. that consideration will be given to my request. A letter has also been delivered to Senator Owen Johnson requesting his assistance.

I ask that all our club members and friends lend their support in keeping the bridge open to everyone on the Bay during the on-going repairs. Please write, call and e-mail your concerns and request to maintain the existing main channel passage during the boating season to the following persons and cc me a copy. Please include anyone else you believe could be of assistance.

- Mr. Gary Kassof, Commander, 1st C. G. District, Battery Park Bldg., One South Street, NY 10004-1466, 212-668-7021, e-mail @ garykassof@uscg.mil
- Lt. Douglas Miller, 1st C. G. District, Waterways Manager located in New Haven, CT. 203-468-4596, or douglasmiller@uscg.mil
- Mr. Byron Alford, Construction, State of New York, Dept. of Transportation, State Office Building, 250 Veterans Memorial Hwy., Hauppauge, NY 11788, 631-9526041, or balford@dot.state.ny.us
- Mr. Bob Laurice, Construction Project Manager, NYDOT at the above address, 631-539-6134, blaurice@dot.state.ny.us
- Senator Owen Johnson, 23-24 Argyle Square, Babylon, N Y, 11702, 631-669-9200
- Gordon Canary, Senator Johnson's District Office manager at the above address. His e-mail is canary@senate.state.ny.us

Hopefully with everyone's assistance we can get this issue resolved satisfactorily.

Over The Bowsprit

Sun	Mon	Tue	Wed	Thu	Fri	Sat
May	1	2	3	4	5	6 Rendezvous Unqua Heading <i>Mistress</i>
7	8	9	10	11 Pre Season Tune up Starts & Races 1930 Babylon <i>Grauer</i>	12	13 Beach Party! Atlantique <i>One More Time</i>
14	15	16 Bay Shore Twi Spring 1 1930 <i>Penny</i>	17	18 Babylon Twi Spring 1 1930 <i>Einsetler</i>	19 Deadline for June MASTHEAD	20 Rendezvous Bellport <i>Kariana</i> Short Races 1200 Bay Shore <i>Grauer</i>
21	22 SBCC Board Meeting West Islip Public Library 19:30	23 Bay Shore Twi Spring 2 1930 <i>Bogdan</i>	24	25 Babylon Twi Spring 2 1930 <i>Fifield</i>	26	27 New Members Rendezvous Connetquot River <i>Silent P</i>
28 Rendezvous Willets Creek <i>Chillin</i>	29 Commissioning Day Babylon Yacht Club - <i>Hospitality</i> Creepstakes 1100 Babylon <i>Eppig</i>	30 Bay Shore Twi Spring 3 1930 <i>Biesel</i>	31			

Over The Bowsprit

<i>Sun</i> <i>Over The Bowsprit</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
June				1 Babylon Twilight Spring 3 1930 <i>Daisley</i>	2	3 Spring Family Weekend Watch Hill Midnight Sun
4 Spring Family Race TBA <i>Christiansen</i>	5	6 Bay Shore Twilight Summer 1 19:30 <i>LaTorre</i>	7	8 Babylon Twilight Summer 1 19:30 <i>Marinaccio</i>	9	10 Corn Fest, Coast Guard Cove Lady Barbara Nielsen Smith Trophy 1300 Bay Shore <i>Tesoro</i>
11	12	13 Bay Shore Twilight Summer 2 19:30 <i>LaTorre</i>	14 Deadline for July MASTHEAD	15 Babylon Twilight Summer 2 19:30 <i>Rendich</i>	16 Babylon Cup 18:30 <i>Capitain</i>	17 Rendezvous, Connetquot River Fenian
18	19 SBCC Board Meeting West Islip Public Library 19:30	20 Bay Shore Twilight Summer 3 19:30 <i>Davis</i>	21	22 Babylon Twilight Summer 3 19:30 <i>Capitain</i>	23	24 Sing or Swim Hemlock Cove Grace
25	26	27 Bay Shore Twilight Summer 4 19:30 <i>Padden</i>	28	29 Babylon Twilight Summer 4 19:30 <i>Thomas</i>	30	

Two Week Cruise

Dave Tedesco

Date	Leg
Fri - 7-July	Meet in Sore Thumb
Sat - 8-July	Sail to Cormorant Point
Sun - 9-July	Sail to Block Island
Mon - 10-July	Lay Day - Block Island, RI
Tues - 11-July	Sail to Cuttyhunk, MA
Wed - 12-July	Sail to Edgartown, MA
Thurs - 13-July	Lay Day - Edgartown
Fri - 14-July	Sail to Vineyard Haven, MA
Sat - 15-July	Sail to Hadley Harbor or Lay Day Vineyard Haven [1]
Sun - 16-July	LD Hadley Harbor or Sail to Hadley
Mon - 17-July	Sail to Newport, RI
Tues - 18-July	Lay Day - Newport, RI
Wed - 19-July	Sail to Block Island or Lay Day Newport [2]
Thurs - 20-July	Lay Day - Block Island or Sail to Block
Fri - 21-July	Sail to Cormorant Point
Sat - 22-July	Sail Home
Sun - 23-July	(Weather Day)

[1] Some boats can sail to Hadley Harbor, while others may want to stay an extra day on the Vineyard. Those staying at the Vineyard will catch up with the rest of the Fleet on Sunday, and raft up if need be.

[2] Some of us just can't get enough of Block Island, so those wanting another fix can leave, while those wanting to stay in Newport can do that as well. We all meet up in Block Island Thursday.

Flotsam & Jetsam

The Editor

Just a couple of items.

- Sincere apologies to the family of Frank Holwell. His wife of many happy years is Joyce, not Jean as I noted in the last issue. Again, condolences to the Holwells and the Petroskes.
- Eric Forsyth is off again. A **Fiona** bon voyage party is tentatively scheduled for June 3 at Weeks Yacht Yard. If you're interested check the YachtFiona.com website for complete details.
- For **Race Results via email** please email Mike Duffy at mtduffy51@msn.com
- If you need any SBCC items the **storekeeper** will be at Commissioning Day.
- People have asked me about identifying Rendezvous Hosts and Race Committees in the calendar. My rationale is this - if you're going to a Rendezvous finding a boat name is easier than looking it up in the yearbook. If you're committee you just might use a boat other than your own.

New Members

Marian & Don Metzник

The following new member was voted in at the last Board Meeting

Phil King Bethpage,

Sloop - **Dana-Son** Catalina 25 Home Port Bay Shore

Sponsors Bob Van Tassel & Dave Tedesco

More information on the new members as of March 2006

Jeremy & Nicole Arntz

172 Oakdale Bohemia Road, Apt. 23 B, Bohemia, NY 11716

Sloop - **Siamese Dream** Hunter 25.5 Home Port Bay Shore Sail#496

Sponsors - Gaspare Messina, Jack Levitsky

Tim & Doreen Freund

7 Wildwood Ct., East Islip, NY 11730

Sloop - **Friendly Persuasion** Newport 30 MKII, Home Port East Islip Sail#742

Sponsors - Gaspare Messina, David Tedesco

Please welcome them. ⚓

Handicap & Scoring Changes

Bill Grauer

The Handicap and Scoring Committee is instituting some new and important changes for 2006. In the area of handicapping, we are giving adjustments for the draft of the boats and adjustments for boats that race in a 'Cruise Equipped' configuration. In the area of scoring we are making the scoring more transparent and we are implementing a new system of scoring for all the twilight series, the Class Championship Series and the Twilight Season Championship Series. All of these changes are described below and can be found on the SBCC website at sbccsail.org

HANDICAP CHANGES

An e-mail was sent to the membership several weeks ago that gave details on the new handicap adjustments. That descriptive material is repeated in the following paragraphs.

This year the Handicap and Scoring Committee is instituting two new handicap adjustments. One is for boats that are unable to attain hull speed in the Bay due to their underwater configuration. The other adjustment applies to boats that are racing in a 'Cruise or Rendezvous Ready' configuration.

Deep Draft Boat Adjustment

The race courses west of Nicoll Bay are often sailed in water too shallow for some of our boats to obtain hull speed. Many of these boats must sail with the centerboard only partially down on the upwind legs and some cannot obtain hull speed off the wind because of their underwater configuration. A handicap system that is designed to handle unique local conditions -be it wind or water - should strive to rectify this inequity.

Therefore, we have instituted the following adjustment that will be applied to races wherein at least 80% of the course is sailed west of Nicoll Bay. Boats that cannot normally get up to hull speed because of the mismatch between their draft and the depth of the water in the bay will be given an adjustment. This is denoted by a 'D' code.

Vessels that are over 40' will be given a +6 sec adjustment and boats between 36' and 40' will be given +4 seconds. Boats over 30' and less than 36' will be done on a case by case basis, up to +3 seconds. Boats 30' or less overall and 'Sport Boats' will not be given this adjustment. If your boat is over 30' and less than 36' and you have experienced these problems in the west portion of the bay, then please send the HC the draft of your vessel with the board up and with the board down.

Cruise or Rendezvous Ready Adjustment

Many of the SBCC boats are continuously outfitted for cruising and/or rendezvousing. These boats are characterized by the fact that they will have cushions and bedding on board, at least two adequate anchors, have at least a half tank of water and a half tank of fuel. In addition, they normally have a well-stocked galley. For these boats, the SBCC offers a handicap adjustment of +3 seconds for boats up to 30' and +6 seconds for boats greater than 30'. This adjustment can be requested from the handicap committee and if granted will be denoted with a 'C' code. To be eligible the boat must fit all of the following criteria while racing.

- Fresh water tanks and fuel tanks filled to at least ½ capacity. Only the
- standard size tanks are considered. Extra tanks do not have to be used in the calculation.
- At least two substantial anchors on board (not aluminum anchors).
- The normal assortment of pots, pans, dishes, serving wear on board.
- The galley stocked with the normal provisioning expected to be on a cruising boat.
- The boat must sit below the designed waterline mark.

If your boat fits these descriptions you can apply for these adjustments by sending an e-mail message to Bill Grauer at wbgrauer@optonline.net.

Continued on next page

SCORING CHANGES

We are going to correct some of the problems and anomalies that have prevailed in the recent past.

1. Difficulty in getting race results in a timely fashion. We will strive to get the races scored and the results sent out via e-mail within twenty-four hours or less. We have a dedicated sub-committee, comprised of Michael Duffy and Harry Manko, who are going to see that this happens. They have established a well thought out protocol for insuring that they get the results from the committee boat and into your in-box within the stated time.

2. Not having a clear understanding on how the Time-On-Time calculations are made and how the 'B' factor is chosen. The Time-On-Time calculations are done as follows. The Corrected Time (CT) is computed from the Elapsed Time (ET), the boats handicap (HC) and a factor, B, that depends on the average wind strength and the type of race course. The formula used for CT is the following, where the times are expressed in seconds:

$$CT = ET * [650 / (B + HC)];$$

For a 'Standard' course, the B factor is selected from the following table:

B factor True Wind Speed

650 Less than 8 knots.

550 8 - 15 knots.

480 Greater than 15 knots.

A 'Standard' course is a course that has at least one windward leg and at least one nonwindward leg.

For a race course that has no windward leg the B factor will be 480. For a course that consists of all windward legs the B factor will be 650.

A windward leg is defined to be any leg of the course in which at least one boat must tack (as a result of the wind) to reach the mark.

The race committee boat will determine the average wind speed for each division and determine if the course is 'standard', 'all windward' or 'all off-the-wind'.

3. The problem that occurs with the SBCC implementation of the Cox-Sprague Series Scoring system, where a fifth place boat can get as many points as a first place boat. which is a feature of the Cox scoring system that SBCC has used for the past several years. The problem can be seen by noting that in a five boat race, the winner gets 52 points. But in an eight boat race, the boat in sixth place also gets 52 points. This is wrong. We all know that the first place boat in a five boat race had a better performance then the sixth place boat in an eight boat race. As another example, in a six boat race, the winner gets 60 points. However, in a thirteen boat race, the tenth place boat gets 62 points. And the eleventh place gets 60 points. This does not make sense.

In fairness, I must say that this happens due to the SBCC implementation of the Cox-Sprague system. In the proper implementation of this system, the points are divided by the maximum number of points to give a factor. While this resolves the problems stated above it also introduces another problem in that the winner always gets a factor of one. In a two boat race, the winner gets a factor of one, and in a thirteen boat race, the winner gets a factor of one. This is wrong. We all know that the winner in a thirteen boat race turned in a better performance than the winner in a two boat race. The Cox-Sprague system also suffers from the problem in that it requires a look up table. This is not so easy to implement for someone trying to construct a simple spread sheet calculation. A simple formula is more desirable.

To overcome these problems I have developed a new scoring system. I call this the 'Performance Gradient System', or just 'G'. It gives a first place boat a better score the more boats that are in the race. The system is based on where in the fleet the boat finished. For example, in a two boat race, all we can say about the winner is that he/she was in the top half of the fleet. Therefore, that boat should have a score somewhere between 50% and 100%. And in a ten boat fleet, we can say that the winner is in the top 10% of the fleet and therefore should get a score between 90% and 100%. I have worked out a simple formula for computing the Performance Gradient. The system is fully explained in a separate document (The Performance Gradient System).

Continued on next page

4. The situation where a committee boat can get an adjusted score for a race that is better then the score for the first place boat. This has to do with giving the committee boat an adjustment for the race in which they were the race committee. An adjustment is necessary because a racer may be in contention for a placement in a series. We can not penalize a committee boat from a series as a result of that racer doing his/her committee assignment. Thus, an equitable means must be found to accommodate the race committee. However, in the past, (and this has happened, it is not hypothetical) a situation arose in which the committee boat was given a better score then the first place boat. This is wrong. This is a problem that has now been solved.

It is solved by giving the committee boat a Performance Gradient equal to the average of the Performance Gradients that they received in the other races of the series. This is a very simple and straight forward solution. The complete use of the Performance Gradient System and the correction for the committee boats are described in the new sections to be place into the race instructions. The new sections are reproduced below.

Performance Gradient

The Class Championship, the Twilight Season Championship Series and each of the individual twilight series will be scored using the Performance Gradient System (G) developed by Bill Grauer. The Performance Gradient is calculated for each boat, in each race, based on the following formula:

$G = 1 - [(p - 1)/(n + 1)] - [1/\{2(n - 1)\}]$; Where p is the boat's finish position (1 for first place, 2 for second place, etc.), and n is the number of starters in the race. The Performance Gradient will therefore be a number greater then zero and less than one. Boats that did not come to the starting area, that did not start, did not finish, retired after finishing, or were disqualified shall be given a p equal to n+1 (number of starters in the race plus one). Rule A9 will not apply for series that use the Performance Gradient System.

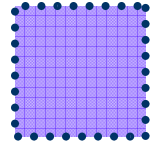
Committee Boat Adjustment

Boats that serve as the committee boat for one race in a series will receive a G for that race based on the average of the G's earned in the other races in which it was a starter, as follows. There must be at least two races available to compute an average G. If the committee boat (CB) does not have at least two races in which it was a starter then the CB will not get an adjustment for the race and instead will get a G computed with a p equal to n+1. However, if the CB has two or more races in which it was a starter, then all the races started (up to a maximum of the number of races used for computing the series score) will be used to compute the average G. Thus, for a four race series in which one throw out is allowed, and if the CB did all the other three races, then the CB will receive an adjustment equal to the average G from the three races sailed. Or, if the series is the best seven out of nine, and the CB did all the other eight races, then the best seven races will be used to determine the average G for the CB adjustment. The committee boat will only receive the adjustment for one committee assignment in a series. If a boat does more then one assignment, the adjustment will be given to that race which is most beneficial to it. The G for the CB adjustment will be included in determining the series standing, just as if the CB had actually raced in that race with the average G adjustment.

Class Championship, Twilight Season Championship Series, and individual Twilight Series.

In general, for a series in which there are no throw outs, the boat's G's are added together and then divided by the number of races to obtain an Average G, or AG. The boat with the highest AG wins. For a series that uses the best Xraces, the top Xraces are added together and divided by Xto derive an AG. Specifically, for the Twilight Season Championship Series, the G earned for each race in each twilight series are added together, after throwing out the number of races for each individual series as appropriate. The total G is then divided by the number of races to derive AG. The throw-outs are for each series (if applicable) and therefore, a boat can not select races from one series to use as a throw-out for another series. For the Class Championship, the best seven races (highest G's) are used to compute the Average Gradient. For the individual Twilight Series, there will be one throw-out race. The G earned for each remaining race are added together. The total G is then divided by the number of races counted to derive AG. The boat with the highest AG wins that series. Ties for the Class Championship, the Twilight Season Championship Series, and for the individual Twilight Series will be broken in accordance with RRS, A8.

FROM THE MASTHEAD
Belle Baxter
Corresponding Secretary
28 Shore Road
Babylon, NY 11702



The Rigging Locker

Wanted - Docking space in the vicinity of Sayville Yacht Club for the Commodore's Cup and GSBYRA Race Week. Please contact Aileen Eppig at brokher759@aol.com⁽⁵⁾

Wanted - Crew for an Alerion 28. Skipper is looking for a sailor who can set up a spinnaker as well as sailors for weekend races, no evening races. "There is no yelling. We have been quiet losers. Historically, I did quite well. I am now 85 yrs. My prior crew is no longer with me. I can be reached in Florida until late May. My telephone there is 941 383 4444. In New York my telephone is 631 968 4455. E-mail in both places is "thefundchap@aol.com"⁽⁵⁾

For Sale: *Painkiller* - a well-maintained 1988 Hunter 26.5 - 3-1/2 foot draft with Wing Keel; with a 1998 Suzuki 4-stroke 9.9 HP long shaft electric start motor with alternator; 110 & 150 jib; Roller Furler; Battened Main; New Depth/Fish Finder (Not Installed); Dodger with Sun Awning; Single Burner Alcohol Stove; Sink with Foot Pump; Charcoal Bar-b-Que; Hard Dinghy & 2.5 hp outboard. A great little fast cruiser! All sails washed & maintained yearly by Sailor's Choice.

Price: Asking \$12,000

Contact: Dave & June Tedesco at (631) 277-3760; capt1@optonline.net⁽⁵⁾

Listings in The Rigging Locker are for nautical items for sale by **SBCC MEMBERS ONLY**. Ads will run for 3 months only unless an extension is requested. Send the written advertisement by mail to:

**Belle Baxter
28 Shore Road
Babylon, NY 11702**

Or email to: belbaxt@suffolk.lib.ny.us