

FOULKE RACE/SMITH CUP- NOTICE OF RACE SATURDAY AUG10TH 2019

A. INTENT OF PROGRAM

All sailboats are assumed to comply with manufacturers' standard hull and accommodation plans. It is the responsibility of the owner or charterer of any vessel that has been materially modified or is of a unique design that might not conform to SBCC rules and regulations to inform the Handicap Committee of the irregularity prior to racing. That vessel will then be reviewed by the Handicap Committee and rated accordingly.

B. EQUIPMENT

All equipment required for the participating vessel is to comply with Federal, State and Local requirements. It is strongly recommended that all sailboats participating in a SBCC sanctioned race on the Great South Bay comply with US Sailing from ISAF Category 4 & 5 equipment requirements. A vessel that races must have a working auxiliary engine capable of propelling her at hull speed upwind in moderate conditions and sufficient fuel to return to home port.

C. INSPECTION POLICY AND PROCEDURES

With the permission of the owners or their representatives, the SBCC measurer/ handicap committee may conduct random inspections to confirm compliance with equipment and handicap declarations of any SBCC sailboat racing in SBCC sponsored races. These inspections may also be requested to resolve protest issues.

D. HANDICAPS

The SBCC fleet includes many different types of sailboats. In order to make race participation fair to as many members as possible, SBCC performance handicap racing is offered. Under this system every boat in the fleet is given an SBCC rating. Updated information on the SBCC Handicap process and regulations are available on the SBCC racing web site (www.sbccracing.org) under 'Racing Info' via the SBCC PHRF Regulations link. Handicap forms may be obtained from the SBCC web site (www.sbccracing.org) or by contacting the Handicap Chairmen via email. Boats that do not have a handicap form on file will be assigned a base handicap based on published US Sailing handicaps. In this case the committee may give a handicap that is less favorable than that which could be obtained by filing a handicap form. The form must be updated when a change is made to the boat.

E. HANDICAP APPEAL

A skipper who believes the boat's handicap might deserve correction may request a handicap review by submitting a written request to the Handicap Chairmen stating the reasons he or she believes a review is in order. The Handicap Committee will respond in writing within 10 days and the new handicap, if any, will take effect as of the date of the written decision. Skippers who are not satisfied with their decision have recourse by appealing directly to US Sailing. The appeal to US Sailing can only be done once in each calendar year. Contact the PHRF Committee or US Sailing for the procedure and current cost.

F. SBCC HANDICAP CLASSES

Please register in Spinnaker (Red class flag) or Non-Spinnaker (Blue class flag). Classes are scored under the SBCC Performance (using time on distance method) handicap system. Pursuit times will be distributed accordingly. Only one headsail may be flown in the fore-triangle at any one time. The Non-Spinnaker sail inventory is restricted to use of only those sails that can be correctly flown on all points of sail. Boats handicapped as having permanent double head rigs will be permitted to fly their staysail when racing in these classes. Non Spinnaker boats will fly a blue streamer and Spinnaker boats will fly a red streamer.

G. RACING NUMBERS

Racing numbers, either US Sailing or SBCC, are required on mainsails, spinnakers, and overlapping headsails with an LP of greater than 130% of J dimension. Numbers shall be integer values with no leading zeros and have high contrast to the sail. This modifies RRS, 77.

H. MEMBERSHIP RESTRICTION

No boat shall race in an SBCC-sponsored event (except invitational regattas) unless skippered by an SBCC member or associate. However, a member's boat may be skippered by an associate without a member on board only twice in one season, and only once in any series.

I. RACE SCORING

Pursuit start times will be determined using the time-on-distance method. A boat's reported time will be based on its assigned handicap and the distance of the measured course. The boat that finishes first shall be the winner. The following adjustments will be applied to spinnaker boats on their starting times:

Wind Speed in knots	Handicap Reduction in seconds
<10	30
10-19	24
20+	18

STARTING LINE and FINISHING LINE PROCEDURES and RULES

CODE SIGNALS

The following RRS code flags are some of the more common race signals used during SBCC conducted races.

'Y' Life jackets are required by all crew.

D. STARTING SEQUENCE

You will be assigned a starting time in this pursuit format and must start within 75 yards of the #6 buoy at the GPS time assigned to your boat.

E. STARTING LINE ETIQUETTE

Racing skippers are reminded to stay clear of the starting line and avoid boats that are starting before them.

G. STARTING / FINISHING

The start and finish will be within 75 yards of the #6 buoy perpendicular to the course.

H. RADIO COMMUNICATIONS

All boats participating must monitor VHF channel #72 at all times before and during the race. All boats should register with the Race Committee prior to the first gun. A boat electing to withdraw must broadcast their intentions on VHF radio channel #72. Racers are requested not to initiate communications with the Race Committee from the time of the warning gun to the time that the last class starts.

I. OTHER INFORMATION

No boat may make use of an autopilot during any SBCC race. Contact the Race Committee for that race when "L" Flag is flown.

VII. TIME LIMIT

There is no time limit

VIII. PROTESTS AND REDRESS

The Protest Committee will only entertain protests and requests for redress made in conformity with RRS section 'A' and submitted on a valid US Sailing protest form. The time limit for protesting or requesting redress is one (1) full business day after the last boat in the race finishes, except where the rules provide otherwise. The protest/request for redress is to be mailed, showing a postmark by the postal service, or e-mailed to the Protest Chairman within the time limit. The Protest Committee will attempt to hold a protest/redress hearing by the second Monday after the time limit has expired. If a party to the hearing of a protest or request for redress does not come to the hearing, the Protest Committee may nevertheless decide the protest or request. A party may appear at a hearing through its representative by telephone conference provided arrangements to do so are made with the Protest Chairman 24 hours prior to the scheduled hearing date.

IX. SAFETY

It is the exclusive responsibility of each skipper to decide whether or not to start, continue, or drop out of any event. South Bay Cruising Club does not assume any liability for the decision of any participant. The Board of Governors of the South Bay Cruising Club recommends that all owners and skippers carry

liability, as well as hull insurance, to protect all parties from the financial consequences of an accident. Common sense should be used to determine whether to venture out. This applies to racers and the RC. Listen to USCG and/or NOAA updates to guide your decision as well. If gale warnings are posted, lightening is in the forecast, or other severe weather is imminent, check your email, text messages, phone, VHF 72 to see if there are attempts to announce a cancellation. Ultimately it is your decision to participate. For answers to questions regarding minimum U.S. Coast Guard equipment requirements, see the Coast Guard Safety Info web site at www.uscgboating.org.

X. Start

Please start at your assigned time at buoy #6 (East of Robert Moses Bridge)

Course:

Dickenson "6" Start

11WC starboard

3 (Bayberry Point) Starboard

9 NP (Nicoll Point) Port

35 (Blue Point) Port

9 NP (Nicoll Point) starboard

4 (East Islip) port

11 WC (Bay Shore) port

Finish Babylon Yacht Club Dock

Please record your finish time and email or text to DBU632@gmail.com or 845-271-9134