

BABYLON CUP INVITATIONAL- NOTICE OF RACE

FRIDAY JUNE 7TH, 2024

QUALIFYING TO RACE

Babylon Cup is an Invitational Regatta open to all boats with PHRF ratings through SBCC. Please see sbccracing.org if you need a 2024 rating.

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 2024 PHRF 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

Non-Spinnaker class only. 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. Members may change classes as often as they desire, so long as it is done before the warning signal and they inform the Race Committee by displaying the proper 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. RACE SCORING

SBCC races will be scored 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 with the lowest corrected time is the winner.

COMMITTEE BOAT ASSIGNMENTS

A. SERVING AS COMMITTEE

The SBCC depends upon the cooperation of all members. Being the Committee Boat for a race is an important responsibility. Reliable, timely and accurate performance reporting of results. Race Chairpersons are assigned by the Regatta Committee, and listed in the Race Schedule. Assignments are obligatory.

B. CHANGES

A Race Chairperson may switch assignments with another Race Chairperson provided that the Regatta Captain is notified at least 24 hours before the race. Arranging such changes is the sole responsibility of the assigned skipper and does not relieve him or her of responsibility.

C. PENALTIES

Any Race Chairperson who willfully fails to do his or her assignment shall not be scored in any SBCC race for a period of one year from the date of his or her scheduled Committee Boat assignment. As an alternative penalty, a Race Chairperson who failed to do his or her race assignment for the first time in the racing season will be scored in SBCC races after payment of a \$100 fine payable to the SBCC.

STARTING LINE and FINISHING LINE PROCEDURES and RULES

CODE SIGNALS

The code flags below are *special SBCC course flags*:

'R' Sail the designated course in the REVERSE direction. Leave or round a mark on the opposite side.

'T' Sail the designated course TWICE around **

'U' Sail the designated course THREE times around **

'V' Finish at the Babylon YC dock leaving 'X' to port

** For 'T' and 'U' round the pin/X mark on the same side as the next mark of the course.

The following **RRS code flags** are some of the more common race signals used during SBCC conducted races. While not all signals are listed, racers are expected to know all of the race signals and their definitions

'L' Come within hail for instructions.

'S' Course Shortened: When flown after the start, (accompanied by two signal sounds), finish between the Committee Boat and the mark. **'X'** Individual Recall: This signal flag is accompanied with a hail of the sail number, and a single sound.

'Y' Life jackets are required by all crew.

D. STARTING SEQUENCE

First Gun will be 1900 hours (7:00 PM). Class start for Spin. Class start for Non-Spin to follow.

The Spin class will display a red flag, start first and will start only if there are yachts displaying a red streamer and notifying the RC. Non-Spin class will display a blue flag.

| SIGNAL* START SIGNAL | FLAG AND SOUND | MINUTES BEFORE |
|---------------------------------------|--------------------------------|-----------------------|
| Warning | Class Flag and 1 sound | 5 |
| Preparatory | P Flag and 1 Sound | 4 |
| One- Minute | Remove P Flag and 1 Long Sound | 1 |
| Starting | Remove Class Flag and 1 Sound | 0 |

*Approximately one minute before the warning signal for the first class to start, the RC may make 4 or more, quick sound signals to bring your attention to the sequence commencing.

The Race Committee may utilize a “keep-off” (anti-barging) buoy. If one is used, please note this is not a temporary or an accidentally attached object and is considered part of the committee boat.

E. STARTING LINE ETIQUETTE

Racing skippers are reminded to stay clear of the starting line until the Preparatory Signal for their class. Classes not starting are to remain clear of all boats in the division before them. Failure to do so may result in a protest that may lead to a disqualification. No boat will be disqualified without first being given a direct and specific verbal warning.

F. RECALLS

A boat failing to heed its recall will be penalized by having 30 minutes added to their elapsed time.

G. STARTING / FINISHING

The start and finish line is determined by the "X" mark (or buoy) and an orange flag on the Committee Boat or Committee Platform.

H. VHF 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

The time limit for each race is stated in the notes to the Racing Schedule. The time limit for all classes starting after the first class will be extended so as to allow all classes to have the same amount of racing time. If any boat finishes within the time limit for her class, it is a race for her class. Yachts finishing after the Committee Boat has left its station should record their time and report it to the Race Committee as soon as possible.

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.