

1939

Star Class Atlantic Coast Championship

OF THE

I. S. C.



Y. R. A.

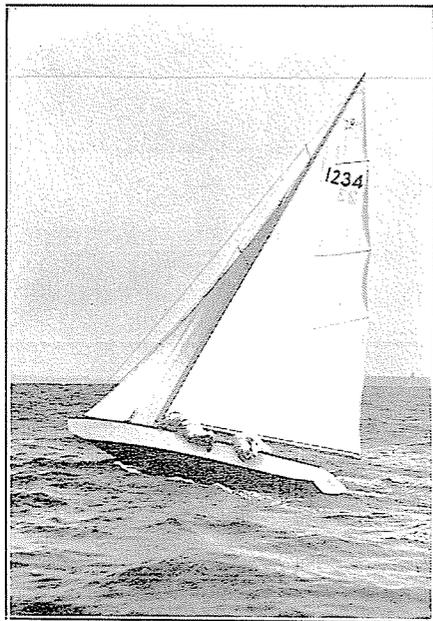
AUGUST 21st to 25th

ON LONG ISLAND SOUND OFF PORT WASHINGTON, N. Y.

SPONSORED BY THE

MANHASSET BAY YACHT CLUB

PROGRAM



Rosenfeld

H. B. Atkin's "Jubilee"

SUNDAY, AUGUST 20th—

9:45 A. M. Great Captain Island Race. Invitation open event (not part of the series,) for the J. Rulon Miller Trophy. Sponsored by Port Washington Yacht Club. See special circular.

5:00 P. M. Informal Get-Acquainted Hour at the Manhasset Bay Yacht Club Bar.

MONDAY, AUGUST 21st—

1:00 P. M. First Championship Race.

TUESDAY, AUGUST 22nd—

1:00 P. M. Second Championship Race.

5:00 P. M. "Spirits of 1776"—Cocktail party.

WEDNESDAY, AUGUST 23rd—

1:00 P. M. Third Championship Race.

8:00 P. M. Star movies of recent important series.

THURSDAY, AUGUST 24th—

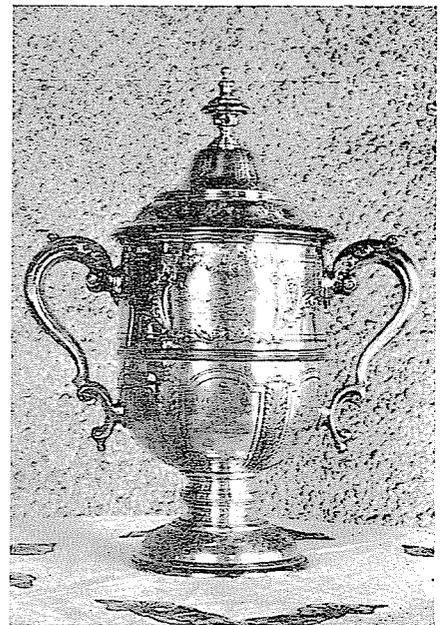
1:00 P. M. Fourth Championship Race.

FRIDAY, AUGUST 25th—

1:00 P. M. Fifth Championship Race.

7:30 P. M. Final Banquet and Presentation of Prizes.

Watch bulletin board for announcements of other entertainments.



The Bedford Atlantic Coast Championship Trophy

PAST CHAMPIONS

1938—Jubilee, Hercules and John Atkin, Western Long Island Sound

1937—Jay, C. Stanley Ogilvy
Western L. I. Sound

1936—Rhythm, J. J. Abberly
Central L. I. Sound

1935—Chuckle, H. C. Halsted
Moriches Bay

1934—Chuckle, H. C. Halsted
Moriches Bay

1933—Moonshine, D. H. Atwater
Narragansett Bay

1932—Moonshine, D. H. Atwater
Narragansett Bay

1931—Moonshine, D. H. Atwater
Narragansett Bay

1930—Okla II, J. F. Watkins
Central L. I. Sound

1929—Okla II, J. F. Watkins
Central L. I. Sound

1928—Colleen, F. T. Bedford
Central L. I. Sound

1927—Mackerel, H. W. Smith
Chesapeake Bay

1926—Ardara, D. S. Starring
Central L. I. Sound

RACING INSTRUCTIONS

(For Contestants and Officials)

- TIME—** DAYLIGHT SAVING TIME APPLIES THROUGHOUT THIS CIRCULAR.
- RENDEZVOUS—** BEFORE 1:00 P. M. ALL ENTRIES AND OFFICIALS MUST REPORT AT PROBABLE STARTING LINE, COMING WITHIN HAIL OF COMMITTEE BOAT, AND REMAIN THERE FOR FURTHER INSTRUCTIONS.
- STARTING LINE—** THE PROBABLE STARTING LINE WILL BE ESTABLISHED ABOUT ONE MILE NORTHEAST OF EXECUTION LIGHT. If the line is to be shifted, the R. C. Boat will display Code "N" and must be followed to the new point selected. Marker Yachts, under R. C. instructions will log off distances and place marks, remaining stationed by them throughout race. See diagram, page 3. The Committee Boat will remain at the line. Chief Course Officials will transmit R. C. orders.
- OFFICIAL YACHTS—** Committee Boat will fly large BLUE R. C. flag. Marker Yachts will fly large WHITE flag. Course official's launch will display "Patrol" flag.
- MISSING ENTRIES—** If an entry is not accounted for at line (see foot of page) the Patrol will make one trip back to the anchorage. This shall constitute a reasonable search. Tows must hold a direct course from anchorage in Manhasset Bay to probable starting line, so they can be located in case of accident.
THE ABOVE PRELIMINARIES SHOULD BE COMPLETED BEFORE 1:00 P. M.
- ATTENTION SIGNAL—** ATTENTION signal at 1:00 P. M. (or some 15-minute interval thereafter) cannot be given until ALL ENTRIES (not withdrawn) HAVE BEEN ACCOUNTED FOR AT LINE. It means GET READY AND STAY READY, and will not be repeated. Once given, except for serious accident before preparatory, start cannot be postponed because an entry is not ready.

STARTING AND TIME SIGNALS

A GUN will be fired to call attention to ALL signals (except the Recall and periods of postponement, attention to which will be called by WHISTLE). Each signal will be lowered 30 seconds before the following one is set (except course signals which will remain up until after the start). Should either the Sound or Visible signal fail, the first given shall count. The hour of the attention signal may be changed by order of the R. C. issued the previous night.

Time	Indicates	Sound	Visible Signals
1:00 P. M.	ATTENTION	TWO GUNS	RED VISIBLE SIGNAL
(Above remains up, regardless of postponements, until Course Signal is set.)			
1:15 P. M.	COURSE SIGNAL	ONE GUN	COURSE SIGNALS OR CODE G.
1:20 P. M.	WARNING	ONE GUN	WHITE VISIBLE SIGNAL
1:25 P. M.	PREPARATORY	ONE GUN	BLUE VISIBLE SIGNAL
1:30 P. M.	START	ONE GUN	RED VISIBLE SIGNAL

RECALL	BLAST OF WHISTLE, YACHTS NUMBER CALLED OVER LOUD SPEAKER OR DISPLAYED.		
CODE FLAGS	"G" (Yellow and Blue Vertical stripes, flag)	Postponement (15 minutes or multiples thereof.)	
	"J" (Blue Flag, White horizontal stripe)	Race called off.	
	"N" (Blue and White checkered flag)	Starting line to be shifted, follow Committee Boat.	
	"O" (Flag half red, other half yellow)	Round this boat, mark wrecked.	
	"Y" (Red and Yellow diagonal stripes)	Come within hail.	
	"B" (Red swallow tail)	Set on Committee Boat, report to I. R. C. soon as possible.	

POSTPONEMENTS Three long blasts of whistle, repeated if necessary.

- POSTPONEMENTS—** Postponements must be of 15-minute intervals and can be ordered by the R. C. at any time before the preparatory signal is given, making the start on the quarter, half, three-quarter, or even hour. If signals have been started, then all signals from course signal to start must be repeated at proper intervals. WATCH FOR POSSIBLE CHANGE OF COURSE.
- TIME LIMIT**
3½ HOURS The time limit will be three and one-half (3½) hours after starting signal has been given. If one yacht finishes within the limit, the time of all yachts must be taken. If no yacht finishes within the time limit, the race must be resailed.
- PROTESTS—** Series Officials will report all fouls and violations seen and code flag "B" will be displayed. Contestants must not depend upon this entirely. They must first ascertain whether the incident they are involved or interested in has been reported, and if not must file a WRITTEN PROTEST with R. C. in time to allow of notice of hearing on same to be posted on bulletin board within two hours of the time the last yacht finishes that race. If no report or protest has been filed by that hour, the race must stand. For time and place of hearings and decisions, see bulletin board and read "All Notices," item one, on page 4.
- RULES—** The Series will be sailed under the rules of the I. S. C. Y. R. A. and special rules and procedure contained in this circular, both of which, in case of conflict, supercede the "Racing Rules" of the N. A. Y. R. U. which apply to right-of-way, etc. DISQUALIFICATION IS THE PENALTY FOR VIOLATING ANY RACING OR CLASS RULE, REGULATION OR RESTRICTION.

ACCOUNTING FOR — READ CAREFULLY

APPLICATION FOR DELAY (UNFINISHED REPAIRS, SUBSTITUTIONS, ETC.) MUST BE FILED WITH R. C. AT HEADQUARTERS BY 11:00 A. M. IF NO APPLICATION HAS BEEN FILED, IF CREW FAILS TO BOARD YACHT AT REQUIRED TIME, OR IF DELAY IS INTENTIONAL OR INSUFFICIENT TIME IS ALLOWED, ACCORDING TO WEATHER CONDITIONS TO REACH LINE, THE R. C. MAY ASSUME THAT THE ENTRY HAS WITHDRAWN. THE PURPOSE OF THE ATTENTION SIGNAL, BEING ONLY TO PROTECT ENTRIES THAT CANNOT REACH LINE IN TIME DUE TO CAUSES BEYOND CONTROL.

COURSES

Championship Series courses are standard for all localities, but must be in open water and as far removed as possible from headlands, shoals, buoys, and obstructions. The only change made since 1932 is to provide that in the triangular courses the start and finish may be established at any one of the three Marks.

GOVERNMENT MARKS—

Government Buoys and aids to navigation (though care will be taken not to establish courses in their close proximity) may be disregarded.

MARKS AND MARKER YACHTS—

The start shall be on a line between a white flag on the R. C. boat and a stake boat. Larger yachts, displaying a large white flag, will mark the position of the stake boats which constitute marks of the course, except the one at the start and finish, the position of which is marked by the Committee Boat.

WRECKED MARKS AND FOG SIGNAL—

If a Mark is wrecked, the Marker Yacht will display code flag O and sound a whistle, indicating that it must be rounded in place of the missing Mark. In fog or heavy rain, the Marker Yacht will sound a bell rapidly at regular intervals.

IMPORTANT ROUNDING MARKS, ETC.—

At the end of each round, round the Mark of the Starting line, disregarding the Committee Boat except at start and finish. Round or pass all Marks on the same side throughout the race; this is always the opposite side from that on which the Committee Boat is passed at the start and finish. Courses must be sailed the required number of times around and cannot be shortened.

START AND FINISH—

Between a white flag on the Committee Boat and the mast or upright of the Mark of the start and finish line.

COURSE SIGNALS—

The numeral (1, 2, 3, or 4) on Signal Board indicates the number of the course to be sailed. The letters (A, B, and C) which follow represent the three Marks of a triangular course. They will be arranged in the order in which they are to be passed or rounded, the first letter representing the Mark of the start and finish line. Their arrangement will clearly indicate whether the Marks are to be left to Starboard or Port. In courses 3 and 4 the C is naturally omitted and in such windward or leeward courses all Marks are always left to Starboard.

COMPASS DIRECTIONS—

The compass direction of the first leg of the course will be displayed beneath the course signal. From this, consulting diagram, the compass directions of the other legs can easily be computed if desired.

EXAMPLE—

If the signal should read—2 CBA, and beneath N. E.—this means the course No. 2 (three times around and triangular) is to be sailed. That the start and finish will be at Mark C, and the first leg is Northeast. From C to B, thence from B to A, thence from A back to C. Obviously all Marks must be left to Port. The diagram will show the distance of each leg of this course.

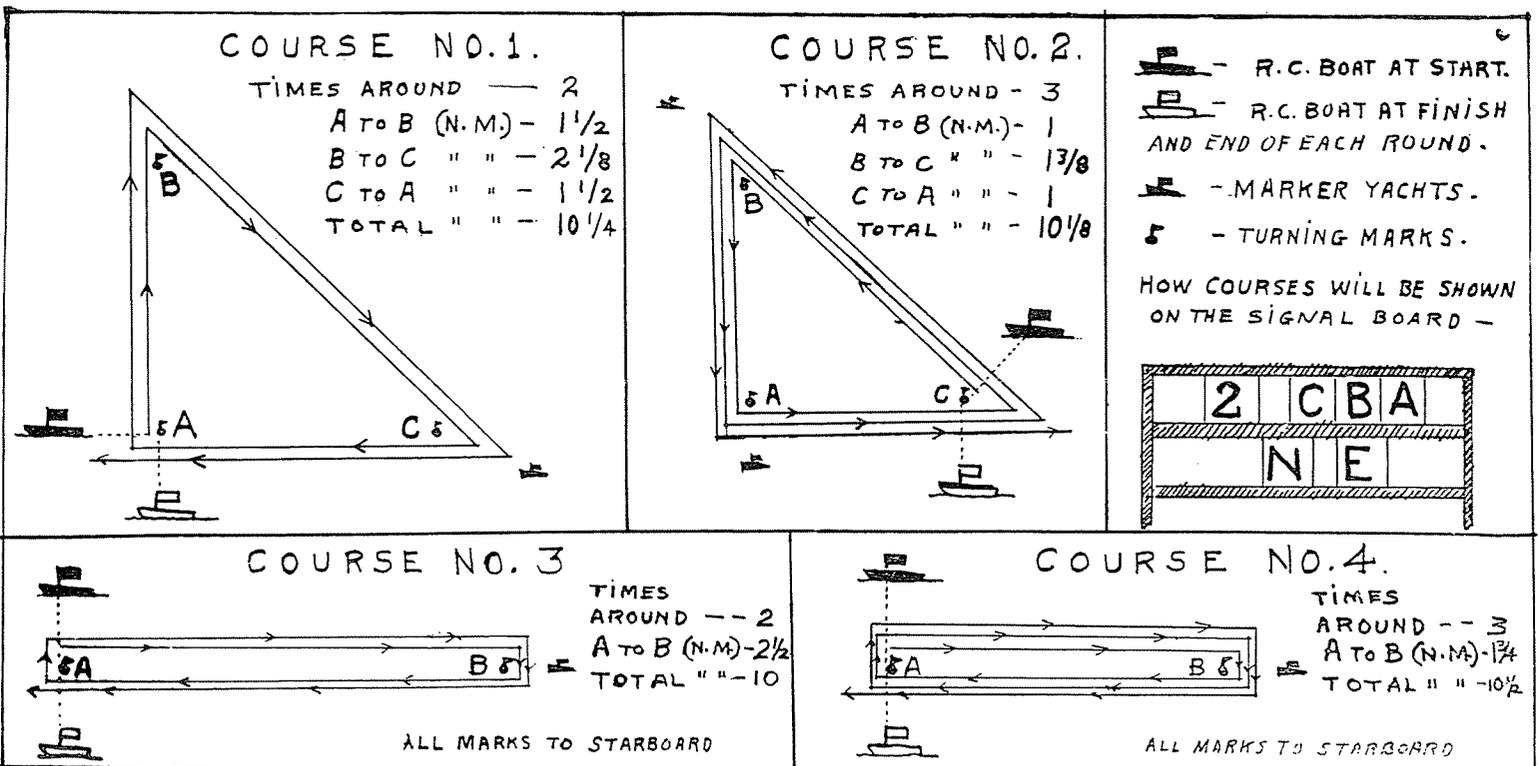
COURSE NO. 1
TRIANGULAR
TWICE AROUND
Total 10.24 N. Miles
Marks rounded as
signal indicates

COURSE NO. 2
TRIANGULAR
THREE TIMES AROUND
Total 10.23 N. Miles
Marks rounded as
signal indicates

COURSE NO. 3
WINDWARD & LEEWARD
TWICE AROUND
Total 10 N. Miles
All Marks to
Starboard

COURSE NO. 4
WINDWARD & LEEWARD
THREE TIMES AROUND
Total 10.50 N. Miles
All Marks to
Starboard

NOTE.—In diagram of courses No. 1 and No. 2, the position of the Committee Boat is shown at different Marks. In either course, however, the Committee Boat will be stationed at the Mark indicated as that of the start and finish, the diagram merely shows its position at start and finish and the relative positions of the Marker Yachts when different Marks of the course are used.



INFORMATION

I. S. C. Y. R. A. HEADQUARTERS—Will be located at the Manhasset Bay Yacht Club, Port Washington, L. I., N. Y.

P. O. ADDRESS—Mail or telegrams for prompt delivery, must be addressed c/o Star Class, Manhasset Bay Yacht Club, Port Washington, N. Y.

ANCHORAGE—In Manhasset Bay, off Manhasset Bay Yacht Club.

TO GET THERE BY RAIL—Take Long Island Railroad at Pennsylvania Station. There are numerous trains to Manhasset which is about 20 miles from New York City.

SHIPPING—By steamer, consign yachts to Sampson Smith, 51 East 42nd St., New York, N. Y. Trucking charges from New York to Port Washington will be \$25.00 each way.

TO SEE RACES—Observation yachts will be available.

ACCOMMODATIONS—There will be rooms available at the Yacht Club at reasonable rates. Meals will be served at the Yacht Club. Please write in advance for reservations or other information to C. Stanley Ogilvy, 78 Sutton Manor, New Rochelle, N. Y.

ENTERTAINMENTS—Guest tickets will be issued to officers and contestants for all formal functions. Other members and their friends are urged to attend but for them there will be a moderate charge.

HAUL-OUTS—Competing yachts must remain moored in official anchorage. No haul-outs allowed after series starts except by special permission of R. C. in case of accident.

TOWS—Will be furnished daily to and from the starting line. Contestants must be ready to leave anchorage promptly at required time each day.

TIDES—The current will turn westward at approximately the following time each day near Execution Light.

August 21.....	12:28
22.....	1:30
23.....	2:32
24.....	3:31
25.....	4:23

CONDITIONS

ALL NOTICES—CONSULT BULLETIN BOARD AT HEADQUARTERS PROMPTLY AT 10:00 A. M. and 8:00 P. M. EACH DAY FOR ALL NOTICES OF HEARINGS, DECISIONS, AND INSTRUCTIONS. All rights shall be forfeited by those who fail to attend hearings or disregard such instructions.

HEARINGS—Protests will probably be heard on night of race and decisions rendered the next morning at, or about, the hours mentioned above.

ENTRIES—Fleets must name entry by August 15th on forms provided by Association.

MEASURING—All sails, must be measured on August 20th or 21st, and all yachts must be available for inspection or remeasurement at that time.

WARNING—No entry will be accepted unless yacht already has a certificate and skipper and crew conform with all eligibility requirements. In doubtful cases obtain I. E. C. Ruling in advance.

SCORING—For point system, see Log and Score Cards. Results will be posted daily on bulletin board.

RULE BOOKS—Read 1939 Rule Book (The "Log") of the Star Class, also 1939 Rules of Right-of-way, published by the N. A. Y. R. U.

PRIZES:

Perpetual—"Bedford Atlantic Coast Championship Trophy," to be held by the winning Fleet until 1940 Series.

Series—1st, 2nd and 3rd prizes, given by Manhasset Bay Yacht Club.

Daily—1st and 2nd prizes, give by W. L. I. S. Fleet.

Awards—Honor devices for the sail and sleeve of winners are fully described in the 1939 Log.

File This With
C. S. Ogilvy
78 Sutton Manor
New Rochelle, N. Y.
By Aug. 15th, 1939

**OFFICIAL
ENTRY**
File Both Copies

**OFFICIAL
ENTRY**
File Both Copies

File This With
Mr. Sampson Smith
51 East 42nd Street
New York, N. Y.
By Aug. 15th, 1939

NAME YACHT.....

YACHT'S NUMBER.....

SKIPPER.....

ADDRESS.....

CREW.....

ADDRESS.....
Crew must also be member

FLEET.....

This entry is certified to be the Official Entry
of the above named Fleet.

SIGNED.....

TITLE.....

NAME YACHT.....

YACHT'S NUMBER.....

SKIPPER.....

ADDRESS.....

CREW.....

ADDRESS.....
Crew must also be member

FLEET.....

This entry is certified to be the Official Entry
of the above named Fleet.

SIGNED.....

TITLE.....

BOTH FORMS MUST BE SIGNED BY AN OFFICER OF THE FLEET