

MEASURER'S THOUGHTS ON
CLASSIFICATION AND MEASUREMENT RULE

MEASUREMENT RULE

Discussion: The Measurement Rule as it exists appears to provide good racing for "conventional" displacement yachts with "conventional" hull forms. It is simple, inexpensive and available to all. Repeat winning is limited by penalties imposed which seldom go over 15% except in extreme cases influenced by weather or yachts which "don't rate fairly under the rule." A current file of over 500 valid certificates exists and it allows for simple handicapping and universal use. Winning does not seem to be a factor dependent upon constants in the present rule (Beam Correction, PL Correction, Mainsail Area Correction, Fore Triangle Correction, Rig Allowance or Propeller Allowance).

Recommendation: Until a simple, inexpensive, universal and available rule can be developed (probably based on wetted surface and sail area), we should stick with the present rule to allow racing for all, without excessive expense and "flap."

CLASSIFICATION

Discussion: The largest area of possible future discontent with our Races lies with those yachts that we consider to "not rate fairly under the rule," which we have very satisfactorily taken care of, up to now, by unilateral classification into Class C. To make Class C fair, within itself, it has been divided into C-1 ("Classical" Class)--classical old style racing boats: "R," Eastern Interclub, Vineyard Interclub, H-23's, etc.; and C-2 ("Odd Ball") --light displacement, low wetted surface, fin keel, etc., of modern design. This has worked fairly well to date as most of the "Odd Balls" were small and therefore raced with themselves. There was also an adequate number of "Classical" Class to make a race.

However, the "Classical" Class has about disappeared by attrition and with the advent of new construction technology and a sometimes apparent desire to beat all rules, more and more larger, light displacement, low-wetted surface (spade rudder, etc.) designs are being produced. If put into Class C-2, as presently constituted, this works for poor racing within the Class as they sail in different waters and weather in the same race (also the short course). Under our present rule it has been proven that this type of larger craft does not rate fairly as compared with conventional, heavy displacement, wetted surface craft and as more and more of such type are entered the penalties imposed will not equalize the ratings except within themselves.

Recommendation: To provide the best racing for the greatest number of people:

- 1) Abolish C-1 as the "Classical" Class and distribute its yachts (about 6 - 8 in number) among A & B for the narrow, heavy displacement keel boats (they are penalized for lack of beam so heavily that they will

not provide a winner) and in C-1 or C-2, as applicable, for the light displacement racing class (Herreshoff "D" Class, etc.).

- 2) Provide authority in a "hard nosed" Classification Committee (as we now do and have) to unilaterally assign yachts which they feel do not rate at all fairly under the rule due to previously published rough criteria into Class C.
- 3) Divide the new Class C into two parts (Class C-1 and C-2) by rating (roughly those over 30'-35' in Class C-1 racing the long course and those under in C-2 racing the short course.)
- 4) Retain penalties from yachts previously won in Class A or B that transfers into C and vice versa.
- 5) Commodore select a temporary Committee chaired by the Measurement Rule Committee Chairman and made up of the Chairman of the Classification Committee, Vice Commodore, Race Secretary and the Measurer to draft the words to be included in the Spring 1967 First Notice to explain the above approach to more equal racing under our simple rule. This draft to be presented to the April Board meeting for approval and subsequent inclusion in all first notices.