



TECHNICAL COMMITTEE

New York Yacht Club 2006 Cruising Rule

PLEASE COMPLETE THE APPLICATION ENTIRELY, IF YOU HAVE ANY QUESTIONS OR ARE UNABLE TO COMPLETE THE FORM IN FULL, PLEASE CALL THE SAILING OFFICE PRIOR TO SUBMITTING AN INCOMPLETE FORM.

SCHOONERS: Please fill out additional Sail Data information needed for 2006 Cruising Rule Application.

The New York Yacht Club's Cruising Rule (NYYC CR) is a simple rating rule for cruising yachts characterized by vintage design or a substantial bias toward cruising. It is a formula-based rule that uses owner-furnished measurement data. It produces a single-number rating that is used in time-on-distance scoring. If a yacht is considered to be more racing oriented than intended for the Cruising Rule, it may be requested to consider entering another Non-spinnaker Division. The Technical Committee has established screening values of sail-area-to-displacement and displacement-length ratios that assist in determining whether a yacht is eligible for the Cruising Rule. Please refer to the Restrictions & Racing Rules of Sailing (RRS) Modifications and the Owner's Statement on the Cruising Rule application.

The charge for a 2006 NYYC CR certificate for the racing season is \$50. Only those intending to compete in 2006 should apply for a rating. The **deadlines** for submitting a NYYC CR application are May 12 if you intend to compete in the Annual Regatta, and July 14 for the Annual Cruise.

Directions For Completing The Cruising Rule Application

Please complete all information on the application (even if it has not changed) before returning it to the Sailing Office. Much of the information needed on the certificate is the same or similar to what was needed for certificates issued between 1998 and 2005.

When entering Hull and Sail data, please use feet and decimals rather than feet and inches for requesting measurements. To convert inches into decimal equivalents, divide by 12. Submit designer drawings if available. Explain source of data and any special features.

HULL DATA: can be self-measured or taken from Builder/Designer certifications or another certificate (IMS or IRC for example). DISPL and draft may require designer certification that declared DISPL and draft correspond to yacht's weight when floating on declared LWL. Beam (WL) is optional.

SAIL DATA: G_M is the mid girth and G_U is the upper girth of the mainsail. P_2 , E_2 , G_{M2} , and G_{U2} are for mizzens. If girth measurements are not available from the sail-maker, to measure G_M , fold the sail in half so that the head is on the tack and measure the length of the fold pulled taught; next, place the head of the sail on the luff end of the mid girth and measure the new fold that is created to determine the upper girth, G_U . Actual sail area and rig height are required for gaff headed sails. *Your sail maker is the best source for all sail data.*

Propeller: Circle all applicable in rows A & B.

Keel: Circle one in row C; if "other", please describe.

Mast/Spreaders: Circle one in row D and state number of pairs of spreaders on mainmast.

Sails: State LP of largest jib. Circle all applicable furling sails. State type of material for mainsail and largest jib - please note that the options for sail material have changed in 2002.

Use: Insert approximate percentage of sailing time associated with racing and percentage associated with other activities (cruising, day sailing, entertaining, etc.).