



THE OFF SOUNDINGS CLUB

OFFICE OF
THE SECRETARY

Sonoco Products Company
Mystic, Connecticut

May 6, 1948

NOTICE

NEW LONDON-MARBLEHEAD RACE

The above Race is scheduled to start off New London Saturday A.M., June 26th. Anyone interested in receiving further information and Entry Blank may do so by addressing request to:

James P. Parker, Jr., Chairman Race Committee
P. O. Box 52
Norwood, Massachusetts

ENTERTAINMENT COMMITTEE EXPENSES

These expenses are of necessity taken care of by voluntary contributions. Overall cost including launch service, liquid refreshments, etc., is approximately \$600 for each series of races.

In the past many have contributed most generously. Some have not contributed anything which is perfectly all right, because there is nothing obligatory about it. This is a reminder, however, that these expenses have to be met, and anything you may care to donate will be most gratefully accepted.

G. W. Blunt White
Secretary

OFF SOUNDINGS CLUB
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First Notice

May 6, 1948

Eleventh Annual Spring Cruise & Races starting from New London
June 11th and 12th, 1948

We enclose herewith entry blank for the June races. Also a copy of our measurement rule, with full instructions. Please note carefully the instructions as to the foretriangle and note on spinners.

We have a new entry blank and would appreciate your checking your measurements and giving them to us even if your boat has been entered previously.

The classes will be as follows:

Class A - larger cruising boats up to 60' overall. Class B - smaller cruising boats, A special Class C for boats which in the opinion of the Committee should not be in Class A or B, and are not more than 45' overall.

PLEASE NOTE CLOSING DATE FOR ENTRIES IS MAY 31st.

The actual division of classes will be announced later.

Boats which in the opinion of the Committee should be placed in the Special Class will be so classified. Stars, 210's, 110's and certain others at the discretion of the Race Committee will not be eligible.

As usual there is no entrance fee, but the Entertainment Committee will greatly appreciate donations to help defray their expenses.

We are continuing the practice of adding an additional handicap of 10% to former first prize winners, 5% to former second prize winners, and 3% to former third prize winners, limited to winners for a two year period, maximum 25%.

In order to have two hours to make the Race before the current turns west, the start the first day will be at 7:30 A.M. daylight. The second day 9:00 A.M. as usual.

The courses and distances are approximately as follows:

1st Day June 11th, 1948

Long Course

Starting between Sarah's Ledge Buoy and the Committee Boat.

3.6 miles	SSE	Leaving Red Nun Buoy #2 off Race Point to port
9. "	E+S	Leaving Flashing White Whistle Buoy to starboard
7.1 "	SW3/4W	Leaving Cerberus Whistle Buoy to port
5.3 "	S $\frac{1}{2}$ W	Finishing between Bell Buoy off Montauk Harbor and Committee Boat
<u>25.</u>		

Short Course Note: This is a new course.

Starting between Sarah's Ledge Buoy and the Committee Boat.

3.6 miles	SSE	Leaving Red N2 off Race Point to port
6. "	SExS+S	Leaving Cerberus Black Whistle Buoy to starboard
3.9 "	SxE	Leaving Shagwong Reef Black Bell Buoy to starboard
2.1 "	SW	Finishing between Bell Buoy off Montauk Harbor and Committee Boat
<u>15.6</u>		

Rendezvous at Montauk Yacht Club. Dutch Treat dinner will be provided by the Montauk Yacht Club for those who want it.

2nd Day June 12th, 1948

Long Course

Starting between Bell Buoy off Montauk Harbor and the Committee Boat.

5.3 miles	N $\frac{1}{2}$ E	Leaving Cerberus gas & whistle buoy to port
8.9 "	W $\frac{1}{2}$ N	Leaving Ruins gas & bell buoys to port
6.7 "	SW $\frac{1}{2}$ W	Leaving Nun buoy #2 off Sag Harbor to starboard
4.0 "	NWbyN	Finishing between Bell #2 off Long Beach Point and Committee Boat
<u>24.9</u>		

Short Course

Starting between bell buoy off Montauk Harbor and Committee Boat.

10.2 miles	NWxW	Leaving Ruins gas and bell buoys to port
7.4 "	W3/4S	Finishing between Bell #2 off Long Beach Point and Committee Boat
<u>17.6</u>		

Rendezvous at the Shelter Island Yacht Club, Dering Harbor.

RACE COMMITTEE, By Austin S. Myers, Chairman



OFF SOUNDINGS CLUB
ENTRY BLANK

Name of boat.....

Length overall.....

Length water line.....

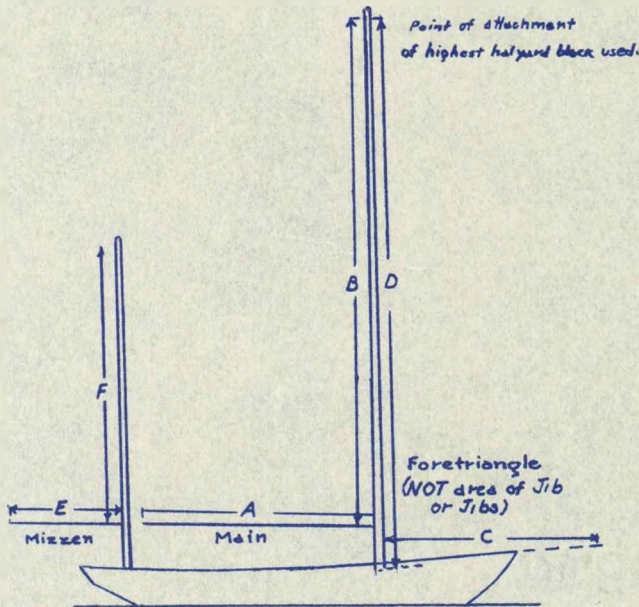
Greatest beam.....

Rig (for rig allowance).....

Propeller (feathering or solid).....

Propeller (two or three-blade).....

Please fill in **carefully** and **accurately** the diagram below. Owners may use actual measurements taken, or may use those in the boat's hull and sail plans.



Note: If spinnaker pole is longer than base of foretriangle or if the spinnaker is set above highest point of foretriangle as otherwise measured, it may not be used unless the length of the pole is given as base of foretriangle and height at which the sail is set is given as height of foretriangle in this entry blank.

If your hull was built for **any** racing or **cruising** class, give the name of the class

Owner's name Yacht Club.....

Owner's address

Please mail to: **G. W. Blunt White, Secretary**
P. O. Box 242, Mystic, Conn.

THE OFF SOUNDINGS CLUB MEASUREMENT RULE

$$\frac{L + (2x \sqrt{\text{measured S. A.}} \times \text{rig allow.})}{2.5} \times \text{prop. allow.} = \text{Rating Length}$$

"L" = PL (preliminary length) plus or minus beam correction

$$PL = \frac{L.O.A. + L.W.L.}{2}$$

Beam Correction — If the greatest beam on deck is less than 25% of the length overall, take 4 times the difference between the actual beam and 25% of the L.O.A. which will be **added** to the P.L.

If the greatest beam at deck is more than 25% of the L.O.A., then take 4 times the difference between the actual beam and 25% of the L.O.A. which will be **subtracted** from the P.L.

Measured sail area is the area of the Mainsail, + area of Mizzen, + 75% of the **measured area** between the masts on schooners, + **1.2 times measured** area of the foretriangle.

In measuring the foretriangle C = the distance from the foreside of mast to intersection of the outermost stay on which any sail is set at the deck, stem, or bowsprit, D = the distance from the deck proper (not the cabin house) to the point of attachment of the highest halyard block on the mast from which any sail is set. (See note in entry blank regarding spinnaker pole length and height at which spinnaker is set.)

In measuring Marconi mainsails and mizzens A or E = the extreme length of the boom to the mast proper. B or F = the distance from the top of the highest sheave in the mast or halyard block, to the upper side of boom when touching the lowest point of gooseneck.

Rule for Measuring Gaff Mainsails and Mizzens. Make your own diagram.

B = Length of boom measured from the after-side of mast to extreme end of boom.

G = Length of gaff, when lying on top of boom, measured from after-side of mast to extreme end of gaff.

H = The perpendicular measured along the after-side of the mast from the throat cringle of mainsail to upper side of boom.

To calculate the area, find diagonal (D) as follows:

$$D = 0.96 \sqrt{B^2 + H^2}$$

$$\text{Measured Area of the gaff sail} = \frac{(B \times H) + (G \times D)}{2}$$

Rule for the Measurement of the Area between the Mast of Schooners. Make your own diagram.

B₁ = The distance at the deck between the foreside of main mast and the after-side of foremast

P₁ = A perpendicular measured along the after-side of foremast from the top of highest halyard block used for sails aft of the mast to the upper side of boom when resting against the lower part of gooseneck.

P₂ = The perpendicular measured along the foreside of main mast from the top of highest halyard block used for sails forward of the mast to the upper side of the boom of the foresail when resting parallel to the deck against the lower part of gooseneck.

$$\text{Measured sail area} = 0.75 \frac{(P_1 + P_2)}{2} \times B_1$$

PROPELLER ALLOWANCE

97% for feathering
94% for 2-blade solid
92% for 3-blade solid

RIG ALLOWANCE FOR THIS RULE

Marconi Sloops	100%	Gaff Yawls	77%
Marconi Yawls	93%	Marconi Schooners	77%
Gaff Sloops	90%	Gaff Schooners	74%
Staysail Schooners	92%	Gaff Ketches	72%
Marconi Ketches	78%	Cat-type Yachts — specially handicapped	

RACE COMMITTEE