

- 14.4 One hour after the Race Committee Boat has docked, the Protest Hearings will commence. It is the responsibility of both parties to be present at the Committee Boat one hour after it docks, unless instructed otherwise by the Protest Committee Chairman. The Protest Committee will decide all protests presented, with or without the attendance of the Parties to the Protest.
- 14.5 The Off Soundings Club Constitution does not allow the decisions of its Protest Committee to be appealed.

15.0 Scoring

- 15.1 All Classes will be handicapped using the time-on-time system. Each boat's Time Correction Factor (TCF) is based on her PHRF rating, including awarded penalty adjustment, if any. A yacht's Corrected Time is obtained by multiplying her Elapsed Time by her TCF.
- 15.2 As is customary for Club races, standings are given on a "corrected time" basis computed from the combined results of two days of racing. After each day's racing, tentative results will be announced. Complete results will be mailed later to members and guests.
- 15.3 Any boat winning a first, second or third place will be awarded a penalty. Penalties will be removed after three race series, sailed or not. The penalties are 15% for each first place, 10% for each second place and 5% for each third place, for a maximum of 45% total penalty. The formulation of TCF includes the penalty adjustment of 1.5% for each 5% of awarded penalty. Existing penalties will be carried over if a class changes for any reason.

16.0 Alternative Penalty

- 16.1 The Off Soundings Club has established an Alternative Penalty, for use in lieu of disqualification, for the 1997 Race Series.
- 16.2 The Scoring Penalty of Rule 44.3 will apply. Rule 44.3(c) is changed in that the penalty will be 10 minutes added to the Corrected Time of the boat breaking a rule of Part 2.
- 16.3 The boat which broke a rule of Part 2 accepts the alternate penalty by promptly displaying a yellow flag for the remainder of the race, calling the flag to the attention of the Race Committee at the finish, and identifying to the Race Committee the boat infringed upon, all as required by Rule 44.3.
- 16.3 The breach must have been of a Rule in Part 2 (When Boats Meet) while racing, must not have resulted in serious damage, and must not have given the boat breaking a rule a significant advantage, all as required by Rule 44.1. If the other boat involved contends these provisions have not been met, she may file a Protest, in accordance with the provisions of Rule 61.

17.0 Prizes

- 17.1 Four prizes will be awarded in each class. Please arrange for someone to collect your trophy in your behalf if you will not be present to receive your award at the prize ceremony Saturday night. Unclaimed prizes will be held by Rear Commodore Wes Maxwell (860-535-3905) pending a call from the recipient to arrange for pick-up of the prize. All prizes are donated by the Off Soundings Club.
- 17.2 Perpetual trophies will be presented at the winter shore party for the yacht and Master with the best corrected time, without penalties, in the year's races in several categories. Winners, and second and third places, will be awarded keeper plaques. Perpetual trophies and criteria are described in the accompanying General Information section.

CLASS A-1 (TANGO)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
22535	NEPENTHE	Robert W. Read	Pearson 39 Y	White	129	20	1.0443
50784	CHARMER	Will Pease	Gulfstar 40	Blue	116	5	1.0218
206	ROGUE	Seville H. Simonds	Newport 29 ctm	White	126	5	1.0050
2763	ELIXIR	David C. Noyes	Ohlson 38 Y	White	144	15	1.0048
21924	IRRESISTIBLE	James B. Slimmon, Jr.	Tartan 37-2	White	132	5	0.9951
4457	SPINDRIFT	William Rich, Jr. & III	Fishers Island 31	White	123		0.9950
10769	SALTY	Peter F. Mletschnig	Pearson 39	Grey	128		0.9868
2114	TATTLER	W. Frank Bohlen	Ohlson 38 Y	Off White	148	5	0.9697
2222	TYNAJE	Peter C. Ross	Ohlson 38	Dk Green	143		0.9631

TCF is Time Correction Factor, which is multiplied times a boat's Elapsed Time to give its Corrected Time.

To estimate relative progress, first calculate (conveniently, prior to the race) a Speed Quotient (SQ) for each yacht you want to compare. SQ_x is equal to the difference between your own TCF₀ and the TCF_x of the other yacht (yacht x), divided by the TCF_x of yacht x. To estimate the time (in minutes) you get from (or give to) yacht x at any point in the race, say at a mark, multiply the SQ_x you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

$$SQ_x = \frac{TCF_0 - TCF_x}{TCF_x} = \text{minutes of difference per minute elapsed so far in the race}$$

*Rating (RAT) before adjustment to TCF for awarded penalty (PE)

CLASS A-2 (ECHO)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
43740	OUR TERN	Jack Washburn	Tartan 31	White	162	15	0.9766
3936	BAMBOO	Peter W. McFadden	Luders 36	White	188	20	0.9521
20513	LEGACY	John P. Read	Galaxy 32 Mk III	White	189	15	0.9372
50778	STRAY CAT	Robert A. Rosenblum	Nonsuch 30	Grey	192	10	0.9196
2024	DUET	Ed Birch/John Lovell	Luders 33	Lt Blue	195	10	0.9156
21621	BOW - WOW	Dusty Staub	Tartan 34	Blue	176		0.9146
3771	PIPER TOO	Robert J. Almeida, Jr.	Tartan 34	White	177		0.9132
4264	BLUEFLOWER	Samuel Hird	Tartan 34	Dk Blue	181		0.9077
170	BARBCAT	Allen R. Perrins	Nonsuch 30	White	192		0.8929
35118	WINDSTREAM	Benson P. Blake	Pilot 35	Dk Blue	201		0.8811

TCF is Time Correction Factor, which is multiplied times a boat's Elapsed Time to give its Corrected Time.

To estimate relative progress, first calculate (conveniently, prior to the race) a Speed Quotient (SQ) for each yacht you want to compare. SQ_x is equal to the difference between your own TCFO and the TCF_x of the other yacht (yacht x), divided by the TCF_x of yacht x. To estimate the time (in minutes) you get from (or give to) yacht x at any point in the race, say at a mark, multiply the SQ_x you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

$$SQ_x = \frac{TCF_o - TCF_x}{TCF_x} = \text{minutes of difference per minute elapsed so far in the race}$$

*Rating (RAT) before adjustment for penalty (PE)

- 10.2 If the Race Committee elects to abandon Saturday's race, it will do so by displaying Code Flag "N" and firing three guns. The abandonment signal will apply only to those classes not yet started. The abandoned races will not be re-sailed. The Race Committee will endeavor to broadcast "Race Abandoned" over Channel 72 VHF-FM as soon as the decision is reached and again at 15-minute intervals and on the hour for as long as deemed necessary to "pass the word." If possible, "Race Abandoned" will be announced at the scheduled time of Harbor Start.
- 10.3 If the Race Committee elects to abandon Saturday's second race for the classes having two Saturday races, it will do so by displaying Code Flag "N" over Numeral Pennant "2" and making three long horn signals. This abandonment signal will apply only to those classes. The abandoned races will not be re-sailed. The Race Committee will endeavor to broadcast "Second Race Abandoned" over Channel 72 VHF-FM as soon as the decision is reached and again at 15-minute intervals and on the hour for as long as deemed necessary to "pass the word."

11.0 Shortened Course

- 11.1 The Race Committee may elect to shorten the course at any rounding mark, as provided by "Race Signals" of the Rulebook and Rule 32. See also S.I. 4.3.

12.0 The Finish

- 12.1 On Friday, the Finish Line will be between an orange flag on the Committee Boat and Mark "N". If the Committee Boat cannot reach the Finish Line in time, the Finish Line will be established by an auxiliary Committee Boat.
- 12.2 On Saturday, the Finish Line will be between an orange flag on the Committee Boat and Mark "N". If the Committee Boat cannot reach the Finish Line in time, the Finish Line will be established by an auxiliary Committee Boat.
- 12.3 On Saturday, for the first of the two races sailed by the classes having two Saturday races, the Finish Line will be between an orange flag on the Committee Boat and Mark "N." After finishing, these classes should remain in the vicinity of the Committee Boat in order to start the second race. See S.I. 7.9. See also S.I. 10.3. The second race for these classes will finish as provided in S.I. 12.2, above.

13.0 Time Limit

- 13.1 Regardless of the time of start, the time limit for each class will expire at 1700 each day. If any boat finishes by that time, it is a race for her class. The time limit for the first of Saturday's two races for the classes scheduled for two Saturday races will expire at 1700.
- 13.2 At approximately five minutes after the expiration of the time limit, the Race Committee may announce on Channel 72 VHF-FM a statement of the classes which had no finishers before the deadline and, therefore, for which the races for those classes are abandoned.
- 13.3 The Race Committee may remain on station only one hour after the time limit. A boat finishing after the Committee Boat has departed should take her own time and report it to the Race Committee Chairman as soon as possible, in accordance with Rule 34.

14.0 Protests

- 14.1 Comply with the provisions of Rule 61.1, which require a hail of the word "Protest" and the display of a red flag. Inform the Race Committee at the finish line of the boat being protested.
- 14.2 Protests shall be in writing, using special Off Soundings Club Protest Forms. Those Forms are obtainable from the Race Committee Boat.
- 14.3 Submit the completed Protest Form to the Race Committee Boat as soon as possible -- no later than one hour after the Race Committee Boat docks. Protestor should be accompanied by the Protestee and both should be prepared to participate (witnesses available, etc.) in the hearing, at once. The Protestor shall be prepared to certify that the Protestee knows of the protest.

8.0 Postponements

- 8.1 Advance Postponement: Where, before leaving the harbor, the Race Committee chooses to postpone a start, it will use the standard postponement procedures, with the addition that the end of the postponement will be the Harbor Start or the abandonment announcement. The Race Committee, upon displaying the Answering Pennant, will broadcast "Advance Postponement" to the fleet by radio on Channel 72 VHF-FM and, upon removing the Answering Pennant at the end of the postponement, will broadcast "Off Soundings Club Harbor Start" as provided in S.I. 3.1, or "Race Abandoned", as provided in S.I. 10.1 and 10.2. Following an Advance Postponement, the starting sequence, and a Sailing Instruction corrections announcement (S.I. 2.0), will be delayed for a period of time equal to the length of the postponement.
- 8.2 Standard postponement procedures are given in "Race Signals" of the Rulebook. The first class to start following a postponement will be given a new Warning Signal (yellow shape) and a new Preparatory Signal (blue shape). At that class' Start Signal, the normal sequence of Table 1 or Table 2 will resume.

9.0 Recalls

- 9.1 Individual recalls will be signalled by the display of Code Flag "X" with one horn signal. The Race Committee will attempt to identify early starters by sail number, or to broadcast "All Clear," on Channel 72 VHF-FM. A racing boat starting early and failing to restart properly will be penalized by having thirty minutes added to her Corrected Time; Rule 29.1 is changed accordingly.
- 9.2 General recall signals and procedures will be as specified in Rule 29.3, except that Off Soundings procedures require that the class recalled will start after the last normal-sequence class has started. In the event of a recall in more than one class, the recalled classes will start in the order recalled. The Start Signal for the last normal-sequence class will be the Preparatory Signal for the first class restarting. Start Signals and Class Flags will be those normally used for the restarting classes. For the class scheduled to start following the class recalled by the General Recall, its Start Signal will be made at its scheduled time and the sequence will continue normally. No sound signal will be made upon the removal of "First Substitute." "Race Signals" and Rule 29.3 are changed to accommodate the Off Soundings Club procedure.
- 9.3 For Saturday's second race, each starting sequence is independent and, following a General Recall, the recalled class will begin its new six-minute sequence when signalled by the Race Committee as described in S.I. 7.9.

10.0 Race Abandoned

- 10.1 If the Race Committee elects to cancel Friday's race, it will do so by displaying one of the following signals and firing three guns ("Race Signals" of the Rulebook is changed accordingly):

Code Flags "N" over "R"

Friday's race is abandoned and will not be re-sailed. "Remain" on the Connecticut side, as Saturday's race will be started off the Thames River mouth, using the Instructions listed for Friday. This signal **will apply to all classes, including those already started.**

Code Flags "N" over "Y"

Friday's race is abandoned and will not be re-sailed. Saturday's race will be run "Yonder", (Gardiners Bay) using the Instructions listed for Saturday. Proceed at will to Shelter Island. This signal **will apply only to those classes not yet started.**

The Race Committee will endeavor to broadcast "Race Abandoned," together with the Saturday race location decision, over Channel 72 VHF-FM as soon as the decision is reached and again at 15-minute intervals and on the hour for as long as deemed necessary to "pass the word." If possible, "Race Abandoned," together with the race location decision, will be announced at the scheduled time of Harbor Start.

CLASS B (KILO)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
4259	JUST FRIENDS	Ed Purcell	Pearson Wanderer	White	216	25	0.9267
42916	WATERCOLORS	Bill Drinkuth	Morgan 28	White	207	20	0.9258
	TEMPEST	Richard B. Lind	Endeavour 32	Dk Grn	198		0.8850
20224	MISTRAL	Cal Beggs	Morgan 24	White	231	10	0.8692
5593	SANIBEL	Gerry Keeler	Pearson Wanderer	Dk Green	213		0.8658
4744	MANDALAY	John R. Saxe	Pearson Wanderer	White	216		0.8621
3733	SAVILI	Edward Dieckerhoff	Dolphin 24	Dk Green	259	20	0.8606
31242	WINDRIDER II	Russell W. Brown/ Douglas W. Brown	Block Island 25	White	228		0.8475
50224	EALA	James S. Brown	Morgan 24	White	231		0.8439
50795	SALTY	Aborn Smith	Tartan 27	White	233		0.8415
4805	NIMBUS	Donald S. Farrington	Tartan 27	Grey	237		0.8368
42802	FLUENT	Stuart Dickinson	Pearson Ariel	Blue	249		0.8230

TCF is Time Correction Factor, which is multiplied times a boat's Elapsed Time to give its Corrected Time.

To estimate relative progress, first calculate (conveniently, prior to the race) a Speed Quotient (SQ) for each yacht you want to compare. SQ_x is equal to the difference between your own TCF_o and the TCF_x of the other yacht (yacht x), divided by the TCF_x of yacht x. To estimate the time (in minutes) you get from (or give to) yacht x at any point in the race, say at a mark, multiply the SQ_x you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

$$SQ_x = \frac{TCF_o - TCF_x}{TCF_x} = \text{minutes of difference per minute elapsed so far in the race}$$

*Rating (RAT) before adjustment for penalty (PE)

CLASS C-1 (PAPA)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
51152	ELAN	Allan R. Birnbaum	Santa Cruz 52	White	-6		1.2658
4040	SOLUTION	Alan & A. J. Wasley	Farr 40	White	9		1.2270
50260	SEDONA	Len Hubbard/ Mike Francis/Dave Page	Nelson Marek 43	White	18		1.2048
42242	HOOLIGAN	Peter Brinckerhoff	Evelyn 42	Green	33	10	1.2047
50090	RAGTIME	Rodney S. Johnstone	J-90	Grey	45	15	1.1943
51172	FIRST LIGHT	John G. Dunn/Andre' Laus	Baltic 55	White	30		1.1765
50724	MENACE	James Dill, Jr.	Mumm 30	White	57	10	1.1508
54321	HOT NUMBERS	J. Connolly/A. Karenko	Taylor 42	Red	51	5	1.1469
32339	SPLIT DECISION	Seniff/Nickerson	J-35	White	74	15	1.1318
87620	SECRET	Bruce P. Kuryla	Nelson/Marek 42	Blue	51		1.1299
30404	LOUISIANA CRUDE	Raymond M. Pride	Peterson 43	Blue	57		1.1173
31200	SETTLER	James H. Rich, Jr. & III	Peterson ctm 42	White	66	5	1.1154
32006	RAMPAGE	USCGA - Tom Crane	Nelson Marek 41	White	66	5	1.1154
51166	WOLFPACK	Mark Wolfman	IMX 38	White	62		1.1070
42424	GHOST	Tim Tiernan	J-35	Grey	74		1.0830
43716	STEAMBOAT	USCGA - Ben Gates	J-35	White	74		1.0830
40801	EN CHARETTE	Ronald K. Noe	Noe 36	Bright	75		1.0811
42879	RENEGADE	William Johnson	J-35	Dk Blue	77		1.0772
301	SAMBA	Philip Garland	Quest 30	White	84		1.0638
55106	THE UGLY DUCKLING	Frederic Joyce	Swann 44	White	84		1.0638

TCF is Time Correction Factor, which is multiplied times a boat's Elapsed Time to give its Corrected Time.

To estimate relative progress, first calculate (conveniently, prior to the race) a Speed Quotient (SQ) for each yacht you want to compare. SQ_x is equal to the difference between your own TCF₀ and the TCF_x of the other yacht (yacht x), divided by the TCF_x of yacht x. To estimate the time (in minutes) you get from (or give to) yacht x at any point in the race, say at a mark, multiply the SQ_x you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

$$SQ_x = \frac{TCF_0 - TCF_x}{TCF_x} = \text{minutes of difference per minute elapsed so far in the race}$$

*Rating (RAT) before adjustment for penalty (PE)

7.0 The Start

- 7.1 Races will be started in accordance with Rule 26.1, System 2 with classes starting in five minute intervals, as shown on Table 1 (Friday) and Table 2 (Saturday).
- 7.2 The Starting Line will be between orange flags on the Committee Boat and on the Stake Boat.
- 7.3 On Friday, the Committee Boat will be located approximately 0.75 miles bearing 180° magnetic from New London Ledge Light. The Stake Boat will lie to the eastward of the Committee Boat and will be flying an Off Soundings Club burgee.
- 7.4 On Saturday, the Committee Boat will be located in Gardiners Bay, approximately 1.0 miles easterly of Mark "N". The Stake Boat will be on the port side of the Committee Boat and will be flying an Off Soundings Club burgee. For the second race for the classes having two Saturday races, the Starting Line will be between an orange flag on the Committee Boat and Mark "N."
- 7.5 Where appropriate on either Race Day, and in good visibility, the Committee Boat may be relocated to afford a better first leg. While in the process of relocating, the Committee Boat will display Code Flag "L" ("Follow Me"). Radio announcement, over Channel 72 VHF-FM, that the Committee Boat is displaying Code Flag "L" may also be made.
- 7.6 A stand-off buoy may be anchored twenty yards, more or less, from the Committee Boat and/or Stake Boat. A boat passing between it and the Committee Boat or Stake Boat must restart by rounding the Committee Boat or Stake Boat to cross the line in a proper manner. Other boats touching the stand-off buoy are considered to have touched a starting mark and shall comply with Rules 20 and 31.2.
- 7.7 A boat whose Preparatory Signal has not been made shall keep clear of the starting area and of all boats whose Preparatory Signal has been made. The starting area is defined as that area extending from 100 yards on the course side of the starting line to 500 yards behind the starting line in depth and extending 25 yards beyond each end of the starting line in width. Exception: Boats may approach the Committee Boat on the side opposite the Starting Line, for the purposes of identification (See S.I. 1.4) and to read the Course Board, taking care to avoid those boats engaged in pre-start maneuvering after their Preparatory Signal. Boats should proceed in the same direction, passing along the Committee Boat from its stern to its bow.
- 7.8 The Race Committee may elect to place Rule 30.1 (**I Flag Rule**) in effect for any start by displaying Code Flag "I" in accordance with "Race Signals." A boat which is subject to Rule 30.1 may be notified before her Start Signal.
- 7.9 For the start of Saturday's second race for the classes having two Saturday races, each of those classes will be given a complete and independent six-minute starting sequence, changing Rule 26.1. When the boats in a class have finished, or nearly finished, the Race Committee may begin the sequence for that class by displaying at the dip the Class Flag for that class, as the Warning Signal, keeping it displayed at the dip until two-blocking it at the Start Signal, as follows:

<u>Time</u>	<u>Signal</u>	<u>Sound</u>	<u>Visual</u>	<u>Class Flag</u>
6 minutes	Warning	1 gun		Class Flag displayed
5	Preparatory	1 gun	Blue shape displayed	
1		none	Blue shape removed	
0	Start	1 gun	Red Shape displayed	

Red Shape and Class Flag will be removed after the start, when convenient.

The Race Committee may also announce on Channel 72 VHF-FM the Class for which the starting sequence is in progress. Note that some other boats of those classes may be finishing on the other side of the Committee Boat. When the Race Committee elects to begin the sequence for another of those classes, it will display the Class Flag for that class as its Warning Signal, and continue, as above. A boat in one of those classes that does not intend to start the second race is requested to notify the Race Committee on Channel 72 VHF-FM so that the starting sequence can proceed.

(Gardiners Bay -- No 12-Metres, No Shapes)

TABLE 1

Friday Starting Sequence and Signals

<u>FRIDAY</u>	<u>WARNING</u>	<u>PREPARATORY</u>	<u>START</u>	<u>VISUAL</u>
0920	Warning A-2			Yellow Shape
0925	Warning A-1	Preparatory A-2		Code Flag Echo
0930	Warning C-4	Preparatory A-1	Start A-2	Code Flag Tango
0935	Warning C-3	Preparatory C-4	Start A-1	Code Flag Whiskey
0940	Warning B	Preparatory C-3	Start C-4	Code Flag Fox Trot
0945	Warning CR-2	Preparatory B	Start C-3	Code Flag Kilo
0950	Warning C-1	Preparatory CR-2	Start B	Code Flag Golf
0955	Warning C-2	Preparatory C-1	Start CR-2	Code Flag Papa
1000	Warning C-5	Preparatory C-2	Start C-1	Code Flag Oscar
1005	Warning CR-1	Preparatory C-5	Start C-2	Code Flag Juliet
1010		Preparatory CR-1	Start C-5	Code Flag Uniform
1015			Start CR-1	Red Shape

Class Flags will be displayed at each class' Preparatory Signal. This will also be the Start Signal for the prior Class. The Preparatory Signal for a Class (its Class Flag) will be removed one minute before the class' Start.

All times are Eastern Daylight Time.

TABLE 2

Saturday Starting Sequence and Signals

<u>SATURDAY</u>	<u>WARNING</u>	<u>PREPARATORY</u>	<u>START</u>	<u>VISUAL</u>
0920	Warning A-2			Yellow Shape
0925	Warning A-1	Preparatory A-2		Class Flag Echo
0930	Warning C-4	Preparatory A-1	Start A-2	Class Flag Tango
0935	Warning B	Preparatory C-4	Start A-1	Class Flag Whiskey
0940	Warning CR-2	Preparatory B	Start C-4	Class Flag Kilo
0945	Warning C-5	Preparatory CR-2	Start B	Class Flag Golf
0950	Warning CR-1	Preparatory C-5	Start CR-2	Class Flag Juliet
0955	Warning C-3	Preparatory CR-1	Start C-5	Class Flag Uniform
1000	Warning C-2	Preparatory C-3	Start CR-1	Class Flag Foxtrot
1005	Warning C-1	Preparatory C-2	Start C-3*	Class Flag Oscar
1010		Preparatory C-1	Start C-2*	Class Flag Papa
1015			Start C-1*	Red Shape

Class Flags will be displayed at each class' Preparatory Signal. This will also be the Start Signal for the prior Class. The Preparatory Signal for a Class (its Class Flag) will be removed one minute before the class' Start

*Starts shown above for Classes C-1, C-2 and C-3 are for their first races on Saturday. See S.I. 7.9 for instructions for the starts for the second races for these classes.

All times are Eastern Daylight Time.

CLASS C-2 (OSCAR)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
779	FROYA	William G. Gunther	McCurdy/Rhodes 46	White	87	15	1.1058
30490	JET STREAM	Jack Wills	C&C 40	White	92	15	1.0962
31346	LINDY	Dave Dickerson	Peterson 38	White	90	10	1.0842
30778	AMERICAN PIE	Ray Gincavage/C.T. Sturgess	C&C 40 TR DK	White	90	5	1.0684
40252	SIRPRIZE	Bill Healy	Sirena 38	White	88		1.0563
30683	EDDY STONE LIGHT	USCGA - Blake Stockwell	C&C 40	White	90		1.0526
3107	TAO	John Nevin	C&C 40	White	91		1.0508
30293	ALICE	Bill Barlow	Catalina 38	White	117	10	1.0352
14796	SPIRIT	Norman B. Peck	Morgan 36 T	White	126	15	1.0347
51010	FOXFIRE	F. Peter Brechter	Baltic 39	White	105		1.0256
12708	FIREBALL	Donald & Robert Kern	C&C 35 II	Red	128	10	1.0164
43799	SHAMROCK	Bob O'Brien	Tartan 3500	White	111		1.0152
31890	IRISH WITCH	Charles A. Borrmann, Jr.	C&C 35 III	White	117		1.0050
13812	OSPREY	George Martin	C&C 35 I	White	119		1.0017
3047	WINGS	T. Jack Rodgers	Soverel 30	White	128		0.9868
30036	DEFIANT	Roger Bauman, Jr.	C&C 36	White	128		0.9868
22025	TENACITY II	William H. Squier	C&C 36	White	129		0.9852
50779	BOLERO	Richard Tudan	Sabre 36 Wing keel	White	129		0.9852

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$$SQ_x = \frac{TCF_0 - TCF_x}{TCF_x} = \text{minutes of difference per minute elapsed so far in the race}$$

*Rating (RAT) before adjustment for penalty (PE)

CLASS C-3 (FOXTROT)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
83033	BALANCE	Jim Ohlheiser	J-33	White	84		1.0638
53303	TOMAHAWK	Paul Bergendahl	J-29	White	113	15	1.0573
73048	SAGACIOUS	Bob Geary	Express 34	White	97		1.0399
32717	JOYRIDE	Buster Kingsbury	Evelyn 32-2	Red	99		1.0363
143	BONECRUSHER	Bos Powell	J-27	White	129	15	1.0296
63100	HAWK	Paul & Carol Connor	J-29	Black	113	5	1.0270
41181	CALIENTE	Joel Z. Green	Evelyn 32	White	105		1.0256
40561	DIRTY HARRY	Don Wilkinson	J-29	White	114	5	1.0253
31509	SCHWINGG	Jack Neades	J-29	Red	119	5	1.0167
31916	GOOMBAY SMASH	Stu Craig	J-29	White	114		1.0101
53353	LOONEY TUNES	Carl Fast	Santana 30/30	White	123	5	1.0100
259	PLACE YOUR BETTS	David Betts	J-29	Green	119		1.0017
50195	MAST TRANSIT II	John Bourget	J-27	White	129		0.9852

TCF is Time Correction Factor, which is multiplied times a boat's Elapsed Time to give its Corrected Time.

To estimate relative progress, first calculate (conveniently, prior to the race) a Speed Quotient (SQ) for each yacht you want to compare. SQ_x is equal to the difference between your own TCF_o and the TCF_x of the other yacht (yacht x), divided by the TCF_x of yacht x. To estimate the time (in minutes) you get from (or give to) yacht x at any point in the race, say at a mark, multiply the SQ_x you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

$$SQ_x = \frac{TCF_o - TCF_x}{TCF_x} = \text{minutes of difference per minute elapsed so far in the race}$$

*Rating (RAT) before adjustment for penalty (PE)

6.0 The Course

6.1 The course will be designated on the Committee Boat by a horizontal arrangement of Mark symbols, reading from left to right, indicating the Marks in the order to be rounded or passed. Marks are identified in S.I. 5.1. The course board will be mounted on the side opposite the Starting Line. The Race Committee may announce the courses on Channel 72 VHF-FM.

6.2 The Class or Classes to which a horizontal row applies will be indicated at the left of that row, as shown in the following examples:

B/C-5/CR-1/CR-2	Class B, Class C-5, Class CR-1 and Class CR-2
XX	Class XX (in the event a class is assigned a course of its own)
C-1/C-2/C-3	Class C-1, Class C-2 and Class C-3
OTHER	All other classes
ALL	All classes

6.3 A circled Mark symbol indicates that the Mark is to be left to STARBOARD, while an uncircled Mark symbol indicates that the Mark is to be left to PORT.

6.4 The symbol "2" following the course means that the course is to be sailed twice around. For the start of the second round, the starting line Mark is a Mark of the course and the starting line shall be crossed in the same direction as the original start. The symbol "2" will not be circled.

6.5 The last leg of the course is from the Mark represented by the last Mark symbol posted to the finish as specified in S.I. 12.1 (Friday) or 12.2 or 12.3 (Saturday).

6.6 Restrictions: Friday -- Boats shall not pass to the eastward of Race Point Nun "2." Boats shall not pass between Little Gull Island and Plum Island. Boats shall pass to the northward of Mark "R".

6.7 Where the following OSC Special Marks are used in a course designation, the approximate distance and magnetic bearing from the Committee Boat will be displayed on the Committee Boat. The magnetic bearing will be defined as follows:

Mark "F"	the bearing will be from the Committee Boat at its Finishing Line position.
Mark "L"	the bearing will be from the Committee Boat at its Starting Line position
Mark "W"	the bearing will be from the Committee Boat at its Starting Line position.

6.8 When signalled as part of a course, Mark "L" is a gate, consisting of two OSC Special Marks. Approaching from the direction of the previous Mark, boats must pass through the gate, rounding either the port Mark to port or the starboard Mark to starboard. Once a boat has entered the two-length zone for one of the Gate Marks, she is obligated to round that Mark and she shall not proceed to the other Gate Mark.

6.9 When signalled as part of a course, the Offset Mark ("O") is to be rounded following the rounding of a windward Mark. Mark "O" will be an OSC Special Mark and will be set about 50-100 yards to port of the windward Mark if that windward Mark is to be rounded to port, or about 50-100 yards to starboard of the windward Mark if that windward Mark is to be rounded to starboard.

6.10 When races are sailed in fog or at night, dead reckoning alone need not necessarily be accepted as evidence that a mark has been rounded or passed.

6.11 Classes C-1, C-2 and C-3 will race two races on Saturday. For the second race for each of these three classes, the course will not necessarily be the same as the first race and will be displayed as described as above.

2.0 Changes to the Sailing Instructions -- In accordance with Rule 88.2(c), it is prescribed that corrections to the Sailing Instructions will be broadcast during the Harbor Start Broadcast (see S.I. 3.1) on the day on which they apply. In addition to the broadcast in conjunction with the Harbor Start announcement, the corrections will be repeated at 10 minutes, 20 minutes, 30 minutes and again at 60 minutes after the Harbor Start Broadcast.

3.0 Harbor Start

3.1 At 0800 Friday and Saturday the Race Committee will broadcast "Off Soundings Club Harbor Start" on Channel 72 VHF-FM to signal that the Committee Boat is underway for the Starting Area. Should there be an Advance Postponement (see S.I. 8.1), this will be broadcast instead. Stay tuned to Channel 72 VHF-FM until 0815 to receive any special race instructions or other information that may be transmitted during that 15-minute period. Note that, per S.I. 6.1, the Race Committee may announce the courses on Channel 72 VHF-FM.

4.0 Class Flags

4.1 A class flag must be flown at all times during the race series. That flag shall be no smaller than size "0" (12" x 15"). It shall be flown vertically, as far forward as possible, from the bow pulpit. Failure to fly this flag is not a reason for disqualification.

4.2 International Code Flags assigned as Class Flags are given in Table 1 and Table 2.

4.3 Note that, in accordance with "Race Signals" in the Rulebook, Class Flags may be used to designate classes affected by signals displayed by the Race Committee.

5.0 Marks

5.1 Marks are designated as follows:

A	The Stake Boat or buoy at the starting line
B	Special Off Soundings Mark 1.4 miles bearing 222° mag from Mark "R"
C	Green Gong "9" at Cerberus Shoal
F	Special Off Soundings Mark (location from the Finish will be displayed)
K	Special Off Soundings Mark 3.0 miles bearing 040° mag from Mark "N"
L	Leeward Gate (Location from the Start will be displayed) (See S.I. 6.8)
N	RW Mo(A) Whistle "N" northeast of Ram Island
O	Offset Mark (50-100 yards from a windward Mark) (See S.I. 6.9)
P	Nun "2" northeast of Cedar Point
R	Green Gong "1GI" north of "The Ruins," Gardiner's Point
S	Nun "14" at Crow Shoal
V	Green Bell "11" at Valiant Rock
W	Special Off Soundings Mark (location from the Start will be displayed)
3	RW Mo(A) Bell "TM" off Threemile Harbor entrance

CLASS C-4 (WHISKEY)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
23739	WAVEWALKER	David & Ronald Walker	J-30	Tan	138	25	1.0437
50468	CAPRICORN	Bob & Brian Gibbs	Ericson 33	White	135	15	1.0195
14514	EN CHARETTE	Paul L. Jennings	Noe 27	Red	141	10	0.9952
33672	PURSUIT	Dennis J. Marron	S-2 9.1	White	135	5	0.9902
20201	BRER RABBIT III	D.C. Strang/W.A. Loweth	C&C 33	Yellow	149	10	0.9825
50324	PIRATE	Bill Baxter	Abbott 33	White	135		0.9756
229	FALCON	Charles Stoddard	J-30	Blue	138		0.9709
30252	RESTLESS	Steve Anderson	J-30	White	138		0.9709
30527	JUSTINE	Dave Kellogg	Pearson Flyer	Blue	138		0.9709
12247	PHOENIX	Bruce H. Cox	Pearson 36	Grey	138		0.9709
14146	ALADDIN	Thomas K. Saxe	Pearson 36	Blue	138		0.9709
40396	ORION	Robert Norton	Pearson 36	White	138		0.9709
31262	SEAQUESTER	Michael E. Passero	Ericson 33	White	141		0.9662
40856	FIFI	Wes Maxwell	Evelyn 25	Grey	147		0.9569
40914	WHARF RAT	Hugh O'Brien	Evelyn 25	Grey	147		0.9569
22468	CELEBRATION	John Baird	C&C 30	Red	162	5	0.9486
23068	TIGGER	USCGA - John Sebastian	Seidelmann 30	White	159		0.9390
10999	CHECKERED DEMON	Neal S. O'Connell	Holland ctm 1/2 Ton	Grey	161		0.9360
31113	NEW WAVE	Paul Hewitt	Evelyn 26	White	165		0.9302
20444	GOLDEN RULE	Joseph A. Kolodej	San Juan 30	Yellow	168		0.9259

TCF is Time Correction Factor, which is multiplied times a boat's Elapsed Time to give its Corrected Time.

To estimate relative progress, first calculate (conveniently, prior to the race) a Speed Quotient (SQ) for each yacht you want to compare. SQ_x is equal to the difference between your own TCFO and the TCF_x of the other yacht (yacht x), divided by the TCF_x of yacht x. To estimate the time (in minutes) you get from (or give to) yacht x at any point in the race, say at a mark, multiply the SQ_x you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

$$SQ_x = \frac{TCF_o - TCF_x}{TCF_x} = \text{minutes of difference per minute elapsed so far in the race}$$

*Rating (RAT) before adjustment for penalty (PE)

CLASS C-5 (JULIET)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
31385	WILD FLOWER	Bob Puder	Evelyn 26	White	173	15	0.9602
11445	ANTICIPATION	Bijan Rasadi	C&C 30	Red	171	10	0.9493
30958	PHOENIX	Toby Doyle	Evelyn 26	Green	183	15	0.9457
12876	BELLATRIX	Robert M. Camerino	Ranger 29	White	185	15	0.9429
45553	C'EST LA VIE	Tom Doyle	Elite 32	Dk Blue	177	5	0.9269
3904	FAST FORWARD	David Leventhal	J-24	White	171		0.9217
40905	WAVE FUNCTION	Bruce Dinsmore	Tartan 28	White	174		0.9174
33692	SALUD	Reinhard Sarges	Pearson 30	White	176		0.9146
50119	SECOND DRAFT	Douglas Peacock	Catalina 30	White	177		0.9132
31125	CHASING RAINBOWS	Milan Bartek/Bill Cannon	Pearson 30	White	179		0.9105
320	PERSISTENCE	John Graeb	C&C 25	Blue	219	10	0.8841
133	AUDAX	Christopher Kuehn	Hunter 265	White	200		0.8824
14569	MENTOR	Mark Kondracky	Pearson 26	White	211		0.8683
4579	DULCINEA	Robert B. Wyllie	Pearson 26	White	213		0.8658
50376	HOLIDAY	Stephen Grzesik	C&C 24	White	227		0.8487

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To estimate relative progress, first calculate (conveniently, prior to the race) a Speed Quotient (SQ) for each yacht you want to compare. SQ_x is equal to the difference between your own TCF₀ and the TCF_x of the other yacht (yacht x), divided by the TCF_x of yacht x. To estimate the time (in minutes) you get from (or give to) yacht x at any point in the race, say at a mark, multiply the SQ_x you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

$$SQ_x = \frac{TCF_0 - TCF_x}{TCF_x} = \text{minutes of difference per minute elapsed so far in the race}$$

*Rating (RAT) before adjustment for penalty (PE)

OFF SOUNDINGS CLUB

FALL RACE SERIES
SEPTEMBER 12-13, 1997

SAILING INSTRUCTIONS

1.0 Rules

- 1.1 The Race Series will be governed by the Constitution of the Off Soundings Club (which is concerned with S.I. 14.5 of these Sailing Instructions), the Racing Rules of Sailing for 1997 - 2000 (referred to herein as "Rules" or "Rulebook"), the Prescriptions of the US SAILING and by these Sailing Instructions (referred to herein as "S.I.s"). The Series is designated a Category A event, as described in Appendix G of the Rulebook.
- 1.2 Boats shall conform to the Off Soundings Club Minimum Equipment and Accommodations Standard (based on ORC Category 4), dated April 2, 1994. Boats 28 ft LOA to 35 ft LOA which conformed to the previous standard (at least 18-inch single lifelines and pulpits) will be "grandfathered." Owners are strongly urged to upgrade their lifeline and pulpit installations to comply with the current ORC requirements for Category 4.
- 1.3 Boats equipped with permanently installed radar are required by Federal Law to operate it in times of low visibility or be subject to liability charges in the event of collision, etc. Consequently, the use of radar cannot be prohibited. However, in the interests of fair racing, owners of boats so equipped are urged not to use radar to their racing advantage.
- 1.4 Each boat arriving in the vicinity of the starting area is requested to pass in proximity of the Committee Boat, from its stern to its bow, for identification purposes. Be careful to avoid boats involved in pre-start maneuvering in the starting area near the Committee Boat. See S.I. 7.7.
- 1.5 A boat withdrawing from a race shall communicate promptly with the Race Committee, on Channel 72 VHF-FM, or with OSC officials at Shelter Island Yacht Club, to advise of the withdrawal.
- 1.6 Off Soundings Club rules require that at least one of the persons in whose name a boat is entered (Master) **must be on board for each race and in command** of that boat. In the case of guests, only the guest, himself, can be the Master and must be aboard and in command for each race.
- 1.7 The Off Soundings Club will adhere to and enforce Rule 77 and Appendix H of the Rulebook regarding sail numbers.
- 1.8 These regulations apply to the Cruising Canvas Class:
 - a. Only Off Soundings Club members may enter.
 - b. Spinnakers (including mizzen spinnakers) may not be used. All headsails must be attached along their length to the headstay by means of either hanks or a slotted headstay. This does not exclude roller-furling headsails. Headsail girths measured from the luff to the leech must be no greater than their proportional distance from the head.
 - c. Spinnaker poles may be used as whisker poles. Whisker pole length is limited to 80% of LP or spinnaker pole length, whichever is greater.
 - d. Only one sail at a time, other than forestaysails on standard double-head rigs, may be tacked forward of the mainmast (foremast on schooners). This does not prohibit a transient condition (i.e., during a sail change evolution).
 - e. Use of other sails, such as mules, mizzen staysails, is permitted.
 - f. Boats must meet all Off Soundings eligibility requirements.

CRUISING CANVAS CLASS -- Division 1 (UNIFORM)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
32575	WHITE FIRE	Joe Bardenheier	J-35	White	95	10	1.0748
40639	AMAZING GRACE	Walter Carucci	Fast 410	Red	109	15	1.0645
30610	ARROW	Bruce Lockwood	J-36	Green	102	10	1.0619
13143	VIB	James F. Barrett, Jr.	Tartan 41 DK	White	116	15	1.0520
33799	COVENANT	Charles R. Moore, Jr.	Beneteau 42	White	97		1.0399
50220	BANSHEE	Bob Almeida	C&C 37-2	White	99		1.0363
42422	PATRIOT	A. P. Halsey	Baltic 39	White	128	10	1.0164
42437	BREAKAWAY	Richard A. Joslyn	J-34 C	Dk Blue	122	5	1.0116
372103	MELTEMI	Gene Festa	X-372	White	121		0.9983
41276	TRANQUILITY	S. Edward Jeter	Tartan 40	Dk Green	127		0.9885
801	KONA	Joseph A. Ristuccia	Ericson 39	White	129		0.9852
12555	SERENITY	Cal Brouwer/Spence Kloter	C&C 35 I	White	153	10	0.9763
23746	SNOW GOOSE	Bill Fortmann	F&C 44 Ketch	White	136		0.9740
50902	PETARD	Sandy Lieber	J-34 C	White	136		0.9740
41263	TOUCAN	Martin Abrams	Express 35	White	138		0.9709
33855	HERITAGE	Chet Humphrey	Little Harbor 38	White	148		0.9554
42500	SUMMERTIME BLUES	Roy Hood / Herb Maher	Tartan 37-2	Flag Blue	155		0.9449

TCF is Time Correction Factor, which is multiplied times a boat's Elapsed Time to give its Corrected Time.

To estimate relative progress, first calculate (conveniently, prior to the race) a Speed Quotient (SQ) for each yacht you want to compare. SQ_x is equal to the difference between your own TCF₀ and the TCF_x of the other yacht (yacht x), divided by the TCF_x of yacht x. To estimate the time (in minutes) you get from (or give to) yacht x at any point in the race, say at a mark, multiply the SQ_x you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

$$SQ_x = \frac{TCF_0 - TCF_x}{TCF_x} = \text{minutes of difference per minute elapsed so far in the race}$$

*Rating (RAT) before adjustment for penalty (PE)

CRUISING CANVAS CLASS -- Division 2 (GOLF)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
32352	EXORCIST	Wayne Morse	Hunter 34	White	166	15	0.9706
50607	STARCHASER	Dick Steinhilber	Hunter 34	White	166	15	0.9706
21223	DELIVERANCE	W. D. Webster	C&C 34	White	166	10	0.9567
32639	ACK-VA-VIT	Bertil Olsson	Aphrodite 34	White	163	5	0.9471
30010	RUSTY NAIL	Clifford Fisher	Pearson 31	White	191	15	0.9344
22617	SENTA	Ernst Prelinger	Niagara 35	Grey	174		0.9174
50464	MARIA	Donald C. Davis	J-28	White	181		0.9077
50748	GLENLYON	Rodney S. Carlson	Antigua 44	Wh/Blue	187		0.8996
2312	FERIEN	Robert A. Edmands	Luders 36	White	209	10	0.8970
21952	FUN	Paul D'Arcy	J-24	Red	190		0.8955
42114	SCIMITAR	William B. Rambow	Tartan 37 MK I	Dk Blue	194		0.8902
50416	PUFF	Hugh F. Luddecke	Pearson 30	White	200		0.8824
14281	TERN ABOUT	Charles Snow	Pearson 30	White	203		0.8785
43804	BUCCANEER	Richard Tiernan	Pearson 303	White	208		0.8721
30573	SESAME	Allen Ames	Nonsuch 26	Red	231		0.8439
40347	CELEBRATION	Jeff Going	Morgan 24	White	248		0.8242
1047	SAPPHIRE	Katherine duP. Sanger	Brewer sch 33	Sapphire blue	252		0.8197

TCF is Time Correction Factor, which is multiplied times a boat's Elapsed Time to give its Corrected Time.

To estimate relative progress, first calculate (conveniently, prior to the race) a Speed Quotient (SQ) for each yacht you want to compare. SQ_x is equal to the difference between your own TCFO and the TCF_x of the other yacht (yacht x), divided by the TCF_x of yacht x. To estimate the time (in minutes) you get from (or give to) yacht x at any point in the race, say at a mark, multiply the SQ_x you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

$$SQ_x = \frac{TCFO - TCF_x}{TCF_x} = \text{minutes of difference per minute elapsed so far in the race}$$

*Rating (RAT) before adjustment for penalty (PE)



OFF SOUNDINGS CLUB

(860)-443-4621
September 5, 1997

RICHARD H. ROBERTS, Race Secretary
60 Dart Street
New London, Connecticut 06320

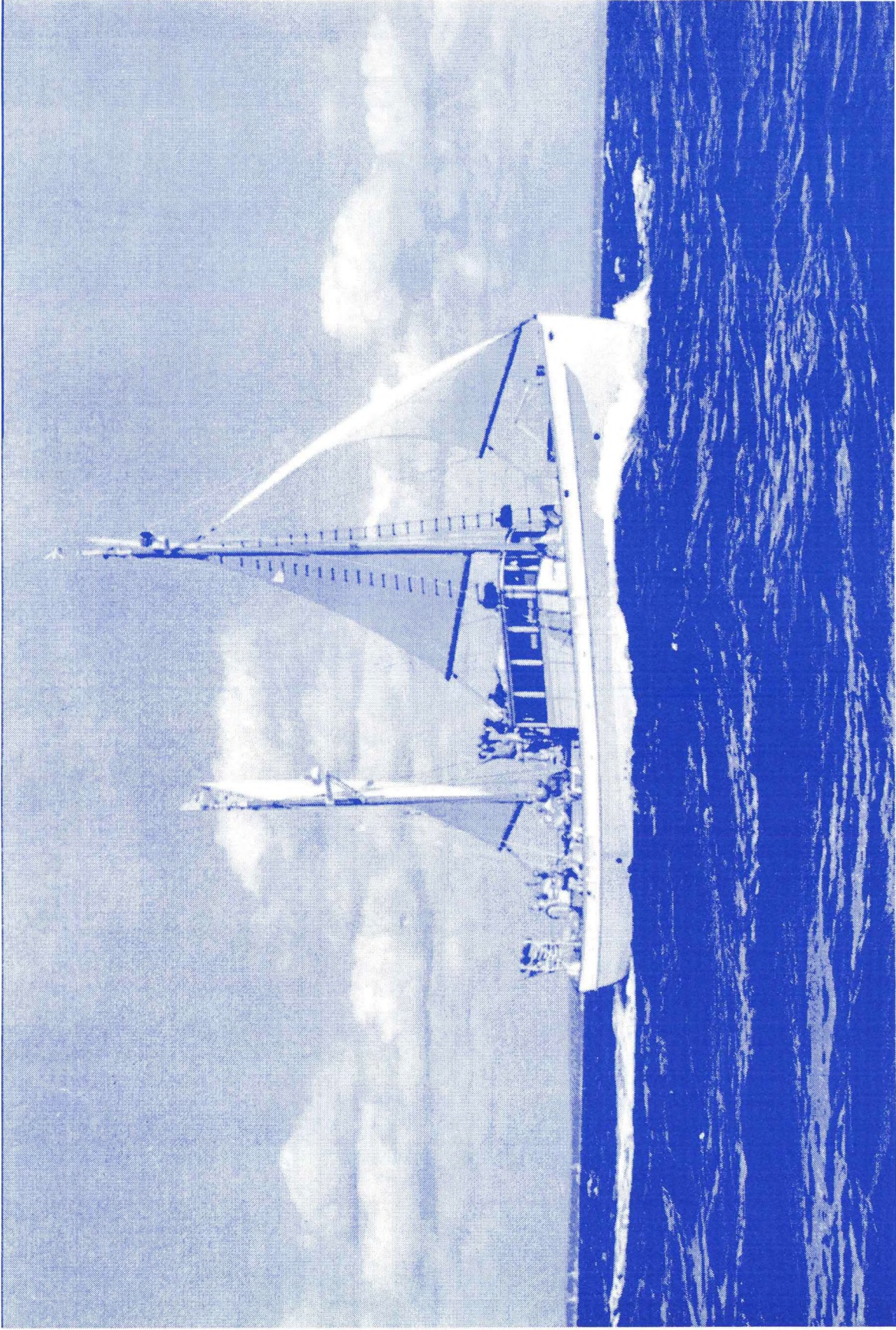
60th ANNUAL FALL RACE SERIES
1997
SEPTEMBER 12th and 13th

FINAL NOTICE

This booklet includes **GENERAL INFORMATION, SAILING INSTRUCTIONS and CLASS ENTRY LISTING.**

SPECIAL NOTES:

1. The Racing Rulebook has been changed. The new Rulebook is called *The Racing Rules of Sailing -- 1997 - 2000*. Members of the US Sailing Association have been sent a copy of the new Rulebook as a part of their membership services. Others should call 800-US-SAIL-1 to inquire about the new Rulebook or about becoming a member of US SAILING and obtaining a new Rulebook that way.
2. The innovations begun in the 1995 Fall Race Series will be continued in 1997.
3. Last Fall, there were reports of boats improperly crowding into the Starting Area. Remember that the Starting Area is reserved for boats maneuvering between their Preparatory Signal and their Start. Other boats are required to wait until their own Preparatory (five-minute) Signal before entering the Starting Area. (See S.I. 7.7.)
4. Friday's Starting Line will be east of the Thames River entrance channel. (S.I. 7.3). Saturday's Starting Line will be about one mile east of the red/white Mo(A) whistle "N." The second race Starting Line for Classes C-1, C-2 and C-3 will be at Mark "N." (S.I. 7.4)
5. We are sorry to report that the 12 Metres will not be able to race with us this Fall.
6. This year we have established Class C-3 as a High-Performance Class, with PHRF ratings from 84 to 129. Selection of boats to be assigned to or removed from this High Performance Class will be made by the Classification Committee Chairman with the assistance of the Chief Measurer and the Race Secretary.
7. The Race Committee will continue to devise and post on the Committee Boat the courses to be sailed. Included are the ability to use some "drop marks" and the ability to move the Starting Line location should conditions warrant. Be sure and read S.I. 6.0 and 7.5. Marks are identified in S.I. 5.1.
8. We are asking that boats approaching the Committee Boat to check in or to read the course board all proceed in the same direction -- passing along the Committee Boat from its stern to its bow. See S.I. 1.4 and 7.7.
9. For simplification, and to ease congestion at the Race Committee signal station, the starting sequence signals have been changed. The Preparatory Signal for a class will be the Class Flag for that class, displayed for four minutes like any Preparatory Signal. It will also be the Start Signal for the prior class and the Warning Signal for the following class. See Table 1 and Table 2.
10. This Race Series will use Time-on-Time scoring. A boat's Corrected Time is obtained by multiplying her Elapsed Time by her Time Correction Factor. See S.I. 15.1.
11. This Race Series will use an Alternative Penalty System, in lieu of disqualification, for a breach of a Rule of Part 2 (When Boats Meet). A boat accepts the ten-minute penalty by the display of a yellow flag. (Note that Code Flag "I" is no longer listed as an alternate to the required yellow flag.) The breach committed cannot have given a significant advantage to the boat breaking a rule nor have resulted in serious damage. See S.I. 16.0.
12. Former Rule 8.2 was not carried over into the new Rulebook. Off Soundings considers that skippers, when asked, should be able to show that a given mark was properly rounded or passed, and former Rule 8.2 has been incorporated as S.I. 6.10. We realize that being able to use GPS to set one's course to a mark or to round a mark implies that the mark is positioned where it is supposed to be. The Race Committee will employ GPS techniques in setting the drop marks.
13. Protest procedures have been changed to spell out the responsibilities of the Protestor and Protestee. See S.I. 14.0.
14. Advance Postponement procedures now spell out that the starting sequence is delayed by the length of the postponement. See S.I. 8.1.
15. Existing 18-inch single lifelines and pulpits are "grandfathered." See S.I. 1.2. Owners are strongly urged to upgrade lifeline and pulpit installations to comply with the ORC requirements of Category 4.
16. The new rules (RRS, as explained in #1, above) have assigned meanings to Code Flag "A" and to Code Flag "Z." To avoid potential confusion, the Class Flag for Class A-1 is changed to Code Flag "T" and the Class Flag for Class C-4 is changed to Code Flag "W".
17. If you think that you may have earned a trophy and will not be attending the Saturday night ceremony, please arrange for someone to collect your trophy for you. Otherwise, left-over prizes will be retained by Rear Commodore Wes Maxwell and you will have to contact Maxwell (860-535-3905) to arrange for pick-up of your prize. See S.I. 17.1.
18. **WE NEED YOUR HELP!** We continue to ask those of you with camcorders to take videos during and after the racing this Fall and send the tapes to Bill Amcs. Amcs, and others, will be taping the races from the Committee or Patrol Boats, and your tapes will augment that coverage. We thank you for supporting this effort.



Race Committee Boat -- Henry B. Du Pont's NOR'EASTER

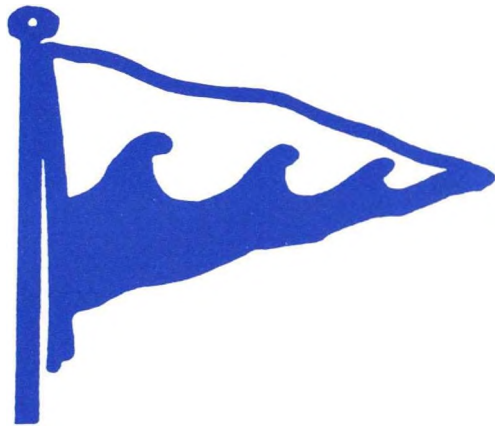
Sail Number Key

Sail N	Yacht Name	Class
133	AUDAX	C-5
143	BONECRUSHER	C-3
170	BARBCAT	A-2
206	ROGUE	A-1
229	FALCON	C-4
259	PLACE YOUR BETTS	C-3
301	SAMBA	C-1
320	PERSISTENCE	C-5
779	FROYA	C-2
801	KONA	CR1
1047	SAPPHIRE	CR2
2024	DUET	A-2
2114	TATTLER	A-1
2222	TYNAJE	A-1
2312	FERIEN	CR2
2763	ELIXIR	A-1
3047	WINGS	C-2
3107	TAO	C-2
3733	SAVILI	B
3771	PIPER TOO	A-2
3904	FAST FORWARD	C-5
3936	BAMBOO	A-2
4040	SOLUTION	C-1
4259	JUST FRIENDS	B
4264	BLUEFLOWER	A-2
4457	SPINDRIFT	A-1
4579	DULCINEA	C-5
4744	MANDALAY	B
4805	NIMBUS	B
5593	SANIBEL	B
10769	SALTY	A-1
10999	CHECKERED DEMON	C-4
11445	ANTICIPATION	C-5
12247	PHOENIX	C-4
12555	SERENITY	CR1
12708	FIREBALL	C-2
12876	BELLATRIX	C-5
13143	VIB	CR1
13812	OSPREY	C-2
14146	ALADDIN	C-4
14281	TERN ABOUT	CR2
14514	EN CHARETTE	C-4
14569	MENTOR	C-5
14796	SPIRIT	C-2
20201	BRER RABBIT III	C-4
20224	MISTRAL	B
20444	GOLDEN RULE	C-4
20513	LEGACY	A-2
21223	DELIVERANCE	CR2
21621	BOW - WOW	A-2
21924	IRRESISTIBLE	A-1

Sail N	Yacht Name	Class
21952	FUN	CR2
22025	TENACITY II	C-2
22468	CELEBRATION	C-4
22535	NEPENTHE	A-1
22617	SENTA	CR2
23068	TIGGER	C-4
23739	WAVEWALKER	C-4
23746	SNOW GOOSE	CR1
30010	RUSTY NAIL	CR2
30036	DEFLANT	C-2
30252	RESTLESS	C-4
30293	ALICE	C-2
30404	LOUISIANA CRUDE	C-1
30490	JET STREAM	C-2
30527	JUSTINE	C-4
30573	SESAME	CR2
30610	ARROW	CR1
30683	EDDYSTONE LIGHT	C-2
30778	AMERICAN PIE	C-2
30958	PHOENIX	C-5
31113	NEW WAVE	C-4
31125	CHASING RAINBOWS	C-5
31200	SETTLER	C-1
31242	WINDRIDER II	B
31262	SEAQUESTER	C-4
31346	LINDY	C-2
31385	WILD FLOWER	C-5
31509	SCHWINGG	C-3
31890	IRISH WITCH	C-2
31916	GOOMBAY SMASH	C-3
32006	RAMPAGE	C-1
32339	SPLIT DECISION	C-1
32352	EXORCIST	CR2
32575	WHITE FIRE	CR1
32639	ACK-VA-VIT	CR2
32717	JOYRIDE	C-3
33672	PURSUIT	C-4
33692	SALUD	C-5
33799	COVENANT	CR1
33855	HERITAGE	CR1
35118	WINDSTREAM	A-2
40252	SIRPRIZE	C-2
40347	CELEBRATION	CR2
40396	ORION	C-4
40561	DIRTY HARRY	C-3
40639	AMAZING GRACE	CR1
40801	EN CHARETTE	C-1
40856	FIFI	C-4
40905	WAVE FUNCTION	C-5
40914	WHARF RAT	C-4
41181	CALIENTE	C-3

Sail N	Yacht Name	Class
41263	TOUCAN	CR1
41276	TRANQUILITY	CR1
42114	SCIMITAR	CR2
42242	HOOLIGAN	C-1
42422	PATRIOT	CR1
42424	GHOST	C-1
42437	BREAKAWAY	CR1
42500	SUMMERTIME BLUES	CR1
42802	FLUENT	B
42879	RENEGADE	C-1
42916	WATERCOLORS	B
43716	STEAMBOAT	C-1
43740	OUR TERN	A-2
43799	SHAMROCK	C-2
43804	BUCCANEER	CR2
45553	C'EST LA VIE	C-5
50690	RAGTIME	C-1
50119	SECOND DRAFT	C-5
50195	MAST TRANSIT II	C-3
50220	BANSHEE	CR1
50224	EALA	B
50260	SEDONA	C-1
50324	PIRATE	C-4
50376	HOLIDAY	C-5
50416	PUFF	CR2
50464	MARIA	CR2
50468	CAPRICORN	C-4
50607	STARCHASER	CR2
50724	MENACE	C-1
50748	GLENLYON	CR2
50778	STRAY CAT	A-2
50779	BOLERO	C-2
50784	CHARMER	A-1
50795	SALTY	B
50902	PETARD	CR1
51010	FOXFIRE	C-2
51152	ELAN	C-1
51166	WOLFPACK	C-1
51172	FIRST LIGHT	C-1
53303	TOMAHAWK	C-3
53353	LOONEY TUNES	C-3
54321	HOT NUMBERS	C-1
55106	THE UGLY DUCKLING	C-1
63100	HAWK	C-3
73048	SAGACIOUS	C-3
83033	BALANCE	C-3
87620	SECRET	C-1
372103	MELTEMI	CR1
	TEMPEST	B

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