

16.0 Alternative Penalty

- 16.1 The Off Soundings Club has established an Alternative Penalty, for use in lieu of disqualification, for the 1998 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. For the two-year awards, trophy winners will be calculated using the low point system of Rule A2, allowing one discard if eight or more races are completed. 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>
50815	TWO ROADS	H. Kirk Watson	Bristol 51	Dk Blue	68		1.0949
22535	NEPENTHE	Robert W. Read	Pearson 39 Y	White	129	25	1.0591
4457	SPINDRIFT	Wm. Rich, III	Fishers Island 31	White	123	10	1.0249
2222	TYNAJE	Peter C. Ross	Ohlson 38	Dk Green	143	20	1.0209
50784	CHARMER	Will Pease	Gulfstar 40	Dk Blue	116		1.0067
206	ROGUE	Seville H. Simonds	Newport 29 ctm	White	126	5	1.0050
21924	IRRESISTIBLE	James B. Slimmon, Jr.	Tartan 37-2	White	132	5	0.9951
2763	ELIXIR	David C. Noyes	Ohlson 38 Y	White	144	10	0.9904
10769	SALTY	Peter Mletschnig	Pearson 39	Grey	128		0.9868

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 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	25	1.0047
3771	PIPER TOO	Robert J. Almeida, Jr.	Tartan 34	White	177	20	0.9680
20513	LEGACY	John Read	Galaxy 32 Mk III	White	189	25	0.9641
21621	BOW - WOW	Dusty Staub	Tartan 34	Teal	183	10	0.9321
2024	DUET	E. Birch & J. Lovell	Luders 33	Lt Blue	195	10	0.9156
3936	BAMBOO	Peter W. McFadden	Luders 36	White	188		0.8982

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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 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)

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.

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.
- 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.
- 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.
- 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.

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 in its scheduled interval 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.

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.
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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.
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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.

- 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.

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.

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	30	0.9397
40347	CELEBRATION	Jeffrey Going	Morgan 24	White	229	15	0.8843
50224	EALA	James S. Brown	Morgan 24	White	231	15	0.8819
20224	MISTRAL	Cal Beggs	Morgan 24	White	231	10	0.8692
50795	SALTY	Aborn Smith, Jr.	Tartan 27	White	233	10	0.8668
5593	SANIBEL	Gerry Keeler	Pearson Wanderer	Dk Green	213		0.8658
4744	MANDALAY	John R. Saxe	Pearson Wanderer	White	216		0.8621
31242	WINDRIDER II	Russell W. & Douglas W. Brown	Block Island 25	White	228	5	0.8602
630	CYGNUS	George T. Carlson	Triton	White	249		0.8230
42802	FLUENT	Stuart Dickinson	Pearson Ariel IB	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 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)

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>
42242	HOOLIGAN	Peter Brinckerhoff	Evelyn 42	Green	33	25	1.2573
41143	ABRACADABRA	Bryson L. Hall	J/N 42	White	51	10	1.1638
32339	SPLIT DECISION	Dana Seniff/Dave Nickerson	J-35	White	74	15	1.1318
87620	SECRET	Bruce Kuryla	Nelson Marek 42	Blue	51		1.1299
51166	WOLFPACK	Mark A. Wolfman	IMX 38	White	62		1.1070
31200	SETTLER	James H. Rich, Jr. & III	Peterson ctm 42	White	63		1.1050
32006	RAMPAGE	USCGA	Nelson Marek 41	White	66		1.0989
42424	GHOST	Tim Tiernan	J-35	Grey	74		1.0830
43716	STEAMBOAT	USCGA	J-35	White	74		1.0830
51042	STERLING	Peter Guille	J-42	White	74		1.0830
73407	SNOW BIRD	Paul von Maffei	Schock 35	White	75		1.0811
51137	XENOPHON	Jeff Rabuffo	Swan 40-2	White	78		1.0753
33799	COVENANT	Charles R. Moore, Jr.	Beneteau 42	White	78		1.0753

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

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

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.
- 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 200 yards behind the starting line in depth and extending 100 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 bow to its stern -- i.e., proceeding downwind.
- 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.

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 (Class Flag for that class), and the normal sequence of Table 1 or Table 2 will resume.

TABLE 1

Friday Starting Sequence and Signals

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

Class Flags will be displayed as 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 that 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 SIGNAL</u>
0920	Warning B			Yellow Shape
0925	Warning CR-2	Preparatory B		Code Flag Kilo
0930	Warning A-2	Preparatory CR-2	Start B	Code Flag Golf
0935	Warning C-2	Preparatory A-2	Start CR-2	Code Flag Echo
0940	Warning C-5	Preparatory C-2	Start A-2	Code Flag Oscar
0945	Warning C-4	Preparatory C-5	Start C-2	Code Flag Juliet
0950	Warning A-1	Preparatory C-4	Start C-5	Code Flag Whiskey
0955	Warning C-3	Preparatory A-1	Start C-4	Code Flag Tango
1000	Warning C-1	Preparatory C-3	Start A-1	Code Flag Fox Trot
1005	Warning CR-1	Preparatory C-1	Start C-3	Code Flag Papa
1010		Preparatory CR-1	Start C-1	Code Flag Uniform
1015			Start CR-1	Red Shape

Class Flags will be displayed as 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 that class' Start

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>
30490	JET STREAM	Jack & John Wills	C&C 40	White	92	25	1.1276
40252	SIRPRIZE	Bill Healy	Sirena 38	White	88	15	1.1039
31073	TAO	John Nevin	C&C 40	Lt Grey	92	15	1.0962
30778	AMERICAN PIE	Ray Gincavage	C&C 40 TR DK	White	90	10	1.0842
779	FROYA	William G. Gunther	McCurdy/Rhodes 47	White	87		1.0582
30683	EDDY STONE LIGHT	USCGA	C&C 40 TM	White	90		1.0526
31346	LINDY	Dave Dickerson	Peterson 38	White	90		1.0526
40070	ODRACCAS	Charles Saccardo	Frers 36	White	93		1.0471
51103	MELTEMI	Gene J. Festa	X-372	White	99		1.0363
30293	ALICE	Bill Barlow	Catalina 38	White	117	10	1.0352
13812	OSPREY	George Martin	C&C 35 I	White	119	10	1.0317
50324	PIRATE	Bill Baxter	Abbott 33	White	129	15	1.0296
51010	FOXFIRE	F. Peter Brechter	Baltic 39	White	105		1.0256
43799	SHAMROCK	Bob O'Brien	Tartan 3500	White	111		1.0152
14564	LIGHT FANTASTIC	Sylvan R. Shemitz	Carter 39	White	111		1.0152
41354	WOLVERINE	David Nauber	Frers 33	Blue	111		1.0152
14796	SPIRIT	Norman B. Peck	Morgan 36 T	White	126		0.9901
12708	FIREBALL	Don & Bob Kern	C&C 35 II	Red	128		0.9868
22025	TENACITY II	William H. Squier	C&C 36	White	129		0.9852
12247	PHOENIX	Bruce H. Cox	Pearson 36	Grey	138		0.9709

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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 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-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	83	10	1.0977
53303	TOMAHAWK	Peter & Paul Bergendahl	J-29	White	113	15	1.0573
41181	CALIENTE	Joel Z. Green	Evelyn 32-2	White	105	10	1.0564
73048	SAGACIOUS	Bob Geary	Express 34	White	99		1.0363
32717	JOYRIDE	Buster Kingsbury	Evelyn 32-2	Red	99		1.0363
31509	SCHWINGG	Jack Neades	J-29	Red	119	5	1.0167
53353	LOONEY TUNES	Carl Fast	Santana 30/30 GP	White	123		0.9950

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 Classes to which a horizontal row applies will be indicated at the left of that row, for example:

1	Course 1, for Classes A-1, C-1, C-2 and C-3
2	Course 2, for Class A-2, B, C-4, C-5, CR-1 and CR-2
XXX	Course specifically for class(es) XXX (Class(es) XXX are removed from Course 1 or 2)
OTHER	All other classes
ALL	All classes

SAMPLE (Friday)

X	160	1.5

1	Ⓟ	Ⓟ
2	Ⓟ	ⓧ

- 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 (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 Green Gong "1GI" north of Gardiner's Point.
- 6.7 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.
- 6.8 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.
- 6.9 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.

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, those corrections will be repeated at 0810, 0820, 0830 and again at 0900.

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 (See S.I. 5.2)
C	Green Gong "9" at Cerberus Shoal
K	Special Off Soundings Mark (See S.I. 5.2)
L	Leeward Gate (See S.I. 5.2 and 6.7)
N	RW Mo(A) Whistle "N" northeast of Ram Island
O	Offset Mark (50-100 yards from a windward Mark) (See S.I. 6.8)
P	Nun "2" northeast of Cedar Point
S	Nun "14" at Crow Shoal
V	Green Bell "11" at Valiant Rock
W	Special Off Soundings Mark (See S.I. 5.2)
X	Special Off Soundings Mark (See S.I. 5.2)
Y	Special Off Soundings Mark (See S.I. 5.2)
Z	Special Off Soundings Mark (See S.I. 5.2)
3	RW Mo(A) Bell "TM" off Threemile Harbor entrance

5.2 The Special OSC Marks will be located by magnetic bearing and distance as follows:

Mark "B"	bearing 222°, 1.4 miles from Green Gong "1GI" north of Gardiner's Point
Mark "K"	bearing 040°, 3.0 miles from Mark "N"
Mark "L"	bearing and distance from the Committee Boat at its Starting Line position
Mark "W"	bearing and distance from the Committee Boat at its Starting Line position
Mark "X"	bearing and distance from Mark "N"
Mark "Y"	bearing and distance from Mark "N"
Mark "Z"	bearing and distance from Mark "N"

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>
50468	CAPRICORN	Brian & Bob Gibbs	Ericson 33	White	135	15	1.0195
23739	WAVEWALKER	David and Ronald Walker	J-30	Tan	138	10	1.0000
14514	EN CHARETTE	Paul L. Jennings	Noe 27	Red	141	10	0.9952
40856	FI FI	Wes Maxwell	Evelyn 25	Lt Grey	147	5	0.9713
229	FALCON	Charles Stoddard	J-30	Blue	138		0.9709
40914	WHARF RAT	Hugh O'Brien	Evelyn 25	Grey	147		0.9569
26662	HELLFIRE	Ron Levine	Soverel 26	Red	168		0.9259
22	PROPHET	Don Wilkinson	Evelyn 25.5	Red	179	5	0.9241
30958	PHOENIX	Toby Doyle	Evelyn 26	Green	180	5	0.9227
21952	FUN	Paul K. D'Arcy	J-24	White	171		0.9217
3904	FAST FORWARD	David Leventhal	J-24	White	171		0.9217
1600	EMERALD EXPRESS	Manfred G. Noack	J-24	Green	171		0.9217
31385	WILD FLOWER	Bob Puder	Evelyn 26	White	173		0.9188

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-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>
20201	BRER RABBIT III	D. C. Strang/W. A. Loweth	C&C 33	Yellow	149	15	0.9968
10999	CHECKERED DEMON	Neal S. O'Connell	Holland ctm 1/2 Ton	Grey	161	10	0.9641
33692	SALUD	Reinhard Sarges	Pearson 30	White	176	15	0.9558
12876	BELLATRIX	Robert M. Camerino	Ranger 29	White	185	15	0.9429
31125	CHASING RAINBOWS	Milan Bartek/Bill Cannon	Pearson 30	White	179	10	0.9378
11445	ANTICIPATION	Bijan Rasadi	C&C 30	Red	171	5	0.9355
14281	TERN ABOUT	Charles Snow	Pearson 30	White	182	5	0.9199
40905	WAVE FUNCTION	Bruce Dinsmore	Tartan 28	White	174		0.9174
45553	C'EST LA VIE	Tom Doyle	Elite 32	Dk Blue	177		0.9132
320	PERSISTENCE	John Graeb	C&C 25	Blue	219	10	0.8841
14569	MENTOR	Mark Kondracky	Pearson 26	White	211	5	0.8813
4579	DULCINEA	Robert B. Wyllie	Pearson 26	White	213		0.8658
50376	HOLIDAY	Stephen Grzesik	C&C 24	White	228		0.8475

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)

OFF SOUNDINGS CLUB

FALL RACE SERIES
SEPTEMBER 18-19, 1998

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. NOTE that the provisions of the new US Prescription to the ORC Regulations regarding PFDs have not been incorporated into the Off Soundings Club Standard. NOTE also that Rule 1.2 always applies: "Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions."
- 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 bow to its stern**, 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.

GENERAL INFORMATION:

1. The Committee Boat will be NOR'EASTER, owned by Henry duPont IV. The Stake Boat will be NIMBLE, owned by Chris Cox, the Patrol Boat will be ENCORE, owned by Howard Bidwell, and the auxiliary Race Committee Boat will be REGULATOR, owned by Bill Loweth.
2. The Committee Boat will be docked at Ram Island Yacht Club in Noank on Thursday night and will have additional copies of this booklet available on board.
3. Dockage in New London is available at Burr's (860-443-8457) and at Thamesport Marina (formerly Marster's) (860-442-1151 or 860-447-7022 or 800-882-1151).
4. The RENDEZVOUS FRIDAY, SEPTEMBER 18 and SATURDAY SEPTEMBER 19, will be at Shelter Island Yacht Club at Dering Harbor, Shelter Island, New York. When you disembark, bring your separated trash (garbage) ashore with you (in plastic bags) for deposit in the nearby receptacles, so that Dering Harbor will remain as yachtsmen would want it. Note that local ordinances require that your waste be separated for recycling, as follows: Metal; Glass, clear; Glass, other; Other material. Your efforts in the past in picking up cups after the announcements have been appreciated.

Note that it is a violation of local ordinances for boats to discharge holding tanks or heads in Dering Harbor. Use the pump-out facility at the Mobil Dock or take your waste away with you.

5. Moorings. Moorings will be available (on a first come, first served basis) as pointed out by the Shelter Island Yacht Club launch operators. Weather permitting, rafting will be allowed on specified moorings, at the direction of the launch personnel. Please notify the launch operator upon entering the mooring area that this is your intention, so that a pick-up designation may be assigned. A facility charge per night of \$25.00 will be made for each boat within Dering Harbor, whether moored, anchored or rafted -- each boat must be registered with the front desk upon arrival. While the mooring fee will be collected by Shelter Island Yacht Club, it is your responsibility to see that you are paid up before you leave the harbor.
6. TRANSPORTATION ashore will be provided by several, fully-equipped launches flying the Shelter Island Yacht Club burgee. These launches will be at our service, without charge to race participants, between the hours of 1400 and 0130 Friday and Saturday evenings. They will also be available between 0700 and 0900 Saturday and 0700 and 1100 on Sunday. The launches appreciate the showing of "T" flags. Please display an OSC burgee or other OSC identification, such as this booklet, to the launch operators.
7. Medical emergencies will be coordinated by the Fleet Surgeon, who will be guarding Channel 72. Participants are encouraged to have on board a medical kit properly outfitted and to be prepared to handle minor problems. Should you have a medical emergency, call the Committee Boat and/or the Fleet Surgeon on Channel 72.

While at Shelter Island, emergency calls can be made to:

Greenport Emergency Room	Police
516-477-1000	516-749-0600

8. Dining. Off Soundings Club race participants may utilize the Shelter Island Yacht Club's Dining Room on Friday or Saturday evenings, with reservations required. Reservations may be made in advance (516-749-1500) or the same day, as seating capacity permits. As a special consideration, Off Soundings Club race participants will be allowed in the Dining Room in "informal" attire. "Informal" means a neat appearance, no denim clothing and males need not wear a jacket. Dinners can only be paid for by credit card. Please have the registration desk issue a "guest" card before dining.

The following PERPETUAL TROPHIES will be awarded (to members only) at the Winter Shore Party for the boat and master with the best corrected time in the year's races. Penalties for former prize winners are not used in establishing winners. These perpetual trophies are held for one year, and each winner, as well as each second and third place, is awarded a suitable plaque.

<u>TROPHY NAME</u>	<u>CLASS</u>	<u>TROPHY NAME</u>	<u>CLASS</u>
Stan Bradford Trophy	A-1	Henry B. duPont Memorial Trophy	C-3
Kenneth B. Millett Trophy	A-2	MAGIC Trophy	C-4
SAMUEL PEPYS Trophy	B	Charles J. Koch Trophy	C-5
Beauford H. Reeves Memorial Trophy	C-1	CHANTEYMAN Trophy	CR-1
Byron N. Durfee Trophy	C-2	NOR'EASTER Trophy	CR-2

These additional trophies will be awarded, as follows:

- (1) The G. W. Blunt White Memorial Trophy will be awarded to the boat with the best combined results, Spring and Fall, for two consecutive years in Classes A-1 and A-2. The award will be made this year on the basis of the results for years 1997 and 1998.
- (2) The William J. Donovan Trophy will be awarded to the boat with the best combined results, Spring and Fall, for two consecutive years in Classes C-1 and C-2. The award will be made this year on the basis of the results for years 1997 and 1998.
- (3) The MADRIGAL Trophy will be awarded to the boat with the best combined results, Spring and Fall, for two consecutive years in Classes C-4 and C-5. The award will be made this year on the basis of the results for years 1997 and 1998.

The Off Soundings Club has arranged with *The Club House* to offer an expanded line of ties, burgees, patches, pins, shirts, hats and jackets for sale. Inquire directly at *The Club House*, 29 Soundview Road, Unit 5, Guilford, CT 06437; 203-453-8366 or 800-453-3224 or (fax) 203-453-8364. Some of the merchandise, including Fall Race Series T-Shirts, will be available at the Shore Party. Surplus T-Shirts from the Spring Race Series will also be available.

Cordially,

Richard H. Roberts
Race Secretary

PS: Please reserve Saturday, October 24th for the Mystic Seaport's Dyer Dhow Derby event. Our Team Captain is Neal S. O'Connell. Please contact him at 860-739-2951 for information, and to sign up to help represent the Off Soundings Club.

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>
30610	ARROW	Bruce Lockwood	J-36	Green	102	15	1.0773
42422	PATRIOT	A. P. Halsey	Baltic 39	White	128	20	1.0461
40801	EN CHARETTE	Ron Noe	Noe 36	Bright	94		1.0453
50950	DAS BEAR	John J. Locher	Tartan 3800	White	135	15	1.0195
40639	AMAZING GRACE	Walter Carucci	Fast 410	Red	109		1.0187
13143	VIB	James F. Barrett, Jr.	Tartan 41 DK	White	116		1.0067
50902	PETARD	William A. Lieber	J-34C	White	136	5	0.9886
50195	MAST TRANSIT II	David A. Kelly	J-27	White	145		0.9600
33855	HERITAGE	Chet Humphrey	Little Harbor 38	White	148		0.9554
25	SHADOWFAX	James Arnold	Tartan 37-3	White	149		0.9539
12555	SERENITY	Calvin Brouwer/Spence Kloter	C&C 35 I	White	152		0.9494
32639	ACK-VA-VIT	Bertil Olsson	Aphrodite 34	White	163	5	0.9471
42500	SUMMERTIME BLUES	Roy V. Hood	Tartan 37-2	Flag Blue	155		0.9449
31262	SEAQUESTER	Michael E. Passero	Ericson 33	White	159		0.9390

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

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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)

CRUISING CANVAS CLASS -- Division 2 (GOLF)

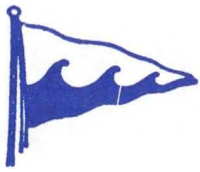
<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
50607	STARCHASER	Dick Steinhilber	Hunter 34	White	169	20	0.9800
32352	EXORCIST	Wayne Morse	Hunter 34	White	166	10	0.9567
42499	XAPIΣMA	Robert Welsh	Pearson 424 Ketch	White	184	15	0.9443
103	BRYAN STATION	Stu Craig	Tartan 33	Tan	181	10	0.9349
482	FIDDLER'S GREEN	John Phelps Clark	Catalina 36	White	172		0.9202
42619	MITIME	Tim Evans	Ericson 32	White	182		0.9063
1196	SHIMAERA	R. J. Snyder	Concordia 40 Y	White	186		0.9009
31113	NEW WAVE	Paul Hewitt	Evelyn 26	White	187		0.8996
42160	FASCINATION	Jim Francis	Beneteau First 29	White	191		0.8942
170	BARBCAT	Allen R. Perrins	Nonsuch 30	White	192		0.8929
113	TOMFOOLERY	Peter N. DeSanctis	Bristol 39/40	Green	194		0.8902
50416	PUFF	Hugh Luddecke	Pearson 30	White	201		0.8811
30029	ILLUSION	John Bourget	C&C 30	White	203		0.8785
50748	GLENLYON	Rodney S. Carlson	Antigua/CSY-44	Wh/Blue	205		0.8759
2312	FERIEN	Robert A. Edmands	Luders 36	White	209		0.8708
43804	BUCCANEER	Richard Tiernan	Pearson 303	White	209		0.8708
30573	SESAME	Allen S. Ames	Nonsuch 26	Red	231	10	0.8692
51085	TEMPEST	Richard B. Lind	Endeavour 32	Dk Green	231		0.8439

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)



OFF SOUNDINGS CLUB

860-443-4621
September 11, 1998

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

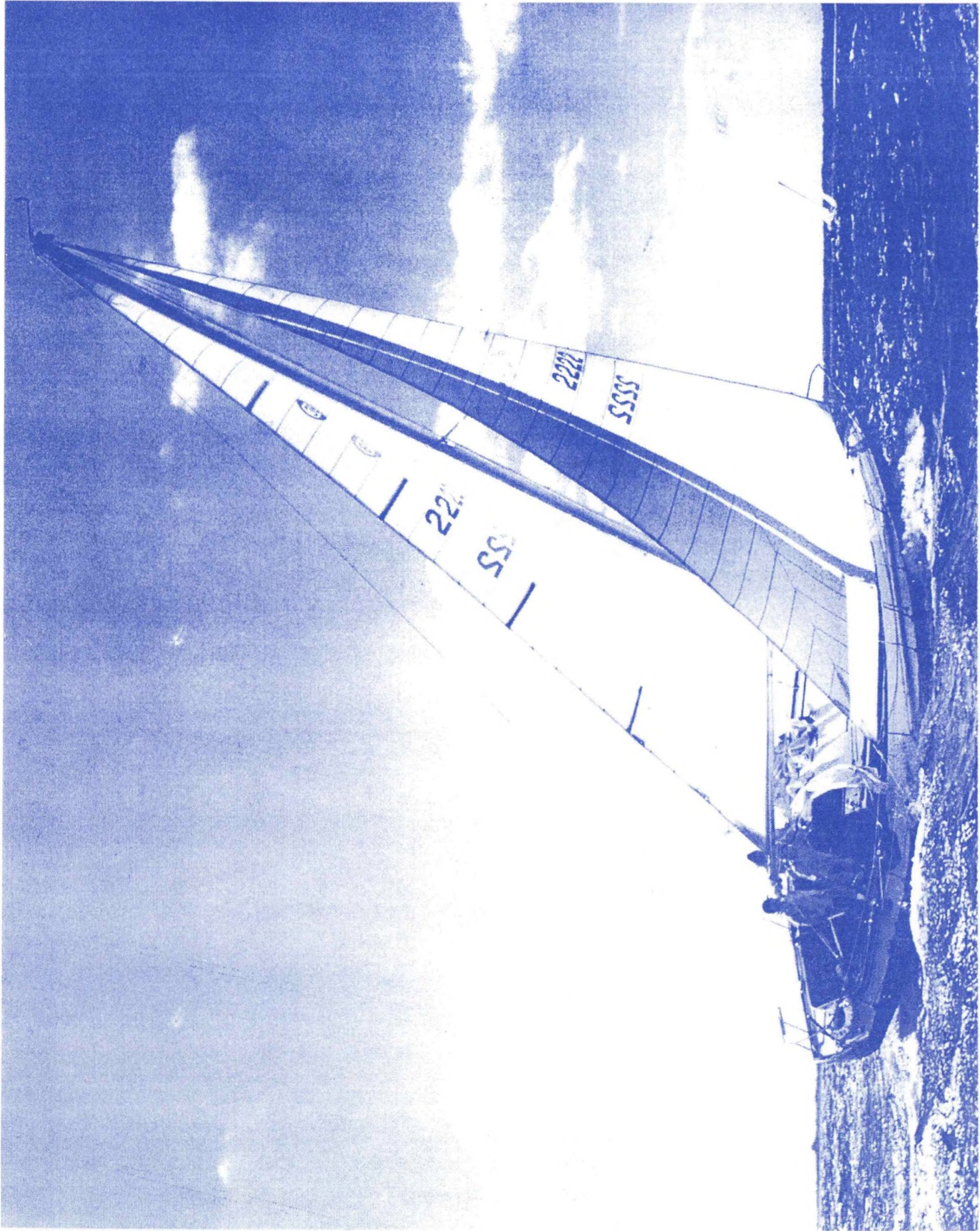
61ST ANNUAL FALL RACE SERIES
1998
SEPTEMBER 18th and 19th

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 1998.
3. There have been 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."
5. Classes C-3 and C-4 are established as High-Performance Classes. Selection of boats to be assigned to or removed from those classes will be made by the Classification Committee Chairman with the assistance of the Chief Measurer and the Race Secretary.
6. Classes C-1, C-2 and C-3 will sail one race on Saturday. Comments on this change from the two-race Saturdays of recent years for those classes are solicited.
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. Certain drop Marks ("X", "Y" and "Z") will be located from Mark "N". Mark "F" will no longer be used. See S.I. 5.1 and 5.2.
9. 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 bow to its stern (i.e., downwind). See S.I. 1.4 and 7.7.
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. 6.9. 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. Advance Postponement procedures now spell out that the starting sequence will be delayed by the length of the postponement. See S.I. 8.1.
14. Existing 18-inch single lifelines and pulpits are "grandfathered." See S.I. 1.2. Owners are stongly urged to upgrade lifeline and pulpit installations to comply with the ORC requirements of Category 4. Note that the provisions of the new US SAILING Prescription to the ORC Regulations regarding PFDs have not been incorporated into the Off Soundings Club Minimum Equipment and Accommodations Standard dated April 2, 1994 (which was enclosed with the Notice of Race for the Spring Series). Also note that Rule 1.2 always applies: "Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions."
15. Where there are fewer than eleven boats entered in a class, the number of trophies to be awarded will be three. See S.I. 17.1.
16. Chet Humphrey's HERITAGE was listed in the Spring results as DNS for Saturday. In fact, HERITAGE did start but subsequently dropped out (i.e., was DNF) because of gear failure. We regret the reporting error.
16. If it's possible that you may have earned a trophy but 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.



Commodore Anderson carries his flag in Peter Ross' TYNAJE

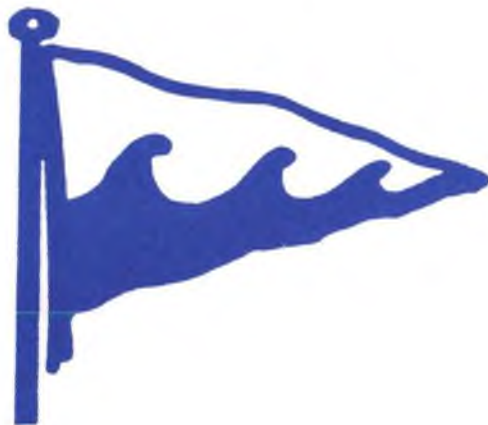
Sail Number Key

Sail No	Yacht Name	Class
22	PROPHET	C-4
25	SHADOWFAX	CR1
103	BRYAN STATION	CR2
113	TOMFOOLERY	CR2
170	BARBCAT	CR2
206	ROGUE	A-1
229	FALCON	C-4
320	PERSISTENCE	C-5
482	FIDDLER'S GREEN	CR2
630	CYGNUS	B
779	FROYA	C-2
1196	SHIMAERA	CR2
1600	EMERALD EXPRESS	C-4
2024	DUET	A-2
2222	TYNAJE	A-1
2312	FERIEN	CR2
2763	ELXIR	A-1
3771	PIPER TOO	A-2
3904	FAST FORWARD	C-4
3936	BAMBOO	A-2
4259	JUST FRIENDS	B
4457	SPINDRIFT	A-1
4579	DULCINEA	C-5
4744	MANDALAY	B
5593	SANIBEL	B
10769	SALTY	A-1
10999	CHECKERED DEMON	C-5
11445	ANTICIPATION	C-5
12247	PHOENIX	C-2
12555	SERENITY	CR1
12708	FIREBALL	C-2
12876	BELLATRIX	C-5
13143	VIB	CR1
13812	OSPREY	C-2
14281	TERN ABOUT	C-5
14514	EN CHARETTE	C-4
14564	LIGHT FANTASTIC	C-2
14569	MENTOR	C-5
14796	SPIRIT	C-2
20201	BRER RABBIT III	C-5
20224	MISTRAL	B
20513	LEGACY	A-2
21621	BOW - WOW	A-2
21924	IRRESISTIBLE	A-1
21952	FUN	C-4
22025	TENACITY II	C-2

Sail No	Yacht Name	Class
22535	NEPENTHE	A-1
23739	WAVEWALKER	C-4
26662	HELLFIRE	C-4
30029	ILLUSION	CR2
30293	ALICE	C-2
30490	JET STREAM	C-2
30573	SESAME	CR2
30610	ARROW	CR1
30683	EDDYSTONE LIGHT	C-2
30778	AMERICAN PIE	C-2
30958	PHOENIX	C-4
31073	TAO	C-2
31113	NEW WAVE	CR2
31125	CHASING RAINBOWS	C-5
31200	SETTLER	C-1
31242	WINDRIDER II	B
31262	SEAQUESTER	CR1
31346	LINDY	C-2
31385	WILD FLOWER	C-4
31509	SCHWINGG	C-3
32006	RAMPAGE	C-1
32339	SPLIT DECISION	C-1
32352	EXORCIST	CR2
32639	ACK-VA-VIT	CR1
32717	JOYRIDE	C-3
33692	SALUD	C-5
33799	COVENANT	C-1
33855	HERITAGE	CR1
40070	ODRACCAS	C-2
40252	SIRPRIZE	C-2
40347	CELEBRATION	B
40639	AMAZING GRACE	CR1
40801	EN CHARETTE	CR1
40856	FI FI	C-4
40905	WAVE FUNCTION	C-5
40914	WHARF RAT	C-4
41143	ABRACADABRA	C-1
41181	CALIENTE	C-3
41354	WOLVERINE	C-2
42160	FASCINATION	CR2
42242	HOOLIGAN	C-1
42422	PATRIOT	CR1
42424	GHOST	C-1
42499	XAPIΣMA	CR2
42500	SUMMERTIME BLUES	CR1
42619	MITIME	CR2

Sail No	Yacht Name	Class
42802	FLUENT	B
43716	STEAMBOAT	C-1
43740	OUR TERN	A-2
43799	SHAMROCK	C-2
43804	BUCCANEER	CR2
45553	C'EST LA VIE	C-5
50195	MAST TRANSIT II	CR1
50224	EALA	B
50324	PIRATE	C-2
50376	HOLIDAY	C-5
50416	PUFF	CR2
50468	CAPRICORN	C-4
50607	STARCHASER	CR2
50748	GLENLYON	CR2
50784	CHARMER	A-1
50795	SALTY	B
50815	TWO ROADS	A-1
50902	PETARD	CR1
50950	DAS BEAR	CR1
51010	FOXFIRE	C-2
51042	STERLING	C-1
51085	TEMPEST	CR2
51103	MELTEMI	C-2
51137	XENOPHON	C-1
51166	WOLFPACK	C-1
53303	TOMAHAWK	C-3
53353	LOONEY TUNES	C-3
73048	SAGACIOUS	C-3
73407	SNOW BIRD	C-1
83033	BALANCE	C-3
87620	SECRET	C-1

**OFF SOUNDINGS
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