

- 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. "Race Signals" of the Rulebook is changed accordingly. 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** -- The Race Committee may elect to shorten the course at any rounding mark, as provided by "Race Signals" of the Rulebook and Rule 32.
- 12.0 The Finish** -- On Friday and on Saturday, the Finish Line will be between an orange flag on the Committee Boat and Mark "N".
- 13.0 Time Limit**
- 13.1 Regardless of the time of start, the time limit for each class will expire at 1630 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. "Race Signals" of the Rulebook is changed visual and sound signals will not be made for such an abandonment.
- 13.3 The Race Committee may remain on station only one hour after the expiration of 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 or from the Entertainment Committee Headquarters ashore.
- 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 boat'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 1999 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 other boat involved in the incident, 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 and S.I. 14.

## **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. Un-claimed prizes will be held by Rear Commodore John Brooks (860-572-8066) 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 boat and Master with the best corrected time, without awarded 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 (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>
123	NEITH	Van M. Brown	Herreshoff ctm	White	84		1.0638
21924	IRRESISTIBLE	James B. Slimmon, Jr.	Tartan 37-2	White	132	20	1.0392
50784	CHARMER	Will Pease	Gulfstar 40	Dk Blue	116	10	1.0369
206	ROGUE	Seville H. Simonds	Newport 29 ctm	White	126	15	1.0347
4457	SPINDRIFT	William Rich, Jr.	Fishers Island 31	White	123	10	1.0249
2222	TYNAJE	Peter C. Ross	Ohlson 38	Dk Green	143	15	1.0064
10769	SALTY	Peter Mletschnig	Pearson 39	Grey	131	5	0.9967
22535	NEPENTHE	Robert W. Read	Pearson 39 Y	White	132		0.9804
2114	TATTLER	W. Frank Bohlen	Ohlson 38 Y	Off White	148	5	0.9697
43740	OUR TERN	Jack Washburn	Tartan 31	White	162	10	0.9626

### 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>
3771	PIPER TOO	Robert J. Almeida, Jr.	Tartan 34	White	177	5	0.9269
4259	JUST FRIENDS	Ed Purcell	Pearson Wanderer	White	216	25	0.9267
42916	WATERCOLORS	Bill Drinkuth	Morgan 28	White	207	15	0.9127
4744	MANDALAY	John R. Saxe, Jr.	Pearson Wanderer	White	216	15	0.9009
50778	STRAY CAT	Robert A. Rosenblum	Nonsuch 30	Smoke	192		0.8929
5593	SANIBEL	Gerry Keeler	Pearson Wanderer	Dk Green	213		0.8658
20224	MISTRAL	Cal Beggs	Morgan 24	White	231	5	0.8565
50795	SALTY	Aborn Smith, Jr.	Tartan 27	White	233	5	0.8541
31242	WINDRIDER II	Russell W./Douglas W. Brown	Block Island 25	White	228		0.8475
40347	CELEBRATION	Jeffrey W. Going	Morgan 24	White	229		0.8463
4311	PESTY	John Patry	Morgan 24	Teal	231		0.8439
50224	EALA	James S. Brown	Morgan 24	Grey	231		0.8439
14312	MARIONETTE	Ron Breault	Dolphin 24	White	251		0.8208

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<sub>x</sub> is equal to the difference between your own TCF<sub>o</sub> and the TCF<sub>x</sub> of the other yacht (yacht x), divided by the TCF<sub>x</sub> 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<sub>x</sub> 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)

- 7.7 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.
- 7.8 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 its non-course side, for the purposes of identification (See S.I. 7.1) and to read the Course Board, taking care to avoid those boats engaged in pre-start maneuvering after their Preparatory Signal.
- 7.9 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."

## 8.0 Postponements

- 8.1 Advance Postponement: Where, before leaving the harbor, the Race Committee chooses to postpone the starting sequence, 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 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.
- 9.2 General recall signals and procedures will be as specified in Rule 29.3, which requires that the recalled class will re-start next, following a new Preparatory Signal. Subsequent classes will be delayed accordingly.

## 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 <b>will apply to all classes, including those already started.</b>
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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 <b>will apply only to those classes not yet started.</b>
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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.

(Gardiners Bay -- 1999)

**TABLE 1**  
Starting Sequence and Signals

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

## 7.0 The Start

- 7.1 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, on its non-course side, for identification purposes. Be careful to avoid boats involved in pre-start maneuvering in the starting area near the Committee Boat.
- 7.2 Races will be started in accordance with Rule 26.1, System 2 with classes starting in five minute intervals, as shown on Table 1.
- 7.3 The Starting Line will be between orange flags on the Committee Boat and on the Stake Boat.
- 7.4 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.
- 7.5 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.
- 7.6 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 this boat"). Radio announcement, over Channel 72 VHF-FM, that the Committee Boat is displaying Code Flag "L" may also be made.

## 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>
43678	IRIE	Gregory Moore	Tripp 47	Blue	9	10	1.2638
42242	HOOLIGAN	Peter Brinckerhoff	Evelyn 42	Green	33	5	1.1871
53434	NIGHTHAWK	Chris McLaughlin	Peterson 45 ctm	Black	39		1.1561
51166	WOLFPACK	Mark A. Wolfman	IMX 38	White	62	10	1.1402
31200	SETTLER	Jim Rich, Jr. & III	Peterson ctm 42	White	63	10	1.1381
18265	WILDTHING	Wayne Morse	Moore 30	White	51		1.1299
87620	SECRET	Bruce Kuryla	Nelson Marek 42	Blue	51		1.1299
73407	SNOW BIRD	Paul von Maffei	Schock 35	White	75	15	1.1297
32006	RAMPAGE	USCGA/Sean Krueger	Nelson Marek 41	White	66		1.0989
51042	STERLING	Peter Guille	J-42	White	74		1.0830
43716	STEAMBOAT	USCGADon Terkanian	J-35	White	74		1.0830
40906	AEOLUS	Russell P. Cumming	J-35	White	74		1.0830
42424	GHOST	Tim Tiernan	J-35	Grey	74		1.0830

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. SQx is equal to the difference between your own TCFO and the TCFx of the other yacht (yacht x), divided by the TCFx 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 SQx you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

$$SQx = \frac{TCFo - TCFx}{TCFx} = \text{minutes of difference per minute elapsed so far in the race}$$

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

## 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 47	White	87	10	1.0899
30778	AMERICAN PIE	Ray Gincavage	C&C 40 TR DK	White	90	5	1.0684
42992	HEARTBEAT	Paul M. Bazzano	Frers 33	Flag Blue	111	15	1.0609
41354	WOLVERINE	David Nauber	Frers 33	Dk Blue	111	15	1.0609
40252	SIRPRIZE	Bill Healy	Sirena 38	White	88		1.0563
30683	EDDY STONE LIGHT	USCGA/Mike Cintron	C&C 40 TM/DK	White	90		1.0526
31073	TAO	Phil Dickey	C&C 40 DK	White	92		1.0490
31346	LINDY	Dave Dickerson	Peterson 38	White	93		1.0471
13812	OSPREY	George Martin	C&C 35 I	White	119	15	1.0467
51103	MELTEMI	Gene Festa	X-372	White	99		1.0363
14796	SPIRIT	Norman B. Peck	Morgan 36 T	White	126	10	1.0198
14564	LIGHT FANTASTIC	Sylvan R. Shemitz	Carter 39	White	114		1.0101
30293	ALICE	Bill Barlow	Catalina 38	White	117		1.0050
43799	SHAMROCK	Bob O'Brien	Tartan 3500	White	120		1.0000
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
50646	BEAU CHE'	John & Bill Thomas	Catalina 36	White	137		0.9724
13022	CELEBRATION	Martin Lyons	Pearson 36	White	137		0.9724
12247	PHOENIX	Bruce H. Cox	Pearson 36	Grey	138		0.9709
51163	ELLEN	Robert Page	Abbott 33	White	138		0.9709

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<sub>x</sub> is equal to the difference between your own TCF<sub>o</sub> and the TCF<sub>x</sub> of the other yacht (yacht x), divided by the TCF<sub>x</sub> 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<sub>x</sub> 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)

Saturday, September 18 Numeral Pennants #4 through #8 will be used to signal the selected course.

Course #4      Course #5      Course #6      Course #7      Course #8

Classes A, C-1, C-2 and C-3

Start	Start	Start	Start	Start
Mark "B" stbd	Mark "3" port	Mark "S" stbd	Mark "K" stbd	Mark "B" stbd
Mark "P" port	Mark "S" port	Mark "3" stbd	Mark "3" stbd	Mark "3" port
Mark "S" stbd	Mark "N" port	Mark "N" port	Mark "N" port	Finish
Mark "3" stbd	Mark "3" port	Mark "3" stbd	Mark "P" stbd	
Finish	Finish	Finish	Finish	

Classes B, C-4, C-5, CR-1 and CR-2

Start	Start	Start	Start	Start
Mark "B" stbd	Mark "3" port	Mark "S" stbd	Mark "K" stbd	Mark "B" stbd
Mark "S" stbd	Mark "S" port	Mark "3" stbd	Mark "P" stbd	Mark "S" port
Mark "3" stbd	Mark "N" port	Mark "N" port	Mark "N" port	Finish
Finish	Mark "P" port	Mark "P" port	Mark "P" stbd	
	Finish	Finish	Finish	

When using pre-selected courses, if it appears that boats sailing the long course may not finish within the time limit, the Short Course may be signalled. The Short Course is that course sailed by Classes B, C-4, C-5, CR-1 and CR-2. The signal for the Short Course is Code Flag "S", displayed before or with the Warning Signal, accompanied by two horn blasts. This signal will apply to the next class to start and to all subsequent classes.

- 6.2 **If the course board is to be used**, Code Flag "V" will be displayed to indicate that choice. The course will be designated on the course board 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.

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

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.

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. 12.0.

## 5.0 Marks, Restrictions

### 5.1 Marks are designated as follows:

A	The Stake Boat or buoy at the starting line
B	OSC Special Mark (See S.I. 5.2)
C	Green Gong "9" at Cerberus Shoal
G	Green Gong "1GI" north of Gardiner's Point
K	OSC Special Mark (See S.I. 5.2)
N	RW Mo(A) Whistle "N" northeast of Ram Island (Gardiner's Bay)
P	Nun "2" northeast of Cedar Point
S	Nun "14" at Crow Shoal
V	Green Bell "11" at Valiant Rock
W	OSC Special Mark (See S.I. 5.2)
X	OSC Special Mark (See S.I. 5.2)
Y	OSC Special Mark (See S.I. 5.2)
Z	OSC Special Mark (See S.I. 5.2)
3	RW Mo(A) Bell "TM" off Threemile Harbor entrance

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

Mark "B"	bearing 069°, 4.75 miles from Mark "N"
Mark "K"	bearing 040°, 3.0 miles from Mark "N"
Mark "W"	posted bearing and distance from Mark "N"
Mark "X"	posted bearing and distance from Mark "N"
Mark "Y"	posted bearing and distance from Mark "N"
Mark "Z"	posted bearing and distance from Mark "N"

### 5.3 Races will start and finish at these locations:

Friday: Start 0.75 miles south of New London Ledge Light (see S.I. 7.4)  
Finish at Mark "N" (see S.I. 12.0)

Saturday: Start 1.0 miles easterly of Mark "N" (see S.I. 7.5)  
Finish at Mark "N" (see S.I. 12.0)

### 5.4 Restrictions for Friday -- 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.

## 6.0 The Course

Both the course board and pre-selected courses are available for use. Numeral Pennants will be used to indicate the use of pre-selected courses; see S.I. 6.1. Code Flag "V" will be used to indicate the use of the course board; see S.I. 6.2.

### 6.1 If a pre-selected course is to be used, it will be signalled by a Numeral Pennant displayed on the Committee Boat. Numeral Pennants #3 through #8 will indicate the following pre-selected courses for Friday or for Saturday. The Race Committee may announce the courses on Channel 72 VHF-FM.

Friday, September 17 Numeral Pennant #3 will be used to select the following course:

#### Course #3

Classes A, C-1, C-2 and C-3

Start  
Mark "V" stbd  
Mark "S" stbd  
Finish

Classes B, C-4, C-5, CR-1 and CR-2

Start  
Mark "V" stbd  
Finish

### 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>
45	MAGIC	Kevin Farrar	J-29	White	113	15	1.0573
73048	SAGACIOUS	Bob Geary/Norm Rabe	Express 34	White	99		1.0363
31628	SHOWDOWN	Bijan Rasadi	J-29	Blue	113	5	1.0270
43979	PINOCCHIO	Richard Calabro	J-92	White	105		1.0256
41181	CALIENTE	Joel Z. Green/Lee Henschman	Evelyn 32-2	White	105		1.0256
31509	SCHWINGG	Jack Neades	J-29	Red	119	5	1.0167
143	BONECRUSHER	Toby Halsey	J-27	White	129	10	1.0148
53303	TOMAHAWK	Paul Bergendahl	J-29	White	113		1.0118
40561	DIRTY HARRY	John Lavin	J-29	White	114		1.0101
3047	WINGS	Jack Rodgers	Soverel 30	White	128		0.9868
50266	PREMIUM	R.J. Austin-LaFrance	Soverel 30	White	129		0.9852

### 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 R. Walker	J-30	Beige	138	10	1.0000
295	PERTURBATION	Jeffrey Sammis	J-30	White	138	10	1.0000
40914	WHARF RAT	Hugh O'Brien	Evelyn 25	Grey	147	15	1.0000
14514	EN CHARETTE	Paul L. Jennings	Noe 27	Red	141	5	0.9807
33672	PURSUIT	Dennis Marron	S-2 9.1	White	135		0.9756
40856	FI FI	Wes Maxwell	Evelyn 25	Lt Grey	147		0.9569
30958	PHOENIX	Toby Doyle	Evelyn 26	Green	180	15	0.9500
31385	WILD FLOWER	Bob Puder	Evelyn 26	White	173	10	0.9464
31113	NEW WAVE	Paul Hewitt	Evelyn 26	White	165		0.9302
26662	HELLFIRE	Ron Levine	Soverel 26	Red	170		0.9231
21952	FUN	Paul K. D'Arcy	J-24	White	171		0.9217

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<sub>x</sub> is equal to the difference between your own TC<sub>Fo</sub> and the TC<sub>Fx</sub> of the other yacht (yacht x), divided by the TC<sub>Fx</sub> 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<sub>x</sub> you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

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

\*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
22468	CELEBRATION	John Baird	C&C 30	Red	161	15	0.9782
464	LEGACY III	John P. Read	C&C 34	White	144		0.9615
10999	CHECKERED DEMON	Neal S. O'Connell	Holland ctm 1/2 Ton	Grey	161	5	0.9501
34822	FIRST LIGHT	Michael Drobot	C&C 27 - III	White	183	10	0.9321
45553	C'EST LA VIE	Tom Doyle	Elite 32	Dk Blue	177	5	0.9269
20856	CIRCE	Ron Pearl	C&C 29	Grey	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
20246	EGRET	Pierce W. Hance	Pearson 30	Green	180		0.9091
704	SHOE STRING	Pat Dillon	C&C 29 MK II	White	180		0.9091
14569	MENTOR	Mark Kondracky	Pearson 26	White	211	15	0.9074
14281	TERN ABOUT	Charles Snow	Pearson 30	White	182		0.9063
12876	BELLATRIX	Robert M. Camerino	Ranger 29	White	185		0.9023
33902	HOLIDAY	Stephen Grzesik	C&C 27 - III	Lt Blue	186		0.9009
320	PERSISTENCE	John Graeb	C&C 25	Blue	219	15	0.8970
4579	DULCINEA	Robert B. Wyllie	Pearson 26	White	213		0.8658

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<sub>x</sub> is equal to the difference between your own TCF<sub>0</sub> and the TCF<sub>x</sub> of the other yacht (yacht x), divided by the TCF<sub>x</sub> 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<sub>x</sub> 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 17-18, 1999

### 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, including the Addendum (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 the wearing of 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 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.
- 1.4 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.
- 1.5 The regulations governing the Cruising Canvas Classes are as given in the Notice of Race. (See NOR 1.4)

- 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 or 6.2, 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

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 should be reported to the Race Committee, using Channel 72. Participants are encouraged to have on board a medical kit properly outfitted and to be prepared to handle minor problems.

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	Henry B. duPont Memorial Trophy	C-3
SAMUEL PEPYS Trophy	B	MAGIC Trophy	C-4
Beauford H. Reeves Memorial Trophy	C-1	Charles J. Koch Trophy	C-5
Byron N. Durfee Trophy	C-2	CHANTEYMAN Trophy	CR-1
		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 and B. The award will be made this year on the basis of the results for years 1998 and 1999.
- (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 1998 and 1999.
- (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 1998 and 1999.

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.

Cordially,  
  
 Richard H. Roberts  
 Race Secretary

PS: Please reserve Saturday, October 23rd 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>
40801	EN CHARETTE	Ron Noe	Noe 36	Bright	94	10	1.0767
40639	AMAZING GRACE	Walter Carucci	Fast 410	Red	109	15	1.0645
40836	ERRANT	Lawrence S. Landry	J-40	Dk Blue	97		1.0399
30610	ARROW	Bruce Lockwood	J-36	Green	102		1.0309
51264	TELESIS	S. Edward Jeter	Sabre 452	Dk Green	104		1.0274
50950	DAS BEAR	John J. Locher	Tartan 3800	White	135	15	1.0195
13143	VIB	James F. Barrett, Jr.	Tartan 41 DK	White	116		1.0067
30490	JET STREAM	Jack Wills	C&C 40	White	121		0.9983
12555	SERENITY	Cal Brouwer/Spence Kloter	C&C 35 I	White	153	15	0.9905
50902	PETARD	William A. Lieber	J-34C	White	136	5	0.9886
42422	PATRIOT	A. P. Halsey	Baltic 39	White	128		0.9868
41263	TOUCAN	Martin Abrams	Express 35	White	138		0.9709
8473	CYGNET	Bob Gibbs	Swan 371	White	143		0.9631
25	SHADOWFAX	Jim Arnold	Tartan 37-2	White	149		0.9539
33855	HERITAGE	Chet Humphrey	Little Harbor 38	White	151		0.9509
42500	SUMMERTIME BLUES	Roy V. Hood	Tartan 37-2	Flag Blue	155		0.9449
31262	SEAQUESTER	Michael 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.

To estimate relative progress, first calculate (conveniently, prior to the race) a Speed Quotient (SQ) for each yacht you want to compare. SQ<sub>x</sub> is equal to the difference between your own TCFO and the TCF<sub>x</sub> of the other yacht (yacht x), divided by the TCF<sub>x</sub> 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<sub>x</sub> 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)

## 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
42499	XAPIΣMA	Robert Welsh	Pearson 424 Ketch	White	184	15	0.9443
103	BRYAN STATION	Douglas Craig	Tartan 33	Beige	182	10	0.9335
32639	ACK-VA-VIT	Bertil Olsson	Aphrodite 34	White	163		0.9331
31760	SOLAIRE	Thomas M. Ginz	C&C 34	White	167		0.9274
51175	FIDDLER'S GREEN	John Phelps Clark	Catalina 36	White	172		0.9202
2312	FERIEN	Robert A. Edmands	Luders 36	White	209	15	0.9100
42160	FASCINATION	Jim Francis	Beneteau First 29	White	191		0.8942
113	TOMFOOLERY	Peter N. DeSanctis	Bristol 39/40	Green	194		0.8902
30029	ILLUSION	John Bourget	C&C 30	White	203		0.8785
43804	BUCCANEER	Richard Tieman	Pearson 303	White	210		0.8696
2024	DUET	Ed Birch/John Lovell	Luders 33	Blue	215		0.8633
30573	SESAME	Allen Ames	Nonsuch 26	Red	231		0.8439
51085	TEMPEST	Richard Lind	Endeavour 32	Dk Green	231		0.8439
630	CYGNUS	George Carlson	Triton	White	267	10	0.8273

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<sub>x</sub> is equal to the difference between your own TCF<sub>o</sub> and the TCF<sub>x</sub> of the other yacht (yacht x), divided by the TCF<sub>x</sub> 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<sub>x</sub> 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 10, 1999

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

62ND ANNUAL FALL RACE SERIES  
1999  
SEPTEMBER 17th and 18th

### FINAL NOTICE

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

### SPECIAL NOTES:

1. The Racing Rulebook is called *The Racing Rules of Sailing -- 1997 - 2000, including the Addendum*. Call 800-US-SAIL-1 to inquire about the Rulebook or about becoming a member of US SAILING and obtaining a new Rulebook that way.
2. The Race Committee has available for selection some pre-selected courses. These courses and their designating signals are described in S.I. 6.1. OR, the Race Committee may elect to devise and post on the Committee Boat the courses to be sailed, using the course board. That procedure, including the designating signal, is described in S.I. 6.2.
3. For many years, the Off Soundings Club procedure for General Recalls has been to have the recalled class do its re-start last, "at the end of the line." The Racing Rules changed but we retained that procedure – up until now. Effective with last Spring's Race Series, a class recalled by a General Recall will do its re-start next, and subsequent classes will be delayed accordingly. S.I. 9.2 has been rewritten to say that we will be doing our General Recalls in accordance with Racing Rule 29.3.
4. 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. Note also that the provisions of the new US SAILING Prescription to the ORC Regulations regarding the wearing of 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."
5. We have tried different schemes to be used when boats are reporting in or are maneuvering to read the course board. The least disruptive and most efficient is for the boats to proceed alongside the Committee Boat from its stern to its bow on its non-course side. Sailing Instruction 7.1 has been rewritten accordingly.
6. 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. 7.8.)
7. 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 John Brooks and you will have to contact Brooks (860-572-8066) to arrange for pick-up of your prize. See S.I. 17.1.

### 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 THUMPER, owned by Danny Spear.
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 17 and SATURDAY, SEPTEMBER 18, 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.



Commodore W. Frank Bohlen's "TATTLER"

# Sail Number Key

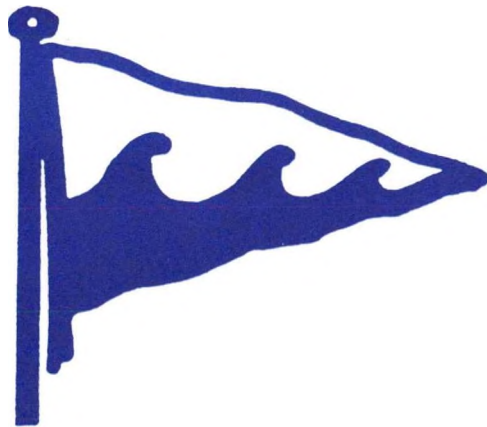
Sail No	Yacht Name	Class
25	SHADOWFAX	CR1
45	MAGIC	C-3
103	BRYAN STATION	CR2
113	TOMFOOLERY	CR2
123	NEITH	A
143	BONECRUSHER	C-3
206	ROGUE	A
295	PERTURBATION	C-4
320	PERSISTENCE	C-5
464	LEGACY III	C-5
630	CYGNUS	CR2
704	SHOE STRING	C-5
779	FROYA	C-2
2024	DUET	CR2
2114	TATTLER	A
2222	TYNAJE	A
2312	FERIEN	CR2
3047	WINGS	C-3
3771	PIPER TOO	B
4259	JUST FRIENDS	B
4311	PESTY	B
4457	SPINDRIFT	A
4579	DULCINEA	C-5
4744	MANDALAY	B
5593	SANIBEL	B
8473	CYGNET	CR1
10769	SALTY	A
10999	CHECKERED DEMON	C-5
12247	PHOENIX	C-2
12555	SERENITY	CR1
12708	FIREBALL	C-2
12876	BELLATRIX	C-5
13022	CELEBRATION	C-2
13143	VIB	CR1
13812	OSPREY	C-2
14281	TERN ABOUT	C-5
14312	MARIONETTE	B
14514	EN CHARETTE	C-4
14564	LIGHT FANTASTIC	C-2
14569	MENTOR	C-5
14796	SPIRIT	C-2
18265	WILDTHING	C-1
20201	BRER RABBIT III	C-5

Sail No	Yacht Name	Class
20224	MISTRAL	B
20246	EGRET	C-5
20856	CIRCE	C-5
21924	IRRESISTIBLE	A
21952	FUN	C-4
22025	TENACITY II	C-2
22468	CELEBRATION	C-5
22535	NEPENTHE	A
23739	WAVEWALKER	C-4
26662	HELLFIRE	C-4
30029	ILLUSION	CR2
30293	ALICE	C-2
30490	JET STREAM	CR1
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	C-4
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
31628	SHOWDOWN	C-3
31760	SOLAIRE	CR2
32006	RAMPAGE	C-1
32639	ACK-VA-VIT	CR2
33672	PURSUIT	C-4
33692	SALUD	C-5
33855	HERITAGE	CR1
33902	HOLIDAY	C-5
34822	FIRST LIGHT	C-5
40252	SIRPRIZE	C-2
40347	CELEBRATION	B
40561	DIRTY HARRY	C-3
40639	AMAZING GRACE	CR1
40801	EN CHARETTE	CR1
40836	ERRANT	CR1
40856	FI FI	C-4

Sail No	Yacht Name	Class
40906	AEOLUS	C-1
40914	WHARF RAT	C-4
41181	CALIENTE	C-3
41263	TOUCAN	CR1
41354	WOLVERINE	C-2
42160	FASCINATION	CR2
42242	HOOLIGAN	C-1
42422	PATRIOT	CR1
42424	GHOST	C-1
42499	ΧΑΡΙΣΜΑ	CR2
42500	SUMMERTIME BLUES	CR1
42916	WATERCOLORS	B
42992	HEARTBEAT	C-2
43678	IRIE	C-1
43716	STEAMBOAT	C-1
43740	OUR TERN	A
43799	SHAMROCK	C-2
43804	BUCCANEER	CR2
43979	PINOCCHIO	C-3
45553	C'EST LA VIE	C-5
50119	SECOND DRAFT	C-5
50224	EALA	B
50266	PREMIUM	C-3
50607	STARCHASER	CR2
50646	BEAU CHE'	C-2
50778	STRAY CAT	B
50784	CHARMER	A
50795	SALTY	B
50902	PETARD	CR1
50950	DAS BEAR	CR1
51042	STERLING	C-1
51085	TEMPEST	CR2
51103	MELTEMI	C-2
51163	ELLEN	C-2
51166	WOLFPACK	C-1
51175	FIDDLER'S GREEN	CR2
51264	TELESIS	CR1
53303	TOMAHAWK	C-3
53434	NIGHTHAWK	C-1
73048	SAGACIOUS	C-3
73407	SNOW BIRD	C-1
87620	SECRET	C-1



**OFF SOUNDINGS  
CLUB**



**62<sup>nd</sup> Annual  
FALL RACE SERIES  
September 17 and 18, 1999**