

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 will apply, and 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 alternative 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.

17.0 Prizes

- 17.1 Four prizes will be awarded in each class having at least eleven entrants. 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 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 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-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>
11836	SOUTHERLY	John R. Gowell, Jr.	S&S ctm Ketch	Blue	59		1.1132
50815	TWO ROADS	H. Kirk Watson	Bristol 51	Dk Blue	68		1.0949
665	NEITH	Van M. Brown	Herreshoff 58	White	84		1.0638
22535	NEPENTHE	Robert W. Read	Pearson 39 Y	White	129	25	1.0591
22	BRILLIANT	George H. Moffett, Jr.	S&S Schooner	White	99		1.0363
8	HOB NOB	Bob Merrigan	Q-Boat	White	114		1.0101
50784	CHARMER	Will Pease	Gulfstar 40	Dk Blue	116		1.0067
206	ROGUE	Seville H. Simonds	Newport 29 mod	White	126	5	1.0050
4457	SPINDRIFT	W. Rich, Jr. or III	Fishers Island 31	White	123		0.9950
42194	SKYE	Robert V. Krusewski	Sabre 38-2	White	127		0.9885
10769	SALTY	Peter Mletschnig	Pearson 39	Grey	128		0.9868
21924	IRRESISTIBLE	James B. Slimmon, Jr.	Tartan 37-2	White	132		0.9804
2222	TYNAJE	Peter C. Ross	Ohlson 38	Dk Green	143	5	0.9775

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	15	0.9766
3771	PIPER TOO	Robert J. Almeida, Jr.	Tartan 34	White	177	15	0.9543
21621	BOW - WOW	Nicholas Staub, II & Nicholas (Dusty) Staub, III	Tartan 34	Teal	183	10	0.9321
20513	LEGACY	John P. Read	Galaxy 32 Mk III	White	189	10	0.9238
2024	DUET	J. Lovell & E. Birch	Luders 33	Blue	195	10	0.9156

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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)

12.0 The Finish

- 12.1 On Friday, the Finish Line will be between an orange flag on the Committee Boat and the Red Bell "2" off the entrance to Great Salt Pond. The Committee Boat will be to the west of the Bell. 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 the Red Bell "2" off the entrance to Great Salt Pond. The Committee Boat will be to the west of the Bell.

13.0 Time Limit

- 13.1 Regardless of the time of start, the time limit for each class will expire at 1800 on Friday and 1700 on Saturday. 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. Time will be taken on Friday or Saturday when Great Salt Pond Entrance Buoy R"2" bears 065° magnetic, close aboard. See Rule 34.

14.0 Protests

- 14.1 Comply with the provisions of Rule 61.
- 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 Protest Committee 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.
- 14.5 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 scored 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.

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 Preparatory Signal for the first class restarting will be the Start Signal for the last normal-sequence class, in lieu of the Red Shape. 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" of the Rulebook 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 abandon 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 Watch Hill, 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" (Block Island), using the Instructions listed for Saturday. Proceed at will to Block 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 Saturday 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. "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

- 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	25	0.9267
42916	WATERCOLORS	Bill Drinkuth	Morgan 28	White	207	20	0.9258
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

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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)

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	20	1.2398
51044	FINESSE	Bill Healy	Farr 40	White	9		1.2270
50090	RAGTIME	Rodney Johnstone	J-90	Lt Blue	48	15	1.1875
87620	SECRET	Bruce P. Kuryla	Nelson Marek 42	Blue	51		1.1299
41143	ABRACADABRA	Bryson L. Hall	J/N 42	White	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	66		1.0989
51042	STERLING	Greg Lukowski	J-42	White	74		1.0830
42424	GHOST	Tim Tiernan	J-35	Grey	74		1.0830
41057	J'AI TU	Gary Bennett/Arturo Pillar	J-35	White	74		1.0830
32339	SPLIT DECISION	Dave Nickerson/Dana Seniff	J-35	White	74		1.0830
73407	SNOW BIRD	Paul von Maffei/Billy Liberty	Schock 35	White	75		1.0811
41437	UBIQUITOUS	Patrick Keane	Tripp 37	Red	84		1.0638

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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 Stake Boat.
- 7.3 On Friday, the Committee Boat will be located approximately 0.8 miles bearing 084° magnetic from Gangway Rock Lighted Bell Buoy "2" (Watch Hill Passage). 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 approximately 0.5 miles bearing 045° magnetic from Red Bell "2" (off the entrance to Great Salt Pond). The Stake Boat will lie to the eastward 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 This Boat"). 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 Rules permit the Race Committee to place Rule 30.1 (**I Flag Rule**) in effect for any start by displaying Code Flag "I" in accordance with "Race Signals" in the Rulebook.

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 correction 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.

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	Specific course for class(es) XXX (Class(es) XXX are removed from Course 1 or 2)
OTHER	All other classes
ALL	All classes

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

6.4 The symbol "2" following the course means that the course is to be sailed twice around. For the start of the second round, the starting line Mark or Stake Boat 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 On Saturday, boats must pass offshore of these buoys, as indicated:

Bell R "6"	near Southwest Point
Nun "2"	near Black Rock
Can "1" and Can "3"	near Southeast Point
Can "7"	near Old Britton Rock

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

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

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

6.9 When signalled as part of a course, the Windward 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. The symbol "O" will not be circled.

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

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
30778	AMERICAN PIE	Ray Gincavage	C&C 40 TR DK	White	90	5	1.0684
31346	LINDY	David G. Dickerson	Peterson 38	White	90		1.0526
31073	TAO	John Nevin	C&C 40	Lt Grey	92		1.0490
51103	MELTEMI	Gene Festa	X-372	White	99		1.0363
30293	ALICE	Bill Barlow	Catalina 38	White	117	10	1.0352
51010	FOXFIRE	F. Peter Brechter	Baltic 39	White	105		1.0256
14796	SPIRIT	Norman B. Peck	Morgan 36 T	White	126	10	1.0198
43906	TOUCHSTONE	Dirk Lewis	Clearwater 36	Blue	111		1.0152
43799	SHAMROCK	Bob O'Brien	Tartan 3500	White	111		1.0152
41354	WOLVERINE	Charles A. Borrmann, Jr.	Frers 33	Blue	111		1.0152
14564	LIGHT FANTASTIC	Sylvan R. Shemitz	Carter 39	White	111		1.0152
13812	OSPREY	George Martin	C&C 35 I	White	119		1.0017
22025	TENACITY II	William H. Squier	C&C 36	White	129	5	1.0000
12708	FIREBALL	Donald & Robert Kern	C&C 35 II	Red	128		0.9868
40396	ORION	Robert G. Norton	Pearson 36	White	138		0.9709
14146	ALADDIN	Thomas K. Saxe	Pearson 36	Blue	138		0.9709
12247	PHOENIX	Bruce H. Cox	Pearson 36	Grey	138		0.9709

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

CLASS C-3 (FOX TROT)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
301	SAMBA	Philip Garland	Quest 30	White	81	5	1.0856
83033	BALANCE	Jim Ohlheiser	J-33	White	84		1.0638
53303	TOMAHAWK	Peb & Woody Bergendahl	J-29	White	113	15	1.0573
41181	CALIENTE	Joel Z. Green	Evelyn 32-2	White	105	10	1.0564
63100	HAWK	Paul & Carol Connor	J-29	Black	113	10	1.0422
73048	SAGACIOUS	Bob Geary	Express 34	White	99		1.0363
32717	JOY RIDE	Horace (Buster) Kingsbury	Evelyn 32-2	Red	99		1.0363
41267	FISH TALE	Lenny Goldberg	Evelyn 32-2	White	105		1.0256
31509	SCHWINGG	Jack Neades	J-29	Red	119	5	1.0167
40561	DIRTY HARRY	George Cochran	J-29	White	114		1.0101
31916	EDGE2 OF DISASTER	Charles Wright	J-29	White	114		1.0101
87662	RISKY BUSINESS	Douglas Scott	J-27	White	129		0.9852
50195	MAST TRANSIT II	David A. Kelly	J-27	White	129		0.9852

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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)

TABLE 1

Friday Starting Sequence and Signals

<u>FRIDAY</u>	<u>WARNING</u>	<u>PREPARATORY</u>	<u>START</u>	<u>VISUAL SIGNAL</u>
0950	Warning B			Yellow Shape
0955	Warning CR-2	Preparatory B		Code Flag Kilo
1000	Warning A-2	Preparatory CR-2	Start B	Code Flag Golf
1005	Warning C-2	Preparatory A-2	Start CR-2	Code Flag Echo
1010	Warning C-5	Preparatory C-2	Start A-2	Code Flag Oscar
1015	Warning C-4	Preparatory C-5	Start C-2	Code Flag Juliet
1020	Warning A-1	Preparatory C-4	Start C-5	Code Flag Whiskey
1025	Warning C-3	Preparatory A-1	Start C-4	Code Flag Tango
1030	Warning C-1	Preparatory C-3	Start A-1	Code Flag Fox Trot
1035	Warning CR-1	Preparatory C-1	Start C-3	Code Flag Papa
1040		Preparatory CR-1	Start C-1	Code Flag Uniform
1045			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>
0850	Warning B			Yellow Shape
0855	Warning CR-2	Preparatory B		Code Flag Kilo
0900	Warning A-2	Preparatory CR-2	Start B	Code Flag Golf
0905	Warning C-2	Preparatory A-2	Start CR-2	Code Flag Echo
0910	Warning C-5	Preparatory C-2	Start A-2	Code Flag Oscar
0915	Warning C-4	Preparatory C-5	Start C-2	Code Flag Juliet
0920	Warning A-1	Preparatory C-4	Start C-5	Code Flag Whiskey
0925	Warning C-3	Preparatory A-1	Start C-4	Code Flag Tango
0930	Warning C-1	Preparatory C-3	Start A-1	Code Flag Fox Trot
0935	Warning CR-1	Preparatory C-1	Start C-3	Code Flag Papa
0940		Preparatory CR-1	Start C-1	Code Flag Uniform
0945			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.

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 Tables 1 and 2.

4.3 Note that, in accordance with "Race Signals" in the Rulebook, Class Flags may be used to designate which classes are 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.
- C Green Gong Buoy "9" at Cerberus Shoal
- D The Stake Boat or buoy at the finishing line.
- E Green Whistle "5" off the northeast side of Block Island
- F OSC Special Mark, (location from the Finish will be displayed)
- G Green & Red Buoy "BIS" 2.2 miles westerly of Mark S
- H Red Bell "4" south of Pt. Judith Harbor of Refuge
- I Green Bell "1BI" north of Block Island North Reef
- J * Red Whistle "2" south of Point Judith
- L Leeward Gate (Location from the Start will be displayed) (See S.I. 6.8.)
- M Red & White Whistle Mo(A) "WH" south of Watch Hill
- N Red Nun "2NS" at Nebraska Shoal
- S Red Bell "2" at Southwest Ledge
- W OSC Special Mark, (location from the Start will be displayed)
- X OSC Special Mark, (location from the Start will be displayed)
- O Windward Offset (about 50-100 yards from a windward Mark) (See S.I. 6.9.)
- 4 Red Whistle "4" southwest of Block Island

* The Coast Guard has advised, in Local Notice to Mariners 11/98, that Point Judith Lighted Whistle Buoy "2" has been relocated to:

L 41° 18' 27.7" N, Lo 071° 28' 20.8" W

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	Bob and Brian Gibbs	Ericson 33	White	135	15	1.0195
23739	WAVEWALKER	David and Ronald Walker	J-30	Tan	138	15	1.0146
14514	EN CHARETTE	Paul L. Jennings	Noe 27	Red	141	10	0.9952
33672	PURSUIT	Dennis Marron	S-2 9.1	White	135	5	0.9902
308	THE CAT CAME BACK	W. Lincoln Mossop	J-30	Black	138		0.9709
229	FALCON	Charles Stoddard	J-30	Blue	138		0.9709
31262	SEAQUESTER	Michael E. Passero	Ericson 33	White	141		0.9662
31385	WILD FLOWER	Bob Puder	Evelyn 26	White	173	15	0.9602
40914	WHARF RAT	Hugh O'Brien	Evelyn 25	Grey	147		0.9569
40856	FI FI	Wes Maxwell	Evelyn 25	Grey	147		0.9569
26662	HELLFIRE	Ron Levine	Soverel 26	Red	168		0.9259
30958	PHOENIX	Toby Doyle	Evelyn 26	Green	180	5	0.9227
21952	FUN	Paul K. D'Arcy	J-24	White	171		0.9217
3801	MAYBE	Chris Field	J-24	White	171		0.9217
31566	BLUE CHIP	Todd R. Malvezzi	Capri 25	White	177		0.9132
22	PROPHET	Don Wilkinson	Evelyn 25.5	Red	179		0.9105

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-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	W. A. Loweth/D. C. Strang	C&C 33	Yellow	149	10	0.9825
10999	CHECKERED DEMON	Neal S. O'Connell	Holland ctm 1/2 Ton	Grey	161	10	0.9641
11445	ANTICIPATION	Bijan Rasadi	C&C 30	Red	171	15	0.9631
33692	SALUD	Reinhard Sarges	Pearson 30	White	176	15	0.9558
42679	ELAN	Grant Brandon	Elan 32	Red	153		0.9479
12876	BELLATRIX	Robert M. Camerino	Ranger 26	White	185	15	0.9429
31125	CHASING RAINBOWS	Milan Bartek/Bill Cannon	Pearson 30	White	179	10	0.9378
22468	CELEBRATION	John T. Baird	C&C 30	Red	161		0.9360
42160	FASCINATION	Jim Francis	Beneteau First 29	White	169		0.9245
50119	SECOND DRAFT	Douglas Peacock	Catalina 30	White	177		0.9132
45553	C'EST LA VIE	Tom Doyle	Elite 32	Dk Blue	177		0.9132
18	BETH	Steve Sammis	Pearson 31-1	Grey	177		0.9132
320	PERSISTENCE	John Graeb	C&C 25	Blue	219	10	0.8841
14569	MENTOR	Mark Kondracky	Pearson 26	White	211		0.8683
4579	DULCINEA	Robert B. Wyllie	Pearson 26	White	213		0.8658
50376	HOLIDAY	Stephen Grzesik	C&C 24	White	227		0.8487

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

SPRING RACE SERIES
JUNE 12-13, 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 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 "The Oar," 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 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 Classes:
 - a. Only Off Soundings Club members may enter.
 - b. Spinnakers (including mizzen spinnakers) may not be used. 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.

- If you think that you may have earned a trophy and will not be attending the Saturday night ceremony, please arrange for someone to collect your trophy for you. Otherwise, left-over prizes will be retained by Rear Commodore Wes Maxwell and you will have to contact Maxwell (860-535-3905) to arrange for pick-up of your prize. See S.I. 17.1.

GENERAL INFORMATION:

- 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 a white 24' Mako, owned by Ed Dieckerhoff.
- The Committee Boat will be docked at Ram Island Yacht Club on Thursday night and will have additional copies of this booklet available on board.
- On Thursday, June 12, there will be dock and mooring space at Dodson's in Stonington, available on a first-come, first-served basis at a special rate of \$10 per boat. They furnish launch service and can be reached at 860-535-1507.
- The **RENDEZVOUS FRIDAY, JUNE 12** and **SATURDAY, JUNE 13** will be at "The Oar" at Block Island. When you disembark, bring your trash (garbage) ashore with you (in plastic bags) for deposit in the nearby trash bin, so that Great Salt Pond will remain as yachtsmen would want it. Your efforts in the past in picking up cups after the announcements have been appreciated.

Great Salt Pond has been declared a federal no-discharge zone. Marine toilets and holding tanks cannot be discharged in the harbor. This includes Type I devices such as Lectra/San. The Harbor-master may board your vessel to ensure that seacocks are sealed. Discharge of "gray water," i.e., sinks, showers, etc. is permitted. The fine for unlawful discharge is \$200. The town of New Shoreham operates a pump-out boat at no charge. Advance arrangements must be made with the Harbormaster (Larry Constantine, 401-466-3204) for this service. Further, by courtesy and law, heads, except Type I, and holding tanks should not be discharged overboard within three miles of any shoreline.

- MOORINGS:** The Town of New Shoreham has moorings available, at \$30/night, on a first-come, first-served basis. These are lime-green in color and are located in the southwest section of the Pond. Rafting on these moorings is permitted, to a maximum of one boat on either side of the moored boat, each at \$30 per night.
- TRANSPORTATION** ashore will be provided by two, fully-equipped launches supplied by Oldport Marine Services. 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 from 0700 to 0900 on Saturday and from 0700 to 1100 on Sunday. Launch availability at other times will be at their normal fee. The launches monitor Channel 68 and appreciate the showing of "T" flags. Please display an OSC burgee or other OSC identification, such as this booklet, to the launch operators.
- Medical emergencies will be coordinated by the Fleet Surgeon, who will be guarding Chanel 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, all the Committee Boat and/or the Fleet Surgeon on Channel 72.

Emergency radio calls to Block Island Rescue or to Police should be initiated on Channel 9 and then shifted to Channel 12. Also, using Block Island's new municipal telephone system, emergency calls should be made to 911. Telephone numbers of interest are:

Police 466-3220

Rescue Squad 466-3226

Doctor 466-2974

The following **PERPETUAL TROPHIES** will be awarded (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	A-1	Henry B. duPont Memorial	C-3
Kenneth B. Millett	A-2	MAGIC Trophy	C-4
SAMUEL PEPYS Trophy	B	Charles J. Koch	C-5
Beauford H. Reeves Memorial	C-1	CHANTEYMAN Trophy	CR-1
Byron N. Durfee	C-2	NOR'EASTER Trophy	CR-2

These additional trophies will be awarded, as follows (for these 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):

- The G. W. Blunt White Memorial Trophy will be awarded to the yacht 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.
- The William J. Donovan Trophy will be awarded to the yacht 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.
- The MADRIGAL Trophy will be awarded to the yacht 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. Special 1998 Off Soundings Spring Race Series tee shirts will be available at the Shore Party.

Cordially,

Richard H. Roberts
Race Secretary

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
40639	AMAZING GRACE	Walter Carucci	Fast 410	Red	109	15	1.0645
42422	PATRIOT	A. P. Halsey	Baltic 39	White	128	20	1.0461
40801	EN CHARETTE	Ronald K. Noe	Noe 36	Bright	94		1.0453
43738	STRANRAER	Richard Lilly	J-40	White	97		1.0399
33799	COVENANT	Charles R. Moore, Jr.	Beneteau 42	White	97		1.0399
50220	BANSHEE	Robert B. Almeida	C&C 37-2	White	102		1.0309
42277	STARLIGHT	Arthur C. Bulger	Tripp 37	Blue	108		1.0204
42437	BREAKAWAY	Richard Joslyn	J-34 C mod	Dk Blue	119	5	1.0167
13143	VIB	James F. Barrett, Jr.	Tartan 41 DK	White	116		1.0067
41276	TRANQUILITY	S. Edward Jeter	Tartan 40	Dk Green	127		0.9885
31484	VENTURE	Al Girard	Pearson 37	White	127		0.9885
801	KONA	J. A. Ristuccia	Ericson 39	White	129		0.9852
50905	DAS BEAR	John T. Locher	Tartan 3800	White	135		0.9756
50902	PETARD	William A. Lieber	J-34C	White	136		0.9740
41263	TOUCAN	Martin Abrams	Express 35	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_x is equal to the difference between your own TCF₀ and the TCF_x of the other yacht (yacht x), divided by the TCF_x of yacht x. To estimate the time (in minutes) you get from (or give to) yacht x at any point in the race, say at a mark, multiply the SQ_x you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

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

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

CRUISING CANVAS CLASS -- Division 2 (GOLF)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
50607	STARCHASER	Dick Steinhilber	Hunter 34	White	169	15	0.9661
12555	SERENITY	Calvin Brouwer/Spence Kloter	C&C 35 I	White	153	5	0.9621
32352	EXORCIST	Wayne Morse	Hunter 34	White	166	10	0.9567
33855	HERITAGE	Chet Humphrey	Little Harbor 38	White	148		0.9554
42500	SUMMERTIME BLUES	Roy Hood	Tartan 37-2	Flag Blue	155		0.9449
33886	UN BEL DI'	John M. Messek, Jr.	Pretorien 35	White	161		0.9360
30010	RUSTY NAIL	Clifford Fisher	Pearson 31	White	191	15	0.9344
22617	SENTA	Ernst Prelinger	Niagara 35	Grey	174		0.9174
103	BRYAN STATION	Stuart Craig	Tartan 33	Tan	181		0.9077
42499	XAPIΣMA	Robert I. Welsh, Jr.	Pearson 424 K	White	184		0.9036
170	BARBCAT	Allen R. Perrins	Nonsuch 30	White	192		0.8929
14281	TERN ABOUT	Charles Snow	Pearson 30	White	203	5	0.8917
30029	ILLUSION	John Bourget	C&C 30	White	203		0.8785
13140	TIFFER	Varick D. Harrison	Tartan 30	Dk Blue	207		0.8734
43804	BUCCANEER	Richard Tiernan	Pearson 303	White	208		0.8721
30573	SESAME	Allen Ames	Nonsuch 26	Red	231	10	0.8692
43980	SISU	Lochlin G. Syme	Nonsuch 26	White	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 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

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

(860) 443-4621
June 5, 1998

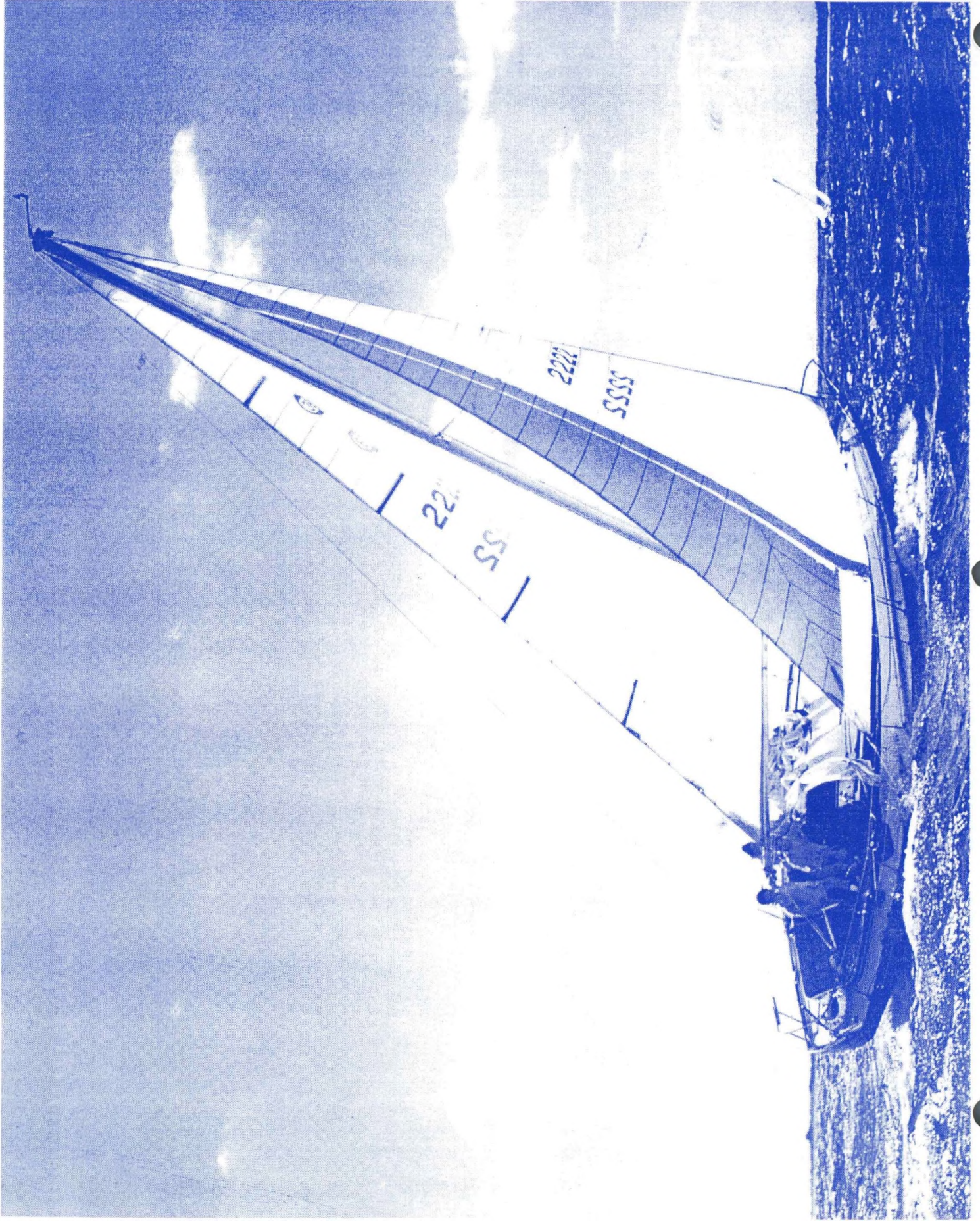
61st ANNUAL SPRING RACE SERIES
1998
JUNE 12th and 13th

FINAL NOTICE

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

SPECIAL NOTES:

1. The Racing Rulebook was changed last year. 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. We have decided to become more specific in our instructions regarding reporting in to the Race Committee and sailing by the Committee Boat to read the course board. We ask that you pass in proximity to the Committee Boat, from its bow to its stern -- that is, proceeding downwind.
5. Classes C-3 and C-4 are established as High-Performance Classes. Selection of boats to be assigned to or removed from these will be made by the Classification Committee Chairman with the assistance of the Chief Measurer and the Race Secretary.
6. 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.
7. For simplification, and to ease congestion on the Race Committee Boat, the starting sequence signals have been changed. The Preparatory Signal for a class will be the Class Flag for that class, displayed for four minutes like any Preparatory Signal. It will also be the Start Signal for the prior class and the Warning Signal for the following class. See Table 1 and Table 2.
8. 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.
9. 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.
10. 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 displaying a yellow flag, and notifying the Race Committee at the finish. (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.
11. 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. Former Rule 8.2 has been incorporated into S.I. 6.10. We realize that being able to use GPS to set one's course to a mark or to round a mark implies that the mark is positioned where it is supposed to be. The Race Committee will employ GPS techniques in setting the drop marks.
12. 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 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 your Notice of Race). Also note that Rule 1.2 always applies: "Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions."
13. Protest procedures have been changed to spell out the responsibilities of the Protestor and Protestee. See S.I. 14.0.
14. Advance Postponement procedures now state that the starting sequence is delayed by the length of the postponement. See S.I. 8.1.
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.



Commodore Anderson carries his jag in Peter Ross' TYNAJE

Sail Number Key

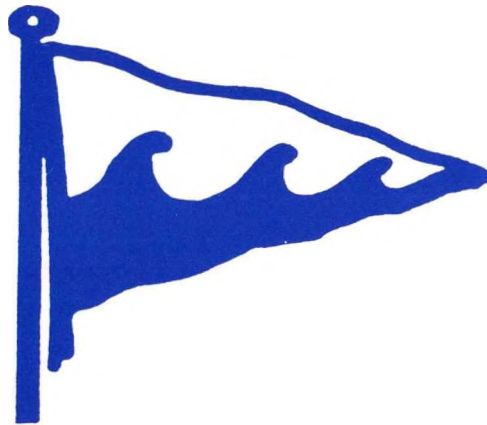
Sail No	Yacht Name	Class
8	HOB NOB	A-1
18	BETH	C-5
22	BRILLIANT	A-1
22	PROPHET	C-4
103	BRYAN STATION	CR2
170	BARBCAT	CR2
206	ROGUE	A-1
229	FALCON	C-4
301	SAMBA	C-3
308	THE CAT CAME BACK	C-4
320	PERSISTENCE	C-5
665	NEITH	A-1
801	KONA	CR1
2024	DUET	A-2
2222	TYNAJE	A-1
3771	PIPER TOO	A-2
3801	MAYBE	C-4
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
11836	SOUTHERLY	A-1
12247	PHOENIX	C-2
12555	SERENITY	CR2
12708	FIREBALL	C-2
12876	BELLATRIX	C-5
13140	TIFFER	CR2
13143	VIB	CR1
13812	OSPREY	C-2
14146	ALADDIN	C-2
14281	TERN ABOUT	CR2
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
22468	CELEBRATION	C-5
22535	NEPENTHE	A-1
22617	SENTA	CR2
23739	WAVEWALKER	C-4
26662	HELLFIRE	C-4
30010	RUSTY NAIL	CR2
30029	ILLUSION	CR2
30293	ALICE	C-2
30490	JET STREAM	C-2
30573	SESAME	CR2
30610	ARROW	CR1
30778	AMERICAN PIE	C-2
30958	PHOENIX	C-4
31073	TAO	C-2
31125	CHASING RAINBOWS	C-5
31200	SETTLER	C-1
31242	WINDRIDER II	B
31262	SEAQUESTER	C-4
31346	LINDY	C-2
31385	WILD FLOWER	C-4
31484	VENTURE	CR1
31509	SCHWINGG	C-3
31566	BLUE CHIP	C-4
31916	EDGE OF DISASTER	C-3
32339	SPLIT DECISION	C-1
32352	EXORCIST	CR2
32717	JOY RIDE	C-3
33672	PURSUIT	C-4
33692	SALUD	C-5
33799	COVENANT	CR1
33855	HERITAGE	CR2
33886	UN BEL DI'	CR2
40396	ORION	C-2
40561	DIRTY HARRY	C-3
40639	AMAZING GRACE	CR1
40801	EN CHARETTE	CR1
40856	FI FI	C-4
40914	WHARF RAT	C-4
41057	JAI TU	C-1
41143	ABRACADABRA	C-1
41181	CALIENTE	C-3
41263	TOUCAN	CR1
41267	FISH TALE	C-3
41276	TRANQUILITY	CR1
41354	WOLVERINE	C-2
41437	UBIQUITOUS	C-1

Sail No	Yacht Name	Class
42160	FASCINATION	C-5
42194	SKYE	A-1
42242	HOOLIGAN	C-1
42277	STARLIGHT	CR1
42422	PATRIOT	CR1
42424	GHOST	C-1
42437	BREAKAWAY	CR1
42499	XAPIXMA	CR2
42500	SUMMERTIME BLUES	CR2
42679	ELAN	C-5
42916	WATERCOLORS	B
43738	STRANRAER	CR1
43740	OUR TERN	A-2
43799	SHAMROCK	C-2
43804	BUCCANEER	CR2
43906	TOUCHSTONE	C-2
43980	SISU	CR2
45553	C'EST LA VIE	C-5
50090	RAGTIME	C-1
50119	SECOND DRAFT	C-5
50195	MAST TRANSIT II	C-3
50220	BANSHEE	CR1
50224	EALA	B
50376	HOLIDAY	C-5
50468	CAPRICORN	C-4
50607	STARCHASER	CR2
50784	CHARMER	A-1
50795	SALTY	B
50815	TWO ROADS	A-1
50902	PETARD	CR1
50905	DAS BEAR	CR1
51010	FOXFIRE	C-2
51042	STERLING	C-1
51044	FINESSE	C-1
51103	MELTEMI	C-2
51166	WOLFPACK	C-1
53303	TOMAHAWK	C-3
63100	HAWK	C-3
73048	SAGACIOUS	C-3
73407	SNOW BIRD	C-1
83033	BALANCE	C-3
87620	SECRET	C-1
87662	RISKY BUSINESS	C-3



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