

Members only



OFF SOUNDINGS CLUB

OFFICE OF
THE SECRETARY
P. O. Box 242
Mystic, Conn.

April 25, 1949

NOTICE

Attached is First Notice of our Spring Races. As is customary, there will be no entrance fee.

In order to complete handicap list in time for distribution to all entries, it is necessary to close our entry list on May 24th. Please keep this in mind and mail your Entry Blank promptly.

Conditions will be the same as in the past, with the exception of the following:

NEW RULES WILL APPLY AT THE START AND CONTINUE IN EFFECT FOR FIVE MINUTES THEREAFTER FOR EACH CLASS. WHEN ROUNDING MARKS OF THE COURSE, FOLLOW INSTRUCTIONS CONTAINED IN THE OLD RACING RULES. OTHERWISE, THE RULES OF THE ROAD WILL GOVERN.

We still have the financial problem to consider. Approximately \$600. to cover launch service, liquid refreshments, etc. You have been generous in the past, and if you will be generous again we will then be able to take care of these very necessary expenses.

Your check should be drawn to the order of Off Soundings Club.

Cordially,

Race Committee, Austin S. Myers, Chairman

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April 25, 1949

Twelfth Annual Spring Cruise & Races Starting from New London,
June 10th and 11th, 1949
Open to yachts by invitation, enrolled in any recognized yacht club.

Enclosed you will find your Entry Blank and copy of Measurement Rule. Please complete and return promptly. If you sent in your sail plan measurements last fall and if no changes have been made, these measurements may be disregarded. Otherwise, please complete fully.

Classes will be as follows:

Class A - Larger cruising yachts not over 61 ft. overall.
Class B - Smaller cruising yachts as determined by the Committee.
Class C - Yachts which in the opinion of the Committee should not be in Class A or Class B, and are not more than 45 ft. overall.

ENTRIES WILL POSITIVELY CLOSE MAY 24TH. THIS IS THE DEADLINE, SO PLEASE BE GOVERNED ACCORDINGLY.

The division of classes will be announced later. Yachts which in the opinion of the Committee should be placed in special Class C, will be so classified. Stars, 110's, 210's and certain others, at the discretion of the Race Committee, will not be eligible.

As usual, there will be no entrance fee, but any donation you may care to make to help defray expenses will be greatly appreciated.

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

Courses and distances are approximately as follows:

- 1st day, June 10th, 1949 -

Start Class A 9:00 A.M. Start Class C 9:15 A.M. Start Class B 9:30 A.M.

Long Course

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

3.6 miles	SSE	Leaving Red Nun Buoy #2 off Race Point to port
9. "	E $\frac{1}{2}$ S	Leaving Flashing White Whistle Buoy to starboard
7.1 "	SW $\frac{3}{4}$ W	Leaving Cerberus Whistle Buoy to port
5.3 "	S $\frac{1}{2}$ W	Finishing between Bell Buoy off Montauk Harbor and Committee Boat
<u>25.</u>		

Short Course

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

3.6 miles	SSE	Leaving Red N2 off Race Point to port
6. "	SExS $\frac{1}{2}$ S	Leaving Cerberus Black Whistle Buoy to starboard
3.9 "	SxE	Leaving Shagwong Reef Black Bell Buoy to starboard
2.1 "	SW	Finishing between Bell Buoy off Montauk Harbor and Committee Boat
<u>15.6</u>		

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

- 2nd day, June 11th, 1949 -

Start Class A 9:00 A.M. Start Class C 9:15 A.M. Start Class B 9:30 A.M.

Long Course

Starting between Bell Buoy off Montauk Harbor and the Committee Boat

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

Short Course

Starting between bell buoy off Montauk Harbor and Committee Boat.

10.2 miles	NWxW	Leaving Ruins gas and bell buoys to port
7.4 "	W $\frac{3}{4}$ S	Finishing between Bell #2 off Long Beach Point and Committee Boat

Rendezvous at the Sound Marine Construction Co. dock, Greenport.

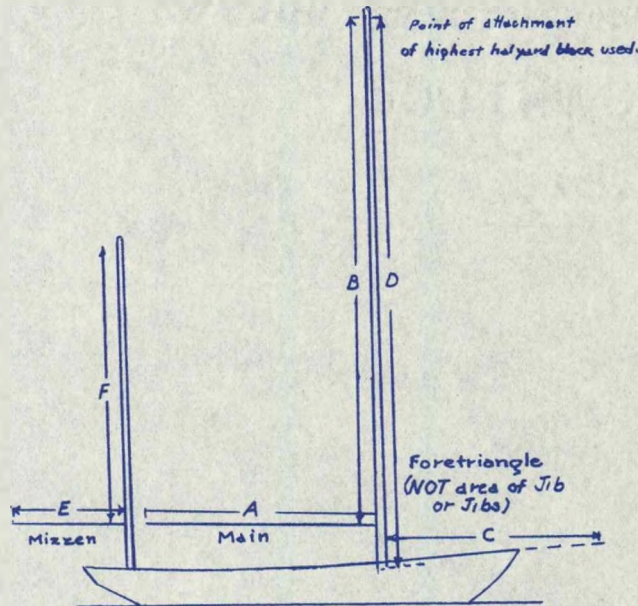
RACE COMMITTEE, Austin S. Myers, Chairman



OFF SOUNDINGS CLUB
ENTRY BLANK

Name of boat.....
Length overall.....
Length water line.....
Greatest beam.....
Rig (for rig allowance).....
Propeller (feathering or solid).....
Propeller (two or three-blade).....

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



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

If your hull was built for **any** racing or **cruising** class, give the name of the class.....
Owner's name..... Yacht Club.....
Owner's address.....

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

THE OFF SOUNDINGS CLUB MEASUREMENT RULE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PROPELLER ALLOWANCE

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

RIG ALLOWANCE FOR THIS RULE

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

RACE COMMITTEE



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NOTICE

A grand time was had at Greenport last fall. Through the continued courtesy of Slim Baker and Jack Mills, we have been asked to return to the Sound Marine Construction Company for our rendezvous on June 11th.

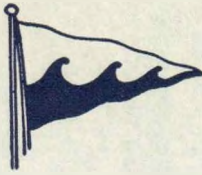
Launch service will be provided until a reasonably late hour, for those who do not wish to tie alongside.

Good eating can be had at either Mitchell's or Claudio's but, if you don't want to be disappointed, reservations should be made in advance. If you are interested, please indicate your preference and number of reservations wanted on your entry blank. It will then be taken care of for you.

Cordially,

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Mailing List



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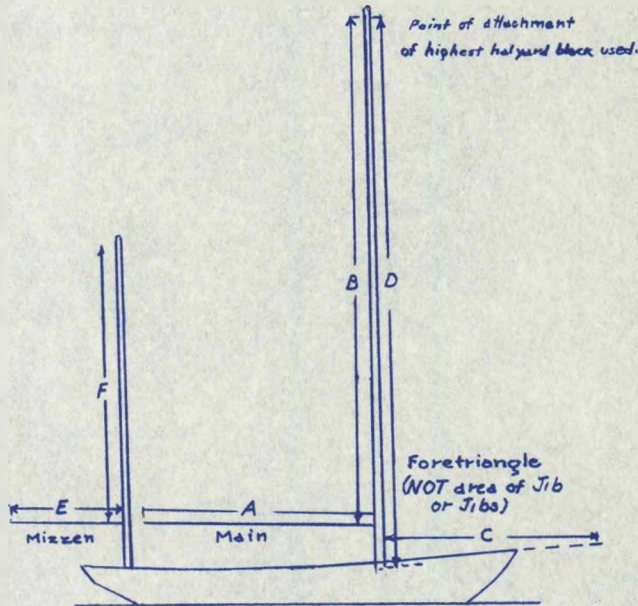
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