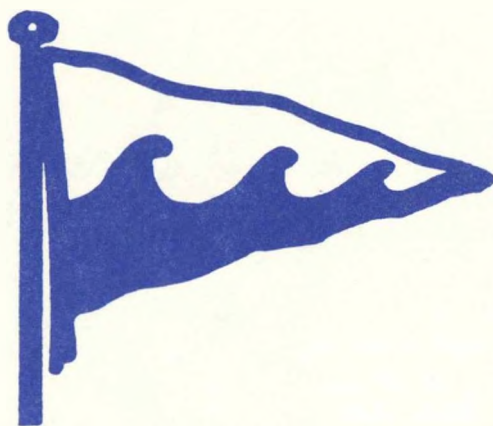


**OFF SOUNDINGS  
CLUB**



**58th Annual  
FALL RACE SERIES**

**September 15, 16, 1995**



*Commodore Peter W. McFadden's "BAMBOO"*

## Sail Number Key

Sail N	Yacht Name	Class
22	PROPHET	C-5
46	FIDDLER	12-M
62	FURY	12-M
206	ROGUE	A-1
320	PERSISTENCE	C-5
665	NEITH	A-1
779	FROYA	C-2
801	KONA	CR1
1196	SHIMAERA	CR2
2024	MINANDET	A-2
2114	TATTLER	A-1
2222	TYNAJE	A-1
2312	FERIEN	CR2
3047	WINGS	C-3
3771	PIPER TOO	A-2
3904	FAST FORWARD	C-5
3936	BAMBOO	A-2
4140	RISKY BUSINESS	C-5
4259	JUST FRIENDS	B
4264	BLUEFLOWER	A-2
4365	TIGRESS	B
4406	LAST DROP	C-4
4457	SPINDRIFT	A-1
4717	DOLPHIN	A-1
4744	MANDALAY	B
5593	SANIBEL	B
10769	SALTY	A-1
10999	CHECKERED DEMON	C-4
11445	ANTICIPATION	C-5
12555	SERENITY	CR1
12708	FIREBALL	C-3
13140	TIFFER	CR2
13143	VIB	CR1
13812	OSPREY	C-3
13926	MAYFLOWER	CR1
14146	ALADDIN	C-4
14281	TERN ABOUT	CR2
14343	LOBO	C-4
14796	SPIRIT	C-3
16889	FARR OUT	C-5
20201	BRER RABBIT III	C-4
20224	MISTRAL	B
20500	MIRAGE	CR1
20513	LEGACY	C-5
21221	DEFIANT	C-2
21621	BOW - WOW	A-2
21818	MAGIC BUTTON	C-2
21924	IRRESISTIBLE	A-1
22025	TENACITY II	C-3

Sail N	Yacht Name	Class
22428	TEMPEST	CR2
22468	CELEBRATION	C-4
22535	NEPENTHE	A-1
22582	FIREBRAND	C-3
22839	MERRIMAC	C-4
22868	LONG REACH	CR2
22881	HOTSPUR	C-5
22890	RASCAL	CR2
23068	TIGGER	C-4
23739	WAVEWALKER	C-4
30252	RESTLESS	C-4
30293	ALICE	C-3
30404	LOUISIANA CRUDE	C-1
30490	JET STREAM	C-2
30610	ARROW	CR1
30683	EDDYSTONE LIGHT	C-2
30778	AMERICAN PIE	C-2
30958	PHOENIX	C-5
31033	ARISTEA	C-1
31113	NEW WAVE	C-4
31125	CHASING RAINBOWS	C-5
31200	SETTLER	C-1
31242	WINDRIDER II	B
31385	WILD FLOWER	C-5
31556	GOOMBAY SMASH	C-3
31795	KOINONIA	CR1
31890	IRISH WITCH	C-3
32006	RAMPAGE	C-1
32144	WILDTHING	C-2
32265	FOXFIRE	CR2
32352	EXORCIST	CR2
32614	J.A.R.D. LOOSE	C-1
32639	ACK-VA-VIT	CR2
32717	JOYRIDE	C-2
32815	CHUTE ONE	C-2
33672	PURSUIT	C-3
33692	SALUD	C-5
40252	SIRPRIZE	C-2
40396	ORION	C-4
40527	MENACE	C-3
40639	AMAZING GRACE	CR1
40801	EN CHARETTE	C-1
40905	WAVE FUNCTION	C-5
40914	WHARF RAT	C-4
40917	MELTEMI	C-3
41025	SEA CAPER	CR1
41057	JAI TU	C-1
41276	TRANQUILITY	CR1
41302	LUNA SEA	C-3

Sail N	Yacht Name	Class
41386	CHARMER	A-2
41437	UBIQUITOUS	C-2
41470	SCALAWAG	CR1
41928	REVELLE	A-2
42114	SCIMITAR	A-2
42127	MORNINGSTAR	C-1
42212	VALIANT	A-2
42242	HOOLIGAN	C-1
42353	GROWLTIGER	C-1
42372	SPARKY	CR1
42422	PATRIOT	CR1
42437	BREAKAWAY	CR1
42499	XAPIΣMA	CR2
42500	SUMMERTIME BLUES	A-1
42619	MIFIME	CR2
42679	ELAN	C-4
42802	FLUENT	B
42842	HUGGY BEAR	A-1
42879	RENEGADE	C-1
42888	EXCELLENCE	A-1
42894	MANATUCK	CR2
43571	MAGBOOKA	C-2
43716	STEAMBOAT	C-1
43740	OUR TERN	C-4
43799	SHAMROCK	C-3
43804	BUCCANEER	CR2
43906	TOUCHSTONE	C-3
45553	C'EST LA VIE	C-5
50119	SECOND DRAFT	C-5
50195	MAST TRANSIT II	C-3
50224	EALA	B
50260	SEDONA	C-1
50266	PREMIUM	C-3
50270	CAT'S CRADLE	A-2
50416	PUFF	C-5
50464	MARIA	CR2
50519	GRACE DARLING	A-2
53353	LOONEY TUNES	C-3
54321	HOT NUMBERS	C-1
83214	FACTORY GIRL	C-3

## CRUISING CANVAS CLASS -- Division 2 (GOLF)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
32352	EXORCIST	Wayne Morse	HTR 34	White	166	15	0.9706
32639	ACK-VA-VTT	Bertil Olsson	APHRO 34	White	163	10	0.9611
1196	SHIMAERA	R. J. Snyder	CON 40 Y	White	186	15	0.9414
50464	MARIA	Donald C. Davis	J-28	White	181	10	0.9349
32265	FOXFIRE	Robert A. Brechter	PSN 10M	White	175	5	0.9298
22868	LONG REACH	Shellman Brown	FDM 40 K	Dk Blue	171		0.9217
42619	MITIME	Tim Evans	ERC 32	White	179		0.9105
2312	FERIEN	Robert A. Edmands	LDR 36	White	209	15	0.9100
13140	TIFFER	Varick D. Harrison	TAR 30	Dk Blue	202	10	0.9062
42499	XAPIΣMA	Robert I. Welsh, Jr.	PSN 424 K	White	184		0.9036
22890	RASCAL	Dick Steinhilber	CAT 27	White	221	15	0.8944
22428	TEMPEST	David G. Bourne	IRW 34	White	198		0.8850
14281	TERN ABOUT	Charles W. Snow, Jr.	PSN 30	White	204		0.8772
42894	MANATUCK	E. M. Reardon	SBZ 35 Y	White	210		0.8696
43804	BUCCANEER	Richard Tiernan	PSN 303	White	214		0.8646

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)



## OFF SOUNDINGS CLUB

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

(203) 443-4621 (R)

September 8, 1995

### 58th ANNUAL FALL RACE SERIES 1995 SEPTEMBER 15th and 16th

#### FINAL NOTICE

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

**SPECIAL NOTES:** Some significant changes have been made for the Fall Race Series. Be sure and read carefully the following and the Sailing Instructions -- or you will most likely be late for your start!

1. CLASSES WILL START IN **FIVE** MINUTE INTERVALS. (S.I. 7.1, Table 1, Table 2)
2. STARTING SEQUENCE HAS BEEN CHANGED, AND DIFFERS ON THE TWO DAYS. (Table 1, Table 2)
3. 12-METRE Class AND Class C-1 AND Class C-2 WILL RACE TWO RACES ON SATURDAY. (S.I. 7.4, 7.9, 12.3, Table 2)
4. Class CR-1 AND Class CR-2 WILL HAVE SEPARATE STARTS AND WILL RACE DIFFERENT COURSES. (S.I. 6.2, Table 1, Table 2)
5. FRIDAY'S STARTING LINE WILL BE TO THE EAST OF THAMES RIVER ENTRANCE CHANNEL. (S.I. 7.3)
6. SATURDAY'S STARTING LINE WILL BE ONE MILE FARTHER FROM DERING HARBOR. (S.I. 7.4)
7. ABILITY TO FINISH YACHTS WHILE OTHER CLASSES ARE STARTING IS PROVIDED FOR. (S.I. 12.3)
8. We are pleased that the 12-Metre Association has accepted our invitation to race with us on Saturday. Because Code Flag "T" (the Class Flag previously announced for the 12-Metre Class) has a possible other use (see S.I. 10.1), Code Flag "V" (Victor) has been assigned to the 12-Metre Class.
9. A Race Committee innovation is that the Race Committee will 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 Sailing Instructions 6.0 and 7.5. Marks are identified in Sailing Instruction 5.1.
10. This Race Series will use Time-on-Time scoring. A yacht's Corrected Time is obtained by multiplying its Elapsed Time by its Time Correction Factor. See Sailing Instruction 16.1.
11. This Race Series will use an Alternative Penalty System, in lieu of disqualification, for an infringement of a Rule of Part IV (Right-of-Way Rules). A yacht accepts the ten-minute penalty by the display of a yellow flag. The foul committed cannot have given a significant advantage to the infringing yacht nor have resulted in serious damage. See Sailing Instruction 17.0.
21. Existing 18-inch single lifelines are "grandfathered." See Sailing Instruction 1.2.

#### 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, and the auxiliary Race Committee Boat will be WHY KNOT, owned by Dan Miller.
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, at \$1.50 per foot, (203-443-8457) and at Thamesport Marina (formerly Marster's), at \$0.99 per foot (203-442-1151 or 203-447-7022 or 800-882-1151).

4. The RENDEZVOUS FRIDAY, SEPTEMBER 15 and SATURDAY SEPTEMBER 16, will be at Shelter Island Yacht Club at Dering Harbor, Shelter Island, New York. When you disembark, bring your separated trash (garbage) ashore with you (in plastic bags) for deposit in the nearby receptacles, so that Dering Harbor will remain as yachtsmen would want it. Note that local ordinances require that your waste be separated for recycling, as follows: Metal; Glass, clear; Glass, other; Other material. Your efforts in the past in picking up cups after the announcements have been appreciated.

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

5. Moorings. Moorings will be available (on a first come, first served basis) as pointed out by the Shelter Island Yacht Club launch operators. A charge of \$25.00 will be made on a per-boat, per-night basis for each yacht within Dering Harbor, whether moored, anchored or rafted. 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. In case of EMERGENCY, there will be a physician on board the patrol boat. In addition, several physician-members will be "on-call" throughout the fleet. Should you have a medical emergency on your boat, call the Committee Boat, which will be monitoring Channel 72, and assistance will be dispatched.

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

Greenport Emergency Room  
516-477-1000

Police  
516-749-0600

8. The Shelter Island Yacht Club dining facilities will be available to Off Soundings Club Race participants. Lunch is served between 1200 and 1500 and Dinner between 1800 and 2200. A special Chicken BBQ will be offered Friday night at \$18.00 per person, inclusive, and a Steak Roast buffet Saturday night at \$24.00 per person, inclusive. Regular a la carte dining will also be available each night. Make your reservations by calling 516-749-1500 no later than Monday, September 12th. In addition, box lunches can be arranged for on the evening before you need them.

The following PERPETUAL TROPHIES will be awarded (to members only) at the Winter Shore Party for the yacht 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.

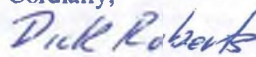
<u>TROPHY NAME</u>	<u>CLASS</u>	<u>TROPHY NAME</u>	<u>CLASS</u>
Stan Bradford	A-1	Henry B. duPont Memorial	C-3
Kenneth B. Millett	A-2	MAGIC Trophy	C-4
SAMUEL PEPYS Trophy	B	Charles J. Koch	C-5
Beauford H. Reeves Memorial	C-1	CHANTEYMAN Trophy	CR-1
Byron N. Durfee	C-2	NOR'EASTER Trophy	CR-2

These additional trophies will be awarded, as follows:

- (1) 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 1994 and 1995.
- (2) 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 1994 and 1995.
- (3) 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 1994 and 1995.

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 will be available at the Shore Party.

Cordially,



Richard H. Roberts  
Race Secretary

PS: Please reserve Saturday, October 21st for the Mystic Seaport's Dyer Dhow Derby event.

**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>
13143	VIB	James F. Barrett, Jr.	TAR 41	White	116	25	1.0822
40639	AMAZING GRACE	Walter Carucci	FAST 410	Red	109	15	1.0645
41470	SCALAWAG	William A. Lieber	J-35	White	95	5	1.0591
42422	PATRIOT	A. P. Halsey	BLT 39	White	116	15	1.0520
30610	ARROW	Bruce Lockwood	J-36	Green	102		1.0309
13926	MAYFLOWER	Ernie Messer	TAR 41	White	125		0.9917
41276	TRANQUILITY	S. Edward Jeter	TAR 40	Dk Green	127		0.9885
801	KONA	Joseph A. Ristuccia	ERC 39	White	129		0.9852
42437	BREAKAWAY	R. A. Joslyn, Jr.	J-34 C	Dk Blue	131		0.9820
20500	MIRAGE	Warren F. Woodworth	TAR 38	White	137		0.9724
42372	SPARKY	Jack Haugh	TAR 372	White	138		0.9709
31795	KOINONIA	Alan L. Miller	CAL 39	Cream	141		0.9662
12555	SERENITY	Cal Brouwer/Spence Kloter	C&C 35 I	White	153		0.9479
41025	SEA CAPER	Don Atkins	TAR 37	White	155		0.9449

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

To estimate relative progress, first calculate (conveniently, prior to the race) a Speed Quotient (SQ) for each yacht you want to compare. 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-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>
22	PROPHET	Donald Wilkinson	EVL 25.5	Red	182	25	0.9743
3904	FAST FORWARD	David Leventhal	J-24	White	171	15	0.9631
4140	RISKY BUSINESS	Paul (Woody) Bergendahl	J-24	White	171	15	0.9631
30958	PHOENIX	Donald H. Doyle, Jr.	EVL 26	Green	183	15	0.9457
31125	CHASING RAINBOWS	Milan Bartek/Bill Cannon	PSN 30	White	179	10	0.9378
33692	SALUD	Reinhard Sarges	PSN 30	White	176	5	0.9284
31385	WILD FLOWER	Bob Puder	EVL 26	White	177	5	0.9269
50119	SECOND DRAFT	Douglas Peacock	CAT 30	White	168		0.9259
40905	WAVE FUNCTION	Bruce Dinsmore	TAR 28	White	171		0.9217
45553	C'EST LA VIE	Thomas Doyle	ELT 32	Dk Blue	171		0.9217
11445	ANTICIPATION	Bijan Rasadi	C&C 30	Red	172		0.9202
50416	PUFF	Hugh F. Luddecke, Jr.	PSN 30	White	179		0.9105
22881	HOTSPUR	David Devlin	DEV 24	Grey	183		0.9050
20513	LEGACY	John Read	GXY 32	White	189		0.8969
16889	FARR OUT	Robert D. Gibbs	FARR 727	White	217		0.8608
320	PERSISTENCE	John Graeb	C&C 25	Blue	219		0.8584

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)

# OFF SOUNDINGS CLUB

## FALL RACE SERIES SEPTEMBER 15-16, 1995

### 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. 15.4 of these Sailing Instructions), the 1993-1996 International Yacht Racing Rules (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 classified as a Category A event, as described in Rule 18 and Appendix A3 of the Rulebook.
- 1.2 Yachts shall conform to the Off Soundings Club Minimum Equipment and Accommodations Standard (based on ORC Category 4), dated April 2, 1994. Yachts 28 ft LOA to 35 ft LOA which conformed to the previous standard (at least 18-inch single lifelines) will be "grandfathered" for the 1995 Spring and Fall Race Series.
- 1.3 Yachts 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 yachts so equipped are urged not to use radar to their racing advantage.
- 1.4 Each yacht arriving in the vicinity of the starting area is requested to pass in proximity of the Committee Boat, for identification purposes.
- 1.5 A yacht withdrawing from a race shall communicate promptly with the Race Committee, on Channel 72 VHF-FM, or with OSC officials at Shelter Island Yacht Club to advise of the withdrawal.
- 1.6 Off Soundings Club rules require that at least one of the persons in whose name a yacht is entered (Master) **must be on board for each race and in command** of that yacht. In the case of guests, only the guest, himself, can be the Master and must be aboard and in command for each race.
- 1.7 The Off Soundings Club will adhere to and enforce Rule 25 and Appendix B3 of the Rulebook regarding sail numbers.
- 1.8 These regulations apply to the Cruising Canvas Class:
  - a. Only Off Soundings Club members may enter.
  - b. Spinnakers (including mizzen spinnakers) may not be used. All headsails must be attached along their length to the headstay by means of either hanks or a slotted headstay. This does not exclude roller-furling headsails. Headsail girths measured from the luff to the leech must be no greater than their proportional distance from the head.
  - c. Spinnaker poles may be used as whisker poles. Whisker pole length is limited to 80% of LP or spinnaker pole length, whichever is greater.
  - d. Only one sail at a time, other than forestaysails on standard double-head rigs, may be tacked forward of the mainmast (foremast on schooners). This does not prohibit a transient condition (i.e., during a sail change evolution).

e. Use of other sails, such as mules, mizzen staysails, is permitted.

f. Yachts must meet all Off Soundings eligibility requirements.

**2.0 Changes to the Sailing Instructions** -- In accordance with Rule 3.4(b), it is prescribed that corrections to the Sailing Instructions will be broadcast during the Harbor Start Broadcast (see S.I. 3.1) on the day on which they apply. In addition to the broadcast in conjunction with the Harbor Start announcement, the corrections will be repeated at 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.

### **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 pulpit. Failure to fly this flag is not a reason for disqualification.

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

4.3 Note that Class Flags may be used to designate classes affected by signals displayed by the Race Committee, in accordance with Rule 4.1.

### **5.0 Marks**

5.1 Marks are designated as follows:

A	The Stake Boat or buoy at the starting line
B	Special Off Soundings Mark 1.4 miles bearing 222° mag from Mark "R"
C	Green Gong "9" at Cerberus Shoal
D	The Stake Boat or buoy at the finishing line
F	Special Off Soundings Mark (location from the Finish will be displayed)
N	RW Mo(A) Whistle "N" northeast of Ram Island
O	Special Off Soundings Mark 3.0 miles bearing 040° mag from Mark "N"
P	Nun "2" northeast of Cedar Point
R	Green Gong "1GI" north of "The Ruins," Gardiner's Point
S	Nun "14" at Crow Shoal
V	Green Bell "11" at Valiant Rock*
W	Special Off Soundings Mark (location from the Start will be displayed)
X	Nun "2" off Race Point
3	RW Mo(A) Bell "TM" off Threemile Harbor entrance

\*The Coast Guard intends to re-number this buoy from "1A" to "11" on or about July 30th.

## CLASS C-4 (ZULU)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
30252	RESTLESS	Steve Anderson	J-30	White	138	15	1.0146
40396	ORION	Robert G. Norton	PSN 36	White	138	15	1.0146
20201	BRER RABBIT III	W.D. Strang/W.A. Loweth	C&C 33	Yellow	149	10	0.9825
31113	NEW WAVE	Paul Hewitt	EVL 26	White	165	15	0.9721
42679	ELAN	Grant Brandon	ELAN 32	Red	156	10	0.9717
40914	WHARF RAT	Hugh O'Brien	EVL 25	Grey	147	5	0.9713
14146	ALADDIN	Thomas K. Saxe	PSN 36	Blue	138		0.9709
23739	WAVEWALKER	Ron and David Walker	J-30	Tan	138		0.9709
10999	CHECKERED DEMON	Neal S. O'Connell	CTM 1/2 T	Grey	161	10	0.9641
14343	LOBO	F. Peter Brechter	EVL 29	White	150		0.9524
4406	LAST DROP	Arlene Tunney	CS-30	White	156		0.9434
23068	TIGGER	USCGA -- Heather Klemme	SDL 30	White	159		0.9390
22468	CELEBRATION	John T. Baird	C&C 30	Red	162		0.9346
43740	OUR TERN	Jack Washburn	TAR 31	White	162		0.9346
22839	MERRIMAC	Bob McLellan	NGA 31	White	165		0.9302

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)

### 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>
22582	FIREBRAND	C. Dennis Posey	PSY 35	Red	114	15	1.0556
30293	ALICE	Bill Barlow	CAT 38	White	117	15	1.0503
14796	SPIRIT	Norman Peck	MOR 36 T	White	126	15	1.0347
13812	OSPREY	George Martin	C&C 35 I	White	119	10	1.0317
40917	MELTEMI	Gene J. Festa	X-99	White	114	5	1.0253
31556	GOOMBAY SMASH	Stu Craig	OLS 30	White	108		1.0204
12708	FIREBALL	Donald & Robert D. Kern	C&C 35 II	Red	128	10	1.0164
43799	SHAMROCK	G. Robert O'Brien	TAR 35	White	111		1.0152
43906	TOUCHSTONE	Dirk Lewis	CWTR 36	Blue	111		1.0152
53353	LOONEY TUNES	Carl Fast	SAN 30/30	White	120	5	1.0150
50266	PREMIUM	Katie Beal Bradford	SOV 30	White	129	10	1.0148
40527	MENACE	James Dill, Jr.	CTM 3/4 T	White	114		1.0101
31890	IRISH WITCH	Charles A. Borrmann, Jr.	C&C 35 III	White	117		1.0050
41302	LUNA SEA	Larry Hennessy	C&C 35 III	White	117		1.0050
33672	PURSUIT	D. Marron	S-2 9.1	White	135	5	0.9902
22025	TENACITY II	William H. Squier	C&C 36	White	126		0.9901
3047	WINGS	T. Jack Rodgers	SOV 30	White	128		0.9868
83214	FACTORY GIRL	Bill Canning	SAN 30/30	White	128		0.9868
50195	MAST TRANSIT II	John Bourget	J-27	White	129		0.9852

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

To estimate relative progress, first calculate (conveniently, prior to the race) a Speed Quotient (SQ) for each yacht you want to compare. SQ<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)

## 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.
- 6.2 The Class or Classes to which a horizontal row applies will be indicated at the left of that row, as follows:
- |              |  |
|--------------|--|
| B/C-5/CR-2   | Class B, Class C-5 and Class CR-2  |
| XX           | Class XX (in the event a specific class is assigned a course of its own) |
| 12-M/C-1/C-2 | Twelve-Metre Class, Class C-1 and Class C-2 (Saturday only)              |
| OTHER        | All other classes  |
- 6.3 A circled Mark symbol indicates that the Mark is to be left to STARBOARD, while an uncircled Mark symbol indicates that the Mark is to be left to PORT.
- 6.4 The symbol "2" following the course means that the course is to be sailed twice around. For the start of the second round, the starting line Mark is a Mark of the course and the starting line shall be crossed in the same direction as the original start. The symbol "2" will not be circled.
- 6.5 The last leg of the course is from the Mark represented by the last Mark symbol posted to the finish as specified in S.I. 12.1 (Friday) or 12.2 or 12.3 (Saturday).
- 6.6 Restrictions: Friday -- Yachts shall not pass between Little Gull Island and Plum Island. Yachts shall pass to the northward of Mark "R". Mark "R" is exempt from the identification requirement of Rule 8.2, for short course yachts.
- 6.7 Where the following OSC Special Marks are used in a course designation, the 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 "W" | the bearing will be from the Committee Boat at its Starting Line position.  |
- 6.8 Twelve-Metre yachts will race on Saturday only, with two races scheduled. Classes C-1 and C-2 will also race two races on Saturday. For the second race for each of these three classes, the course will not necessarily be the same as the first race and will be displayed as described as above.
- ## 7.0 The Start
- 7.1 Races will be started in accordance with Rule 4.3(a), System 2 with classes starting in five minute intervals, as shown on Table 1 (Friday) and Table 2 (Saturday).
- 7.2 The Starting Line will be between orange flags on the Committee Boat and on the Stake Boat.
- 7.3 On Friday, the Committee Boat will be located approximately 0.75 miles bearing 180° magnetic from New London Ledge Light. The Stake Boat will lie to the eastward of the Committee Boat and will be flying an Off Soundings Club burgee.

**TABLE 1**

Friday Starting Sequence and Signals

<u>FRIDAY</u>	<u>WARNING</u>	<u>PREPARATORY</u>	<u>START</u>	<u>SHAPE</u>	<u>CLASS FLAG</u>	
					<u>AT DIP</u>	<u>TWO-BLOCKED</u>
0920	Warning A-2			White Shape		
0925	Warning A-1	Preparatory A-2		Blue Shape	Echo	
0930	Warning CR-1	Preparatory A-1	Start A-2	Red Shape	Alpha	Echo
0935	Warning C-4	Preparatory CR-1	Start A-1	Red Shape	Uniform	Alpha
0940	Warning C-3	Preparatory C-4	Start CR-1	Red Shape	Zulu	Uniform
0945	Warning B	Preparatory C-3	Start C-4	Red Shape	Fox Trot	Zulu
0950	Warning CR-2	Preparatory B	Start C-3	Red Shape	Kilo	Fox Trot
0955	Warning C-1	Preparatory CR-2	Start B	Red Shape	Golf	Kilo
1000	Warning C-2	Preparatory C-1	Start CR-2	Red Shape	Papa	Golf
1005	Warning C-5	Preparatory C-2	Start C-1	Red Shape	Oscar	Papa
1010		Preparatory C-5	Start C-2	Red Shape	Juliet	Oscar
1015			Start C-5	Red Shape		Juliet

Class Flags will be hoisted at the dip at each class' Preparatory Signal and will be two-blocked at each class' Start Signal. Class Flags will be lowered one minute after each class' Start Signal.

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>SHAPE</u>	<u>CLASS FLAG</u>	
					<u>AT DIP</u>	<u>TWO-BLOCKED</u>
0920	Warning 12-M			White Shape		
0925	Warning C-1	Preparatory 12-M		Blue Shape	Victor	
0930	Warning C-2	Preparatory C-1	Start 12-M*	Red Shape	Papa	Victor
0935	Warning A-2	Preparatory C-2	Start C-1*	Red Shape	Oscar	Papa
0940	Warning A-1	Preparatory A-2	Start C-2*	Red Shape	Echo	Oscar
0945	Warning CR-1	Preparatory A-1	Start A-2	Red Shape	Alpha	Echo
0950	Warning C-4	Preparatory CR-1	Start A-1	Red Shape	Uniform	Alpha
0955	Warning C-3	Preparatory C-4	Start CR-1	Red Shape	Zulu	Uniform
1000	Warning B	Preparatory C-3	Start C-4	Red Shape	Fox Trot	Zulu
1005	Warning CR-2	Preparatory B	Start C-3	Red Shape	Kilo	Fox Trot
1010	Warning C-5	Preparatory CR-2	Start B	Red Shape	Golf	Kilo
1015		Preparatory C-5	Start CR-2	Red Shape	Juliet	Golf
1020			Start C-5	Red Shape		Juliet

Class Flags will be hoisted at the dip at each class' Preparatory Signal and will be two-blocked at each class' Start Signal. Class Flags will be lowered one minute after each class' Start Signal.

\*Starts shown above for Classes 12-M, C-1 and C-2 are for their first races on Saturday. See S.I. 7.9 for instructions for the starts for their second races.

All times are Eastern Daylight Time.

## CLASS C-2 (OSCAR)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
779	FROYA	William G. Gunther	M&R 46	White	87	15	1.1058
30490	JET STREAM	Jack Wills	C&C 40	White	92	15	1.0962
40252	SIRPRIZE	Bill Healy	SEN 38	White	88	10	1.0880
30778	AMERICAN PIE	Ray Gincavage/C.T. Sturgess	C&C 40	White	90	10	1.0842
32144	WILDTHING	Kevin Farrar	EVL 32-2	White	99	15	1.0829
32815	CHUTE ONE	Alec & Bart Rapaport	TLR 38	Blue	89	5	1.0703
32717	JOYRIDE	Buster Kingsbury	EVL 32-2	Grey	99	10	1.0674
41437	UBIQUITOUS	Thomas G. Anderson	TRP 37	Red	84		1.0638
21221	DEFIANT	Bruce P. Kuryla	NY 40	Dk Blue	90		1.0526
30683	EDDYSTONE LIGHT	USCGA – Mike Schoonover	C&C 40	White	90		1.0526
43571	MAGBOOKA	John Nevin	SOV 33-3	White	98		1.0381
21818	MAGIC BUTTON	Robert Weinstein	CAL 39 II	White	102		1.0309

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)

## 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>
50260	SEDONA	Leonard F. Hubbard /Mike Francis	N/M 43	White	21	15	1.2515
32614	J.A.R.D. LOOSE	Dick Rohman	TRP 40	Green	45	10	1.1771
42242	HOOLIGAN	Peter Brinckerhoff	EVL 42	Green	30		1.1765
54321	HOT NUMBERS	J. Connolly/A. Karenko	TLR 42	Red	54	15	1.1742
31200	SETTLER	James H. Rich, Jr. & III	PTN 42	White	69	10	1.1257
43716	STEAMBOAT	USCGA – Keith Ropella	J-35	White	74	10	1.1155
30404	LOUISIANA CRUDE	Raymond M. Pride	PTN 43	Blue	60		1.1111
32006	RAMPAGE	USCGA -- Doug Williams	N/M 41	White	63		1.1050
40801	EN CHARETTE	Ron Noe	NOE 36	Bright	75	5	1.0973
31033	ARISTEA	James D. Phyfe	SWN 47	White	72		1.0870
42127	MORNINGSTAR	Bob Fisher	J-37	White	72		1.0870
41057	J'AI TU	Gary Bennett/Arturo Pilar	J-35	White	74		1.0830
42879	RENEGADE	William Johnson	J-35	Grey	74		1.0830
42353	GROWLTIGER	Jeff Flower	J-40	Red	78		1.0753

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)

- 7.4 On Saturday, the Committee Boat will be located in Gardiners Bay, approximately 1.0 miles easterly of Mark "N". The Stake Boat will be on the port side of the Committee Boat and will be flying an Off Soundings Club burgee. The same Starting Line will be used for both of Saturday's races for the 12-Metre Class, Class C-1 and Class C-2.
- 7.5 Where appropriate on either Race Day, and in good visibility, the Committee Boat may be relocated to afford a better first leg. While in the process of relocating, the Committee Boat will display Code Flag "L" ("Follow Me"). Radio announcement, over Channel 72 VHF-FM, that the Committee Boat is displaying Code Flag "L" may also be made.
- 7.6 A stand-off buoy may be anchored twenty yards, more or less, from the Committee Boat and/or Stake Boat. A yacht 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 yachts touching the stand-off buoy are considered to have touched a starting mark and shall comply with Rules 45 and 52.2(a).
- 7.7 A yacht whose Preparatory Signal has not been made shall keep clear of the starting area and of all yachts whose Preparatory Signal has been made. The starting area is defined as that area extending from 100 yards on the course side of the starting line to 500 yards behind the starting line in depth and extending 25 yards beyond each end of the starting line in width.
- 7.8 The Race Committee may elect to place Rule 51.1(c) ("**Round-the-Ends**" **Rule**) in effect for any start by displaying Code Flag "I" in accordance with Rule 4.1 "I". A yacht which is subject to Rule 51.1(c) may be notified before her Start Signal.
- 7.9 For the start of Saturday's second race for the 12-Metre Class, Class C-1 and Class C-2, each of those three classes will be given a complete and independent ten-minute starting sequence, in accordance with Rule 4.3(a), System 2. When the yachts in a class have finished, or nearly finished, the Race Committee may begin the sequence for that class by displaying at the dip the Class Flag for that class with the Warning Signal, keeping it displayed at the dip until two-blocking it at the Start Signal. The Race Committee may also announce on Channel 72 VHF-FM the Class for which the starting sequence is in progress. Note that yachts of the other two of those three classes may be finishing on the starboard side of the Committee Boat. When the Race Committee elects to begin the sequence for another of those three classes, it will display the Class Flag for that class with its Warning Signal, and continue, as above. A yacht in one of those three classes that does not intend to start the second race is requested to notify the Race Committee on Channel 72 VHF-FM so that the starting sequence can proceed.

## 8.0 Postponements

- 8.1 Advance Postponement: Where, before leaving the harbor, the Race Committee chooses to postpone a start, it will use the standard postponement procedures, with the addition that the end of the postponement will be the Harbor Start or the abandonment announcement. The Race Committee, upon hoisting the Answering Pennant, will broadcast "Advance Postponement" to the fleet by radio on Channel 72 VHF-FM and, upon lowering 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.
- 8.2 Standard postponement procedures are given in Rules 4.1 "AP" and 4.2(b) and (d). The first class to start following a postponement will be given a new Warning Signal (white shape) and a new Preparatory Signal (blue shape). At that class' Start Signal, the normal sequence of Table 1 or Table 2 will resume.

## 9.0 Recalls

- 9.1 Individual recalls will be signalled by the display of Code Flag "X" with one horn signal. The Race Committee will attempt to identify early starters by sail number, or to broadcast "All Clear," on Channel 72 VHF-FM. A racing yacht starting early and failing to restart properly will be penalized by having thirty minutes added to her Corrected Time; Rule 51.1(b) is modified accordingly.
- 9.2 General recall signals and procedures will be as specified in Rule 7.2, except that Off Soundings procedures require that the class recalled will start after the last normal-sequence class has started. In the event of a recall in more than one class, the recalled classes will start in the order recalled. The Start Signal for the last normal-sequence class will be the Preparatory Signal for the first class restarting. Start Signals and Class Flags will be those normally used for the restarting classes. For the class scheduled to start following the class recalled by the General Recall, its Start Signal will be made at its scheduled time and the sequence will continue normally. No sound signal will be made upon the lowering of "First Substitute." Rules 4.1 "First Substitute", 4.2(c), and 7.2(a) are modified to accommodate the Off Soundings Club procedure.
- 9.3 For Saturday's second race, each starting sequence is independent and, following a General Recall, the recalled class will begin its new sequence when signalled by the Race Committee as described in S.I. 7.9.

## 10.0 Race Abandoned

- 10.1 If the Race Committee elects to cancel Friday's race, it will do so by displaying one of the following signals and firing three guns:

Code Flags "N" over "T"      Friday's race is abandoned and will not be re-sailed. Saturday's race will be started off the Thames River mouth, using the Instructions listed for Friday. This signal **will apply to all classes, including those already started.**

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

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

- 10.2 If the Race Committee elects to abandon Saturday's race, it will do so by displaying Code Flag "N" and firing three guns. The abandonment signal will apply only to those classes not yet started. The abandoned races will not be re-sailed. The Race Committee will endeavor to broadcast "Race Abandoned" over Channel 72 VHF-FM as soon as the decision is reached and again at 15-minute intervals and on the hour for as long as deemed necessary to "pass the word." If possible, "Race Abandoned" will be announced at the scheduled time of Harbor Start.
- 10.3 If the Race Committee elects to abandon Saturday's second race for the 12-Metre Class and Class C-1 and Class C-2, it will do so by displaying Code Flag "N" over Numeral Pennant "2" and making three long horn signals. This abandonment signal will apply only to these three classes. The abandoned races will not be re-sailed. The Race Committee will endeavor

### 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	WAN 30	White	216	15	0.9009
4744	MANDALAY	John R. Saxe	WAN 30	White	216	5	0.8750
50224	EALA	James S. Brown	MOR 24	White	231	10	0.8692
5593	SANIBEL	Gerry Keeler	WAN 30	Dk Green	221	5	0.8688
4365	TIGRESS	Allen N. Anderson	TAR 27	Lt Grey	233	10	0.8668
42802	FLUENT	Stuart Dickinson	PSN 26	Blue	249	10	0.8477
31242	WINDRIDER II	Russell W. Brown	BI 25	White	228		0.8475
20224	MISTRAL	Cal Beggs	MOR 24	White	231		0.8439

### CLASS 12-M (VICTOR)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
46	FIDDLER	Alfred B. Van Liew	12-MTR	Blue	-60		1.4286
62	FURY	Paul Campbell, Jr.	12-MTR	Yellow	-60		1.4286

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)

**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>
41928	REVEILLE	John Orzech	TAR 34	Beige	177	15	0.9543
41386	CHARMER	Will Pease	TAR 34	White	183	10	0.9321
42212	VALIANT	P. C. van Dyke	TAR 34	White	183	10	0.9321
2024	MINANDET	Ed Birch/John Lovell	LDR 33	Lt Blue	195	15	0.9289
3771	PIPER TOO	Robert J. Almeida, Jr.	TAR 34	White	177	5	0.9269
4264	BLUEFLOWER	Samuel Hird	TAR 34	Dk Blue	181	5	0.9213
50270	CAT'S CRADLE	Robert A. Rosenblum	NNS 30	Smoke	192	10	0.9196
42114	SCIMITAR	Bill Rambow	TAR 37	Dk Blue	174		0.9174
21621	BOW - WOW	Nick & Dusty Staub	TAR 34	Blue	176		0.9146
3936	BAMBOO	Peter W. McFadden/Gil Wilcox	LDR 36	White	188	5	0.9117
50519	GRACE DARLING	Don Russell	NNS 33	White	180		0.9091

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)

to broadcast "Second Race Abandoned" over Channel 72 VHF-FM as soon as the decision is reached and again at 15-minute intervals and on the hour for as long as deemed necessary to "pass the word."

### **11.0 Shortened Course**

11.1 The Race Committee may elect to shorten the course at any rounding mark, as provided by Rules 4.1 "S"(c), 4.2(b) and 5.4(d). See also S.I. 4.3.

### **12.0 The Finish**

12.1 On Friday, the Finish Line will be between an orange flag on the Committee Boat and Mark "N". The Committee Boat will be southerly of Mark "N". If the Committee Boat cannot reach the Finish Line in time, the Finish Line will be established by an auxiliary Committee Boat. Please note that the 12-Metres are planning an informal "feeder" race, starting near Newport. We have agreed to take their times as they finish.

12.2 On Saturday, the Finish Line will be between an orange flag on the Committee Boat and Mark "N". If the Committee Boat cannot reach the Finish Line in time, the Finish Line will be established by an auxiliary Committee Boat.

12.3 On Saturday, for the first of the two races sailed by the 12-Metre Class and Class C-1 and Class C-2, the Finish Line will be between an orange flag on the Committee Boat and an inflatable Mark on the starboard side of the Committee Boat, in its Starting Line position as stated in S.I. 7.4. Note that there may be some classes still starting, on the Committee Boat's port side. After finishing, these three classes should remain in the vicinity of the Committee Boat in order to start the second race. See S.I. 7.9. The second race for these three classes will finish as provided in S.I. 12.2, above.

### **13.0 Time Limit**

13.1 Regardless of the time of start, the time limit for each class will expire at 1700 each day. If any yacht finishes by that time, it is a race for her class. The time limit for the first of Saturday's two races for the 12-Metre Class, Class C-1 and Class C-2 will expire at 1300.

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 yacht 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 51.5.

### **14.0 Protests**

14.1 Comply with the provisions of Rule 68. (Note the new requirement in Rule 68.2 for an immediate hail.) Inform the Race Committee immediately after crossing the Finish Line.

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. Remain within earshot of the public address system to hear where and when the protest hearing will be held.

14.4 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 yacht's Time Correction Factor (TCF) is based on its PHRF rating (including penalty, if any). A yacht's Corrected Time is obtained by multiplying its Elapsed Time by its 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 yacht 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 1995 Race Series.
- 16.2 The Scoring Penalty of Section 2 of Appendix B1 of the Rulebook will apply, modified in that the penalty will be 10 minutes added to the infringing yacht's Corrected Time. Note that Section 1 (720° Turns) does not apply.
- 16.3 The infringing yacht accepts the alternate penalty by promptly displaying Code Flag "I" or a rectangular yellow flag, calling the flag to the attention of the Race Committee at the finish, and identifying to the Race Committee the yacht infringed upon, all as required by Appendix B1.2.1.
- 16.3 The infringement must have been of a Rule in Part IV (Right-of-Way Rules) while racing, must not have resulted in serious damage, and must not have given the infringing yacht a significant advantage, all as required by Appendix B1.2.1 and B1.2.5. If the yacht infringed upon contends these provisions have not been met, she may file a Protest, in accordance with the provisions of Rule 68.

## **17.0 Prizes**

- 17.1 Four prizes will be awarded in each class. Prizes will be mailed to the winners if not picked up at the prize ceremony Saturday night. All prizes are donated by the Off Soundings Club.
- 17.2 Perpetual trophies will be presented at the winter shore party for the yacht and Master with the best corrected time, without penalties, in the year's races in several categories. Winners, and second and third places, will be awarded keeper plaques. Perpetual trophies and criteria are described in the accompanying General Information section.

## CLASS A-1 (ALPHA)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
42888	EXCELLENCE	Linwood Mather	CMB 46	Navy Blue	81	15	1.1176
665	NEITH	Van M. Brown	HSFF 53	White	84		1.0638
4457	SPINDRIFT	William Rich, Jr.	FI 31	White	118	15	1.0485
206	ROGUE	Seville H. Simonds	NPT 29 ctm	White	126	15	1.0347
42842	HUGGY BEAR	John J. Locher	TAR 40	White	105		1.0256
22535	NEPENTHE	Robert W. Read	PSN 39 Y	White	129	10	1.0148
21924	IRRESISTIBLE	James B. Slimmon, Jr.	TAR 37-2	White	129	5	1.0000
2222	TYNAJE	Peter C. Ross	OHL 38	Dk Green	139	10	0.9984
10769	SALTY	Peter F. Mletschnig	PSN 39	Grey	129		0.9852
42500	SUMMERTIME BLUES	Roy Hood / Herb Maher	TAR 37-2	Flag Blue	129		0.9852
2114	TATTLER	W. Frank Bohlen	OHL 38 Y	Off White	148		0.9554
4717	DOLPHIN	John H. Lockwood	NPT 29	White	150		0.9524

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 to TCF for awarded penalty (PE)