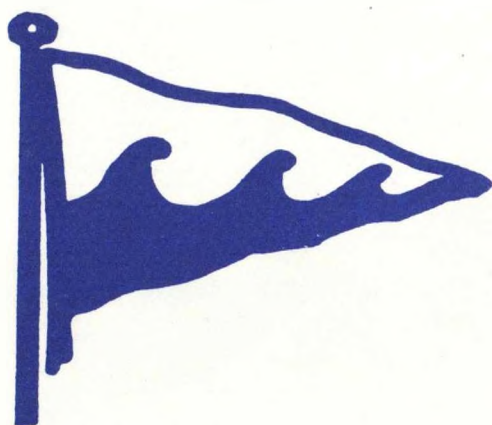


**OFF SOUNDINGS  
CLUB**



**59th Annual  
FALL RACE SERIES**

**September 13 & 14, 1996**



*Commodore William G. Gunther's "FROYA"*

## Sail Number Key

Sail N	Yacht Name	Class
22	PROPHET	C-5
172	FIRST LIGHT	C-1
206	ROGUE	A-1
320	PERSISTENCE	C-5
333	LOCHINVAR	CR2
665	NEITH	A-1
779	FROYA	C-2
801	KONA	CR1
2024	DUET	A-2
2114	TATTLER	A-1
2222	TYNAJE	A-1
2312	FERIEN	CR2
2763	ELIXIR	A-1
3733	SAVILI	B
3771	PIPER TOO	A-2
3936	BAMBOO	A-2
4140	RISKY BUSINESS	C-5
4259	JUST FRIENDS	B
4264	BLUEFLOWER	A-2
4457	SPINDRIFT	A-1
4579	DULCINEA	C-5
4744	MANDALAY	B
5593	SANIBEL	B
10570	WITCHCRAFT	CR2
10769	SALTY	A-1
10999	CHECKERED DEMON	C-4
11125	RIVERRUN	C-5
11445	ANTICIPATION	C-5
12555	SERENITY	CR1
12708	FIREBALL	C-3
13140	TIFFER	CR2
13143	VIB	CR1
13812	OSPREY	C-3
14146	ALADDIN	C-4
14281	TERN ABOUT	CR2
14796	SPIRIT	C-3
20201	BRER RABBIT III	C-4
20224	MISTRAL	B
20513	LEGACY	A-2
21221	DEFIANT	C-2
21223	DELIVERANCE	CR2
21621	BOW - WOW	A-2
21924	IRRESISTIBLE	A-1
22025	TENACITY II	C-3
22468	CELEBRATION	C-4
22535	NEPENTHE	A-1
22617	SENTA	CR2

Sail N	Yacht Name	Class
23068	TIGGER	C-4
23739	WAVEWALKER	C-4
23746	SNOW GOOSE	A-1
30010	RUSTY-NAIL	CR2
30036	DEFIANT	C-3
30050	GNAT	C-5
30293	ALICE	C-3
30404	LOUISIANA CRUDE	C-1
30490	JET STREAM	C-2
30573	SESAME	B
30610	ARROW	CR1
30683	EDDYSTONE LIGHT	C-2
30778	AMERICAN PIE	C-2
30958	PHOENIX	C-5
31113	NEW WAVE	C-4
31125	CHASING RAINBOWS	C-5
31200	SETTLER	C-1
31242	WINDRIDER II	B
31346	LINDY	C-2
31385	WILD FLOWER	C-5
31418	EVELUTION	C-1
31522	SHENANIGAN	B
31556	GOOMBAY SMASH	C-2
31795	KOINONIA	CR1
31890	IRISH WITCH	C-3
32006	RAMPAGE	C-1
32339	SPLIT DECISION	C-1
32352	EXORCIST	CR2
32575	WHITE FIRE	C-1
32639	ACK-VA-VIT	CR2
32717	JOYRIDE	C-2
33672	PURSUIT	C-4
33692	SALUD	C-5
33799	COVENANT	C-1
33855	HERITAGE	A-1
39107	WIRED	C-1
40070	ODRACCAS	C-2
40252	SIRPRIZE	C-2
40396	ORION	C-4
40421	ROGUE	C-1
40561	DIRTY HARRY	C-2
40639	AMAZING GRACE	CR1
40801	EN CHARETTE	C-1
40905	WAVE FUNCTION	C-5
40917	MELTEMI	C-2
41276	TRANQUILITY	CR1
41302	LUNA SEA	C-3

Sail N	Yacht Name	Class
41470	SCALAWAG	CR1
41928	REVEILLE	A-2
42114	SCIMITAR	CR2
42160	FASCINATION	C-4
42209	WOLFPACK	C-1
42242	HOOLIGAN	C-1
42372	SPARKY	CR1
42424	GHOST	C-1
42437	BREAKAWAY	CR1
42500	SUMMERTIME BLUES	A-1
42619	MITIME	CR2
42679	ELAN	C-4
42802	FLUENT	B
42842	HUGGY BEAR	A-1
42888	EXCELLENCE	A-1
42916	WATERCOLORS	B
43571	MAGBOOKA	C-2
43700	EASTWINDS	A-1
43716	STEAMBOAT	C-1
43740	OUR TERN	C-4
43799	SHAMROCK	C-2
43804	BUCCANEER	CR2
43906	TOUCHSTONE	C-2
45553	C'EST LA VIE	C-5
50119	SECOND DRAFT	C-5
50195	MAST TRANSIT II	C-3
50224	EALA	B
50270	CAT'S CRADLE	A-2
50376	HOLIDAY	C-5
50416	PUFF	CR2
50468	CAPRICORN	C-3
50607	STARCHASER	CR2
50686	OOPS!	C-1
50701	BANJO	C-2
50718	ANGEL UNDER THE MOON	C-2
50724	MENACE	C-1
51010	FOXFIRE	C-2
51042	STERLING	C-1
53303	TOMAHAWK	C-2
53353	LOONEY TUNES	C-3
54321	HOT NUMBERS	C-1
63100	HAWK	C-2
83033	BALANCE	C-1
83214	FACTORY GIRL	C-3

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

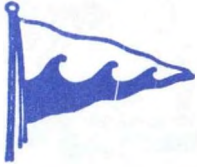
<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
32352	EXORCIST	Wayne Morse	Hunter 34	White	166	20	0.9845
21223	DELIVERANCE	W. D. Webster	C&C 34	White	166	10	0.9567
42619	MITIME	Tim Evans	Ericson 32	White	179	10	0.9378
32639	ACK-VA-VIT	Bertil Olsson	Aphrodite 34	White	163		0.9331
50607	STARCHASER	Richard Steinhilber	Hunter 34	White	166		0.9288
22617	SENTA	Ernst Prelinger	Niagara 35	Grey	174		0.9174
30010	RUSTY-NAIL	Clifford Fisher	Pearson 31	White	188		0.8982
42114	SCIMITAR	William B. Rambow	Tartan 37	Dk Blue	194		0.8902
50416	PUFF	Hugh F. Luddecke, Jr.	Pearson 30	White	200		0.8824
13140	TIFFER	Varick D. Harrison	Tartan 30	Dk Blue	202		0.8798
14281	TERN ABOUT	Charles W. Snow, Jr.	Pearson 30	White	203		0.8785
10570	WITCHCRAFT	Irv Rich	Ranger 29	White	208		0.8721
43804	BUCCANEER	Richard Tiernan	Pearson 303	White	208		0.8721
2312	FERIEN	Robert A. Edmands	Luders 36	White	209		0.8708
333	LOCHINVAR	Tony Bailey	Tartan 27	Dk Blue	250		0.8219

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

To estimate relative progress, first calculate (conveniently, prior to the race) a Speed Quotient (SQ) for each yacht you want to compare. SQ<sub>x</sub> is equal to the difference between your own TCF<sub>0</sub> and the TCF<sub>x</sub> of the other yacht (yacht x), divided by the TCF<sub>x</sub> of yacht x. To estimate the time (in minutes) you get from (or give to) yacht x at any point in the race, say at a mark, multiply the SQ<sub>x</sub> you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

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

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



## OFF SOUNDINGS CLUB

(860)-443-4621  
September 6, 1996

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

59th ANNUAL FALL RACE SERIES  
1996  
SEPTEMBER 13th and 14th

### FINAL NOTICE

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

### SPECIAL NOTES:

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. Class C-1 and Class C-2 and Class C-3 will race two races on Saturday, conditions permitting. (S.I. 7.4, 7.9, 12.3, Table 2)
4. Class CR-1 and Class CR-2 will have separate starts. (Table 1, Table 2)
5. Friday's Starting Line will be to the east of the Thames River entrance channel. (S.I. 7.3)
6. Saturday's Starting Line will be one mile east of the red/white Mo(A) whistle "N." (S.I. 7.4)
- 6A. For Saturday's racing, course segment "I," passing clockwise around Shelter Island and finishing off the Dering Harbor entrance, has been developed and is available for selection by the Race Committee, weather conditions permitting. (S.I. 5.1 ("I"), 6.11, 12.4)
7. Ability to finish yachts while other classes are starting is provided for. (S.I. 12.3)
8. A leeward gate mark and a windward offset mark have been provided for. (S.I. 5.1, 6.8, 6.9)
9. Unfortunately, the 12-Metre Association is not able to race with us in this Fall Race Series.
10. 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.
11. 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.
12. 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.
13. Existing 18-inch single lifelines are "grandfathered." See Sailing Instruction 1.2.
14. 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 Frank Bohlen and you will have to contact Bohlen (860-536-1908) to arrange for pick-up of your prize. See S.I. 17.1.

### GENERAL INFORMATION:

1. The Committee Boat will be NOR'EASTER, owned by Henry duPont IV. The Stake Boat will be NIMBLE, owned by Chris Cox, 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 facility 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. (Please note that rafting is permitted only on helical-screw moorings.) 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 1430 and Dinner between 1800 and 2100. A special Chicken BBQ will be offered Friday night at \$18.00 per person, inclusive, and a Pasta Night dinner Saturday night at \$18.00 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 9th. 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 1995 and 1996.
- (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 1995 and 1996.
- (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 1995 and 1996.

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 26th 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>
30610	ARROW	Bruce Lockwood	J-36	Green	102	25	1.1082
13143	VIB	James F. Barrett, Jr.	Tartan 41 DK	White	116	25	1.0822
41470	SCALAWAG	Sandy Lieber	J-35	White	95	10	1.0748
40639	AMAZING GRACE	Walter Carucci	Fast 410	Red	109		1.0187
41276	TRANQUILITY	S. Edward Jeter	Tartan 40	Dk Green	127		0.9885
801	KONA	Joseph A. Ristuccia	Ericson 39	White	129		0.9852
42437	BREAKAWAY	Richard A. Joslyn, Jr.	J-34 C	Dk Blue	131		0.9820
12555	SERENITY	Spencer Kloter/Cal Brouwer	C&C 35 I	White	153	10	0.9763
42372	SPARKY	Jack Haugh	Tartan 372	White	138		0.9709
31795	KOINONIA	Alan L. Miller	Cal 39	Cream	141		0.9662

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>
4140	RISKY BUSINESS	Paul (Woody) Bergendahl	J-24	White	171	15	0.9631
30958	PHOENIX	Toby Doyle	Evelyn 26	Green	183	15	0.9457
22	PROPHET	Don Wilkinson	Evelyn 25.5	Red	179	10	0.9378
30050	GNAT	Kevin D. Farrar	Canning 23	White	189	15	0.9372
45553	C'EST LA VIE	Thomas Doyle	Elite 32	Dk Blue	180	5	0.9227
11445	ANTICIPATION	Bijan Rasadi	C&C 30	Red	171		0.9217
40905	WAVE FUNCTION	Bruce Dinsmore	Tartan 28	White	171		0.9217
31385	WILD FLOWER	Bob Puder	Evelyn 26	White	173		0.9188
50119	SECOND DRAFT	Douglas Peacock	Catalina 30	White	174		0.9174
33692	SALUD	Reinhard Sarges	Pearson 30	White	176		0.9146
31125	CHASING RAINBOWS	Milan Bartek/Bill Cannon	Pearson 30	White	179		0.9105
11125	RIVERRUN	Michael Passero	Ranger 26	White	195		0.8889
320	PERSISTENCE	John Graeb	C&C 25	Blue	219	10	0.8841
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<sub>x</sub> is equal to the difference between your own TCF<sub>0</sub> and the TCF<sub>x</sub> of the other yacht (yacht x), divided by the TCF<sub>x</sub> of yacht x. To estimate the time (in minutes) you get from (or give to) yacht x at any point in the race, say at a mark, multiply the SQ<sub>x</sub> you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

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

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

# OFF SOUNDINGS CLUB

## FALL RACE SERIES SEPTEMBER 13-14, 1996

### 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 1996 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. 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 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)
- I Special Course Segment described in S.I. 6.11
- K Special Off Soundings Mark 3.0 miles bearing 040° mag from Mark "N"
- L Leeward Gate (Location from the Start will be displayed) (See S.I. 6.8)
- N RW Mo(A) Whistle "N" northeast of Ram Island
- O Offset Mark (50-100 yards from a windward Mark) (See S.I. 6.9)
- P Nun "2" northeast of Cedar Point
- R Green Gong "1G1" 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

## 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>
10999	CHECKERED DEMON	Neal S. O'Connell	Holland ctm 1/2 Ton	Grey	161	25	1.0062
31113	NEW WAVE	Paul Hewitt & Bob Evelyn	Evelyn 26	White	165	25	1.0000
23739	WAVEWALKER	Ronald S. & David R. Walker	J-30	Tan	138	10	1.0000
42679	ELAN	Grant Brandon	Elan 32	Red	156	15	0.9858
33672	PURSUIT	Dennis J. Marron	S-2 9.1	White	135		0.9756
14146	ALADDIN	Thomas Saxe	Pearson 36	Blue	138		0.9709
40396	ORION	Robert Norton	Pearson 36	White	138		0.9709
20201	BRER RABBIT III	W.A. Loweth & W.D. Strang, Jr.	C&C 33	Yellow	149	5	0.9682
22468	CELEBRATION	John Baird	C&C 30	Red	162	5	0.9486
23068	TIGGER	USCGA	Seidelmann 30	White	159		0.9390
43740	OUR TERN	Jack Washburn	Tartan 31	White	162		0.9346
42160	FASCINATION	Jim Francis	Beneteau First 29	White	169		0.9245

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)

### 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>
30293	ALICE	Bill Barlow	Catalina 38	White	117	15	1.0503
13812	OSPREY	George Martin	C&C 35 I	White	119	10	1.0317
83214	FACTORY GIRL	Bill Canning	Santana 30/30 Cru/Racer	White	128	15	1.0312
53353	LOONEY TUNES	Carl Fast	Santana 30/30 GP	White	123	10	1.0249
12708	FIREBALL	Donald & Robert Kern	C&C 35 II	Red	128	10	1.0164
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
14796	SPIRIT	Norman B. Peck	Morgan 36 T	White	126	5	1.0050
22025	TENACITY II	Bill Squier	C&C 36	White	126		0.9901
30036	DEFIANT	Roger Bauman, Jr.	C&C 36	White	126		0.9901
50195	MAST TRANSIT II	John Bourget	J-27	White	129		0.9852
50468	CAPRICORN	Bob Gibbs/Brian Gibbs	Ericson 33	White	135		0.9756

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)

## 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 Class or Classes to which a horizontal row applies will be indicated at the left of that row, as follows:

B/C-4/C-5/CR-1/CR-2	Class B, Class C-4, Class C-5, Class CR-1 and Class CR-2
XX	Class XX (in the event a class is assigned a course of its own)
C-1/C-2/C-3	Class C-1, Class C-2 and Class C-3 (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, 12.3 or 12.4 (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".

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 "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.

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, yachts must pass through the gate, rounding either the port Mark to port or the starboard Mark to starboard. Once a yacht has entered the two-boat-length circle 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 Offset Mark ("O") is to be rounded following the rounding of a windward Mark. Mark "O" will be an OSC Special Mark and will be set about 50-100 yards to port of the windward Mark if that windward Mark is to be rounded to port, or about 50-100 yards to starboard of the windward Mark if that windward Mark is to be rounded to starboard.

6.10 Classes C-1, C-2 and C-3 will 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.

6.11 The Special Course Segment (signalled by symbol "I") is a course from Mark "P", leaving Shelter Island to starboard and finishing at Dering Harbor. An up-to-date edition of Chart #12358 should be on board. From Mark "P", pass Green Can "3" to your port, pass Red Nun "6" to your starboard, leave Cedar Point Light "3CI" to port, pass White-Orange Can "S" (south of Mashomack Point) to your port, leave Green flasher "15" (north of Tyndal Point) to port, leave Red flasher "16" (south of West Neck) to starboard, pass Green Can "15" (near Black Dog Rock) to your starboard, pass Red flasher "12" (east of Paradise Point) to your port, leave Green flasher "11" (north of Jennings Point) to starboard, pass Red Nun "10" (south of Fanning Point) to your port, thence to the Finish (see S.I. 12.4). The symbol "I" will not be circled.

(Gardiners Bay -- No 12-Metres)

**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 C-4	Preparatory A-1	Start A-2	Red Shape	Alpha	Echo
0935	Warning C-3	Preparatory C-4	Start A-1	Red Shape	Zulu	Alpha
0940	Warning B	Preparatory C-3	Start C-4	Red Shape	Fox Trot	Zulu
0945	Warning CR-2	Preparatory B	Start C-3	Red Shape	Kilo	Fox Trot
0950	Warning C-1	Preparatory CR-2	Start B	Red Shape	Golf	Kilo
0955	Warning C-2	Preparatory C-1	Start CR-2	Red Shape	Papa	Golf
1000	Warning C-5	Preparatory C-2	Start C-1	Red Shape	Oscar	Papa
1005	Warning CR-1	Preparatory C-5	Start C-2	Red Shape	Juliet	Oscar
1010		Preparatory CR-1	Start C-5	Red Shape	Uniform	Juliet
1015			Start CR-1	Red Shape		Uniform

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 C-3			White Shape		
0925	Warning C-2	Preparatory C-3		Blue Shape	Fox Trot	
0930	Warning C-1	Preparatory C-2	Start C-3*	Red Shape	Oscar	Fox Trot
0935	Warning A-2	Preparatory C-1	Start C-2*	Red Shape	Papa	Oscar
0940	Warning A-1	Preparatory A-2	Start C-1*	Red Shape	Echo	Papa
0945	Warning C-4	Preparatory A-1	Start A-2	Red Shape	Alpha	Echo
0950	Warning B	Preparatory C-4	Start A-1	Red Shape	Zulu	Alpha
0955	Warning CR-2	Preparatory B	Start C-4	Red Shape	Kilo	Zulu
1000	Warning C-5	Preparatory CR-2	Start B	Red Shape	Golf	Kilo
1005	Warning CR-1	Preparatory C-5	Start CR-2	Red Shape	Juliet	Golf
1010		Preparatory CR-1	Start C-5	Red Shape	Uniform	Juliet
1015			Start CR-1	Red Shape		Uniform

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 C-1, C-2 and C-3 are for their first races on Saturday. See S.I. 7.9 for instructions for the starts for the second races for these classes.

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>
40252	SIRPRIZE	Bill Healy	Sirena 38	White	88	20	1.1197
32717	JOYRIDE	Buster Kingsbury	Evelyn 32-2	Red	99	20	1.0984
31346	LINDY	Dave Dickerson	Peterson 38	White	90	10	1.0842
53303	TOMAHAWK	Alan & A.J. Wasley	J-29	White	111	15	1.0609
779	FROYA	William G. Gunther	McCurdy/Rhodes 46	White	87		1.0582
43571	MAGBOOKA	John Nevin	Soverel 33-3	White	98	5	1.0536
21221	DEFIANT	Bruce Kuryla	New York 40	Dk Blue	90		1.0526
30683	EDDY STONE LIGHT	USCGA	C&C 40	White	90		1.0526
30778	AMERICAN PIE	Ray Gincavage	C&C 40 TR DK	White	90		1.0526
30490	JET STREAM	Jack Wills	C&C 40	White	92		1.0490
40070	ODRACCAS	Chuck Saccardo	Frers 36	White	93		1.0471
51010	FOXFIRE	F. Peter Brechter	Baltic 39	White	93		1.0471
40561	DIRTY HARRY	John Lavin	J-29	White	111	5	1.0305
31556	GOOMBAY SMASH	Stuart Craig	Olson 30	White	108		1.0204
50701	BANJO	Rodney S. Johnstone	J-80	White	108		1.0204
63100	HAWK	Paul Connor	J-29	Green	110		1.0169
43799	SHAMROCK	G. Robert O'Brien	Tartan 35	White	111		1.0152
43906	TOUCHSTONE	Dirk Lewis	Clearwater 36	Blue	111		1.0152
40917	MELTEMI	Gene J. Festa	X-99	White	114		1.0101
50718	ANGEL UNDER THE MOON	David J. Whelan	Whelan 27	White	114		1.0101

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)

## 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	30	15	1.2294
39107	WIRED	Ben Hall	CM 1200	White	21		1.1976
54321	HOT NUMBERS	J. Connolly/A. Karenko	Taylor 42	Red	54	20	1.1910
172	FIRST LIGHT	John G. Dunn	Baltic 55	White	30		1.1765
40421	ROGUE	Ed Dole	Evelyn 42	Off White	39		1.1561
31200	SETTLER	James H. Rich, Jr. & III	Peterson ctm 42	White	69	15	1.1421
32339	SPLIT DECISION	Nickerson / Seniff	J-35	White	74	15	1.1318
32575	WHITE FIRE	Joe Bardenheier	J-35	White	74	10	1.1155
40801	EN CHARETTE	Ronald K. Noe	Noe 36	Bright	75	10	1.1135
30404	LOUISIANA CRUDE	Raymond M. Pride	Peterson 43	Blue	60		1.1111
50724	MENACE	James G. Dill, Jr.	Mumm 30	White	60		1.1111
32006	RAMPAGE	USCGA	Nelson Marek 41	White	63		1.1050
42209	WOLFPACK	Greg Gilmartin	C&C 37 R	White	69		1.0929
42424	GHOST	Tim Tiernan	J-35	Grey	74		1.0830
43716	STEAMBOAT	USCGA	J-35	White	74		1.0830
31418	EVELUTION	Robert W. Klein, II	Evelyn ctm 41	Red	75		1.0811
33799	COVENANT	Charles R. Moore, Jr.	Beneteau 42 TMDK	White	75		1.0811
51042	STERLING	Peter Guille	J-42	White	75		1.0811
50686	OOPS!	Alec & Bart Rapaport	Quest 30	Red	83		1.0657
83033	BALANCE	James Ohlheiser	J-33	White	84		1.0638

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

To estimate relative progress, first calculate (conveniently, prior to the race) a Speed Quotient (SQ) for each yacht you want to compare. SQ<sub>x</sub> is equal to the difference between your own TCF<sub>o</sub> and the TCF<sub>x</sub> of the other yacht (yacht x), divided by the TCF<sub>x</sub> of yacht x. To estimate the time (in minutes) you get from (or give to) yacht x at any point in the race, say at a mark, multiply the SQ<sub>x</sub> you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

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

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

## 7.0 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.
- 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 Class C-1, Class C-2 and Class C-3.
- 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. Yachts in the prior class must not be hindered in starting and clearing the line. 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. Exception: Yachts 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 yachts engaged in pre-start maneuvering after their Preparatory Signal.
- 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 Classes C-1, C-2 and C-3, each of those 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 some other yachts of those classes may be finishing on the other side of the Committee Boat. When the Race Committee elects to begin the sequence for another of those classes, it will display the Class Flag for that class with its Warning Signal, and continue, as above. A yacht in one of those 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 "A1" 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 permit a General Recall following an error in the starting procedure and 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(d), 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 ten-minute sequence when signalled by the Race Committee as described in S.I. 7.9. Rule 4.1 "First Substitute" is modified accordingly.

## 10.0 Race Abandoned

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

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 <b>will apply to all classes, including those already started.</b>
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Code Flags "N" over "Y"	Friday's race is abandoned and will not be re-sailed. Saturday's race will be run "Yonder", (Gardiners Bay) using the Instructions listed for Saturday. Proceed at will to Shelter Island. This signal <b>will apply only to those classes not yet started.</b>
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The Race Committee will endeavor to broadcast "Race Abandoned," together with the Saturday race location decision, over Channel 72 VHF-FM as soon as the decision is reached and again at 15-minute intervals and on the hour for as long as deemed necessary to "pass the word." If possible, "Race Abandoned," together with the race location decision, will be announced at the scheduled time of Harbor Start.

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 Classes C-1, C-2 and C-3, 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 those classes. The abandoned races will not be re-sailed. The Race Committee will endeavor 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."

## 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>
4744	MANDALAY	John R. Saxe	Pearson Wanderer	White	216	20	0.9138
4259	JUST FRIENDS	Ed Purcell	Pearson Wanderer	White	216	15	0.9009
42916	WATERCOLORS	William Drinkuth	Morgan 28	White	207		0.8734
31522	SHENANIGAN	Bob Rhorer	Morgan 24	White	231	10	0.8692
50224	EALA	James S. Brown	Morgan 24	White	231	10	0.8692
5593	SANIBEL	Gerry Keeler	Pearson Wanderer	Dk Green	215		0.8633
20224	MISTRAL	Cal Beggs	Morgan 24	White	231	5	0.8565
3733	SAVILI	Kim Granbery & Edward Dieckerhoff	Dolphin 24	Dk Green	259	15	0.8484
42802	FLUENT	Stuart Dickinson	Pearson Ariel IB	Blue	249	10	0.8477
31242	WINDRIDER II	Russell W. Brown	Block Island 25	White	228		0.8475
30573	SESAME	Allen S. Ames	Nonsuch 26	Red	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<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>
3771	PIPER TOO	Robert J. Almeida, Jr.	Tartan 34	White	177	15	0.9543
21621	BOW - WOW	Nicholas Staub, III	Tartan 34	Blue	176	10	0.9421
3936	BAMBOO	Peter W. McFadden/Gil Wilcox	Luders 36	White	188	15	0.9386
2024	DUET	Ed Birch	Luders 33	Lt Blue	195	15	0.9289
20513	LEGACY	John Read	Galaxy 32 Mk III	White	189	10	0.9238
4264	BLUEFLOWER	Sam Hird	Tartan 34	Dk Blue	181	5	0.9213
41928	REVEILLE	John Orzech	Tartan 34	Beige	177		0.9132
50270	CAT'S CRADLE	Robert A. Rosenblum	Nonsuch 30	Smoke	192		0.8929

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)

## **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.
- 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 Classes C-1, C-2, and C-3 the Finish Line will be between an orange flag on the Committee Boat and an inflatable Mark on the side of the Committee Boat opposite the Starting Line, 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 other side. After finishing, these 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 classes will finish as provided in S.I. 12.2, above, or as provided in S.I. 12.4, below.
- 12.4 Where the Special Course segment has been signalled (by symbol "I"), the Finish Line will be between orange flags on the Committee Boat and on the Stake Boat, located at the entrance to Dering Harbor. The Stake Boat will be northerly of the Committee Boat.

## **13.0 Time Limit**

- 13.1 Regardless of the time of start, the time limit for each class will expire at 1700 each day. If any yacht finishes by that time, it is a race for her class. The time limit for the first of Saturday's two races for Classes C-1, C-2 and C-3 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 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 her PHRF rating, including awarded penalty adjustment, if any). A yacht's Corrected Time is obtained by multiplying her Elapsed Time by her TCF.
- 15.2 As is customary for Club races, standings are given on a "corrected time" basis computed from the combined results of two days of racing. After each day's racing, tentative results will be announced. Complete results will be mailed later to members and guests.
- 15.3 Any 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 1996 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. Please arrange for someone to collect your trophy in your behalf if you will not be present to receive your award at the prize ceremony Saturday night. Unclaimed prizes will be held by Rear Commodore Frank Bohlen (860-536-1908) pending a call from the recipient to arrange for pick-up of the prize. All prizes are donated by the Off Soundings Club.
- 17.2 Perpetual trophies will be presented at the winter shore party for the yacht and Master with the best corrected time, without penalties, in the year's races in several categories. 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 S. Mather	Cambria 46	Navy Blue	81	10	1.1016
206	ROGUE	Seville H. Simonds	Newport 29 ctm	White	126	30	1.0792
665	NEITH	Van M. Brown	Herreshoff 53	White	84		1.0638
22535	NEPENTHE	Robert W. Read	Pearson 39 Y	White	129	20	1.0443
42842	HUGGY BEAR	John J. Locher	Tartan 40	White	105		1.0256
43700	EASTWINDS	J. Robert Gunther, Jr.	F&C 44 Ketch	Grey	116	5	1.0218
4457	SPINDRIFT	William Rich, Jr. & III	Fishers Island 31	White	123	5	1.0100
23746	SNOW GOOSE	Bill Fortmann	F&C 44 Ketch	White	116		1.0067
21924	IRRESISTIBLE	James B. Slimmon, Jr.	Tartan 37-2	White	129	5	1.0000
33855	HERITAGE	Chet Humphrey	Little Harbor 38	White	126		0.9901
10769	SALTY	Peter F. Mletschnig	Pearson 39	Grey	129		0.9852
42500	SUMMERTIME BLUES	Roy V. Hood / Herb Maher	Tartan 37-2	Flag Blue	129		0.9852
2222	TYNAJE	Peter C. Ross	Ohlson 38	Dk Green	143		0.9631
2763	ELIXIR	David C. Noyes	Ohlson 38 Y	White	144		0.9615
2114	TATTLER	W. Frank Bohlen	Ohlson 38 Y	Off White	148		0.9554

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

\*Rating (RAT) before adjustment to TCF for awarded penalty (PE)