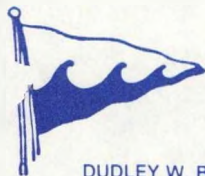


# OFF SOUNDINGS CLUB



DUDLEY W. BUTLER  
Membership Chairman  
E.F. Hutton & Co., Inc.  
190 Captain's Walk  
New London, Conn 06320

Area Code 203 444-7290

April 15, 1983

To The Members:

The Following have been proposed and seconded for Membership in the Off Soundings Club. Their names are submitted for your CAREFUL SCRUTINY AND CONSIDERATION. Members acquainted with the candidates should send any information they possess or recommendations they have concerning the candidates to the Membership Committee.

All such communications will be strictly confidential and should be mailed to:

Dudley W. Butler, Chairman, Membership Committee,  
Care of E. F. Hutton & Company, Inc., 190 Captain's  
Walk, New London, Connecticut 06320.

No action will be taken on the following applicants until at least thirty days from the date of this notice.

<u>NAME AND ADDRESS</u>	<u>NAME OF BOAT</u>	<u>PROPOSER</u>	<u>SECONDEES</u>
George B. Turner 23 Elm Street Stonington, Ct 06378	"Barefoot"	Mark A. Turner	Paul Connor Donald Swindells
Hugh A. McGraw 22 West Mystic Avenue Mystic, CT 06355		Ronald H. Levine	William Canning II Bruce Lockwood
Edward S. Foss Boston Neck Road P.O. Box 545 Saunderstown, R.I. 02874	"Angel"	A. Bryson Dawson	Capt. Donald Kern A. J. Girard
John P. Smyth 335 Colonial Road Guilford, CT 06437		Peter H. Johnson	Frank D. Winder Joseph W. Walden
W. Kenneth Foss 95 Trumbull Street New London, CT 06320	"Raider"	Calvin K. Brouwer	Walter E. Whitaker Fabyan R. Saxe

April 15, 1983

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NAME AND ADDRESS

NAME OF BOAT

PROPOSER

SECONDRERS

William H. Drinkuth  
Reidy Hill Road  
Amston, CT 06231

Darryl E. Hersant

Alfred Fritzsche IV  
Thomas Marston

William B. Rambow  
9 Mallard Lane  
Waterford, CT 06385

Joseph Regan, Esq.

William J. Murray, Jr. MD  
Nils I. Pearson



Dudley W. Butler  
Chairman Membership Committee

DWB/sd

ORC MINIMUM EQUIPMENT & ACCOMMODATION STANDARDS - CATEGORY 4  
(as adapted by the Off Soundings Club for its use)

## STRUCTURAL FEATURES:

1. (6.1)\* Hatches, companionways and ports must be essentially watertight, that is, capable of being strongly and rigidly secured. Cockpit companionways, if extended below main deck level, must be capable of being blocked off to main deck level. When such blocking arrangements are in place the companionway, or hatch, shall continue to give access to the interior of the hull. Hatches shall be permanently fitted so that they can be closed immediately. Centerboard and daggerboard trunks shall not open into the interior of the hull.
2. (6.21) Cockpits shall be structurally strong, self-draining and permanently incorporated as an integral part of the hull. They must be essentially watertight, that is, all openings to the hull below the main deck level must be capable of being strongly and rigidly secured.
3. (6.23) The maximum cockpit volume below lowest coamings shall not exceed 9% LOA times Beam times Freeboard in way of the cockpit. The cockpit sole must be at least 2% LOA above the waterline. If you are unsure of meeting this requirement, ask your measurer to verify it.
4. (6.31) Cockpit drains adequate to drain cockpit quickly but not less in combined area (after allowance for screens, if attached) than the equivalent of two one-inch diameter drains.
5. (6.51) Sea cocks or valves on all through-hull openings below IWL, except integral deck scuppers, shaft log, speed indicators, depth finders and the like, shall be provided. Does not apply to yachts built before 1-1-76.
6. (6.52) Soft wood plugs, tapered and of various sizes.
7. (6.54) Sheet winches shall be mounted in such a way that no operator is required to be substantially below deck.
8. (6.6) Lifelines and pulpits:  

Yachts of 35 feet LOA and above shall have bow pulpits and 24-inch double lifelines in accordance with Paragraphs (6.61) and (6.62).

Yachts less than 35 feet LOA shall have bow pulpits and at least 18-inch single lifelines in accordance with Paragraphs (6.61) and (6.63).

Yachts whose shrouds are so placed that genoas must be sheeted outside lifelines when closehauled may drop forward lifelines to a lower attachment point.

Note that stern pulpits are not required, provided that lifelines of the required height and construction as above are carried aft to at least the mid point of the cockpit and thereaft are arranged as to substitute adequately for a stern pulpit.

## ACCOMMODATIONS:

9. (7.12) Toilet, securely installed, or fitted bucket.
10. (7.2) Bunks, securely installed.
11. (7.42) Galley facilities.
12. (7.53) Suitable containers for water.

## GENERAL EQUIPMENT:

13. (8.1) Fire extinguishers, readily accessible and of the type and number required by the country of registry, provided there be at least one in yachts fitted with an engine or stove.
14. (8.23) One manual bilge pump.
15. (8.24) Two buckets of stout construction suitable for bailing.
16. (8.32) One anchor and cable.
17. (8.42) At least one flashlight, water resistant, with spare batteries and bulb.

GENERAL EQUIPMENT (continued):

18. (8.5) First Aid Kit and manual.
19. (8.6) Foghorn.
20. (8.7) Radar reflector.
21. (8.9) Shutoff valves on all fuel tanks.

NAVIGATION EQUIPMENT:

22. (9.1) Compass, marine type, properly installed and adjusted.
23. (9.6) Lead line or echo sounder.
24. (9.8) Navigation lights, to be shown as required by the International Regulations for Preventing Collision at Sea, mounted so that they will not be masked by sails or the heeling of the yacht.

EMERGENCY EQUIPMENT:

25. (10.22) Heavy weather jib of suitable strength and size, and reefing equipment for the mainsail.
26. (10.23) Any heavy-weather jib if designed for a seastay or luff-groove device shall have an alternative method of attachment to the stay or a wire luff.
27. (10.24) No mast shall have less than two halyards each capable of hoisting a sail.
28. (10.4) Tools and spare parts, including means to disconnect or sever the standing rigging from the hull in case of need.
29. (10.62) Radio receiver capable of receiving weather bulletins.

SAFETY EQUIPMENT:

30. (11.1) Life jackets, one for each crew member.
31. (11.51) Life ring(s), at least one horseshoe-type life ring equipped with a waterproof light and drogue within reach of the helmsman and ready for instant use.
32. Visual distress signals to be stowed in a waterproof container, and meeting the following requirements of U. S. Coast Guard Regulations effective January 1, 1981:

Any one of the following:

Number marked on device	Device description	Accepted for use	Quantity required to be carried
160.021	Hand red flare distress signals	Day and night (1)	3
160.024	Pistol-projected parachute red flare distress signals	Day and night (2)	3
160.036	Hand-held rocket-propelled parachute red flare distress signals	Day and night	3
160.066	Distress signal for boats, red aerial pyrotechnic flare	Day and night (3)	3

- (1) These signals must have a date of manufacture of October 1, 1980 or later to be acceptable.
- (2) The signals require use in combination with a suitable launching device approved under 46 CFR 160.028.
- (3) These devices may be either self-contained or pistol launched, and either meteor or parachute assisted type. Some of these signals may require use in combination with a suitable launching device approved under 46 CFR 160.028.

33. (11.7) Heaving line (50 foot minimum length) readily accessible to cockpit.

\* Numbers in parentheses refer to Paragraphs in the Offshore Racing Council's "Special Regulations Governing Equipment and Accommodation Standards" dated January 1, 1980.