

CLASS A-1 (Cont.)

| | | | | | | |
|------------------|-----------------|------|----------|----------------------|-------|-------|
| 23. | NIMROD VII | 2960 | 33.8 | Robert L. Hall | 58.05 | 47.58 |
| 24. | ARDENT | 1925 | 33.5 | Thomas McMahon | 59.07 | 48.41 |
| <u>CLASS A-2</u> | | | | | | |
| 25. | DOLPHIN | 4717 | 31.6+25% | W.B. & J.H. Lockwood | 41.06 | 33.66 |
| 26. | SCORPION | 3641 | 33.2+15% | Jack Sutphen | 44.60 | 36.56 |
| 27. | SWAMP YANKEE | 570 | 31.8+10% | Stephen C. Harris | 54.14 | 44.38 |
| 28. | EMILY | 485 | 32.4+ 5% | Edwin S. Gaynor | 57.39 | 47.05 |
| 29. | VOLUNTEER | 891 | 29.6+15% | Donald P. Robinson | 57.39 | 47.05 |
| 30. | PAPRIKA | 961 | 29.4+15% | L.H. & R.F. Reybine | 58.05 | 47.58 |
| 31. | SHIMAERA | 1196 | 33.6 | R.J. Snyder | 58.72 | 48.14 |
| 32. | WAINSCOTT FLAME | 801 | 33.4 | S. Wainwright, II | 59.41 | 48.69 |
| 33. | BUTTERFLY | 1289 | 33.4 | J. Spear | 59.41 | 48.69 |
| 34. | COURTESAN | 1090 | 31.5+ 5% | John F. Young | 60.44 | 49.54 |
| 35. | ADVENTURESS | 864 | 33.1 | Ned Street | 60.44 | 49.54 |
| 36. | PRIMA DONNA | 425 | 32.7 | Cooper & Milliken | 61.83 | 50.68 |
| 37. | SUNSHINE | 178 | 32.5 | A. Bryson Dawson | 62.54 | 51.26 |
| 38. | ROEBOAT | 1504 | 32.4 | James A. Roe | 62.90 | 51.66 |
| 39. | RHUBARB | 543 | 32.4 | B. B. duPont | 62.90 | 51.66 |
| 40. | AWASHONKS | 546 | 32.1 | M. S. Hough | 63.98 | 52.44 |
| 41. | MAYBE | 585 | 32.0 | J. Albert Hitz | 64.34 | 52.74 |
| 42. | WIND CALL | 4288 | 31.2 | Gilbert Wyland | 67.32 | 55.18 |
| 43. | MAYBELLE II | 2359 | 30.4 | Robert B. Morrison | 70.39 | 57.70 |
| 44. | MAGIC LANTERN | 781 | 30.2 | Richard N. Jayson | 71.19 | 58.35 |
| 45. | SOLITAIRE | 1336 | 30.1 | Dud Blanchard | 71.58 | 58.62 |
| 46. | CANTY | 1144 | 30.0 | Paul K. Rogers, Jr. | 71.98 | 59.00 |
| 47. | MISCHIEF | 4477 | 29.9 | David Cabot | 72.38 | 59.33 |

CLASS A-2 (Cont.)

| | | | | | | |
|------------------|-------------|------|----------|----------------------|-------|-------|
| 48. | BELLWETHER | 2358 | 29.6 | Charles E. Gleason | 73.60 | 60.33 |
| 49. | ZEPHYROS | 1363 | 29.6 | Thomas Morgan | 73.60 | 60.33 |
| 50. | BAYOU BELLE | 322 | 29.4 | Charles M. LaCour | 74.42 | 61.00 |
| 51. | BAGHEERA | 4306 | 29.4 | Talcott Stanley | 74.42 | 61.00 |
| 52. | CHRISADA | 4650 | 29.4 | Eliot H. Porter, II | 74.42 | 61.00 |
| 53. | PAVANE | 1587 | 29.3 | James E. Peters | 74.83 | 61.34 |
| 54. | DISPUTE | 1733 | 29.1 | George P. Carter | 75.67 | 62.02 |
| 55. | MALABAR III | 2836 | 28.7 | J. Ralph Metz | 77.36 | 63.41 |
| <u>CLASS B-1</u> | | | | | | |
| 56. | SALLY FORTH | 1132 | 26.0+30% | John P. Leo | 58.05 | 47.58 |
| 57. | NORN | 2868 | 27.0+15% | B. Bruce Edmands | 68.08 | 55.80 |
| 58. | YANKEE BIRD | 4321 | 29.4 | Willard A. Bourne | 74.42 | 61.00 |
| 59. | WHITHER | 2171 | 28.7 | Richard R. Purdy | 77.36 | 63.41 |
| 60. | WINSOME | 3577 | 28.7 | George Cummings, III | 77.36 | 63.41 |
| 61. | EGERIA | 2069 | 28.7 | Murray Warner | 77.36 | 63.41 |
| 62. | SALTY II | 2839 | 28.6 | H.P. Garvin, Jr. | 77.79 | 63.76 |
| 63. | SILHOUETTE | 3826 | 28.6 | A.W. Donkin | 77.79 | 63.76 |
| 64. | KISMET | 4297 | 28.4 | Dan Feuer | 78.66 | 64.47 |
| 65. | NUTMEG | 576 | 28.3 | Oliver Moore | 79.10 | 64.83 |
| 66. | DRUMMER BOY | 4276 | 26.9+ 5% | George S. Cooper | 79.54 | 65.19 |
| 67. | BEAUJOLAIS | 2792 | 25.6+10% | Rod Johnstone | 79.54 | 65.19 |
| 68. | CHANTEYMAN | 104 | 28.2 | E.L. Raymond, Jr. | 79.54 | 65.19 |
| 69. | BLACK ARROW | 1755 | 26.7+ 5% | W. L. Ames | 80.42 | 65.92 |
| 70. | TEMPEST | 3856 | 28.0 | David G. Bourne, Jr. | 80.42 | 65.92 |
| 71. | LAVOLTA | 2267 | 28.0 | Ben Whitcomb | 80.42 | 65.92 |
| 72. | WINDFALL | 2668 | 27.8 | J. K. Baker | 81.31 | 66.65 |

CLASS B-1 (Cont.)

| | | | | | | |
|-----|--------------|------|------|-----------------------|-------|-------|
| 73. | GAY LADY | 3976 | 27.5 | Richard G. Dunn | 82.67 | 67.76 |
| 74. | CERES | 1656 | 27.4 | M. Keith Walker | 83.12 | 68.13 |
| 75. | MELODY | 2718 | 27.0 | H. H. Cooper | 84.99 | 69.66 |
| 76. | CHEERS | 1777 | 27.0 | George R. Harrah | 84.99 | 69.66 |
| 77. | BLUEJACKET | 1768 | 26.8 | John R. Wheeler | 85.94 | 70.44 |
| 78. | MANISSES | 2133 | 26.8 | H. W. Rathbun, Jr. | 85.94 | 70.44 |
| 79. | PATRIOT | 3711 | 26.8 | A. P. Halsey | 85.94 | 70.44 |
| 80. | RELAXER | 4560 | 26.8 | H.A. Bergendahl, M.D. | 85.94 | 70.44 |
| 81. | SAIL! | 4544 | 26.4 | Dick Hartford | 87.85 | 72.01 |
| 82. | FAWN | 3952 | 26.2 | George H. Lumb, II | 88.83 | 72.81 |
| 83. | MAR LEE GO | 1728 | 26.2 | D. L. Miller, III | 88.83 | 72.81 |
| 84. | SKOAL | 1967 | 26.1 | F. H. Hallett | 89.33 | 73.22 |
| 85. | SHIBUI | 2773 | 25.8 | Frederick H. Holt | 90.82 | 74.45 |
| 86. | LADY B | 2711 | 25.7 | F. P. Heinemann | 91.33 | 74.86 |
| 87. | DANDELION | 2237 | 25.7 | William D. Lyon, Jr. | 91.33 | 74.86 |
| 88. | WIDGEON | 1207 | 25.7 | John H. Staples | 91.33 | 74.86 |
| 89. | ZEUS | 3718 | 25.7 | John C. Slocum | 91.33 | 74.86 |
| 90. | LADY FENWICK | 4281 | 25.5 | Ellsworth S. Grant | 92.35 | 75.69 |

TIME ALLOWANCE
IN MINUTES
BOTH DAYS

CLASS B-2

| | | | | | |
|-----|---------------|------|----------|---------------------|-------|
| 91. | TRUMP II | 3677 | 22.3+15% | Aborn D. Smith, Jr. | 58.87 |
| 92. | CHANNEL FEVER | 2295 | 25.3 | Paul Van Dyke | 59.85 |
| 93. | GOOD HOPE | 2476 | 25.3 | Stevens Peale | 59.85 |
| 94. | RAMPANT | 4466 | 25.0 | Leo Bachand | 60.86 |
| 95. | MINSTREL | 4365 | 22.5+10% | Clifford E. Wilson | 61.54 |
| 96. | WEE JO | 4361 | 22.5+10% | Frederick L. Minson | 61.54 |

OFF SOUNDINGS CLUB

FALL, 1970

| | | | | TIME ALLOWANCE IN MINUTES | | |
|-----|---------------|------|----------|------------------------------|-------|-------|
| | | | | <u>1st DAY 2nd DAY</u> | | |
| | | | | CLASS A-1 | | |
| 1. | ARIEL | 294 | 49.5 | Robert R. Larsen | 18.69 | 15.32 |
| 2. | MOOREA | 376 | 49.4 | P.C. Nicholson, Jr. | 18.88 | 15.48 |
| 3. | MADRIGAL | 533 | 39.7+15% | A.B. Boardman, II | 26.32 | 21.58 |
| 4. | STORMY PETREL | CGA6 | 38.1+15% | Coast Guard Academy | 30.51 | 25.01 |
| 5. | FANTASIA | 655 | 41.6+ 5% | J. E. English | 30.73 | 25.19 |
| 6. | SPINDRIFT | 4457 | 39.4+ 5% | William Rich, Jr. | 36.20 | 29.67 |
| 7. | ORPHEUS | 1422 | 37.3+10% | David B. Vietor | 37.20 | 30.49 |
| 8. | CYANE | 707 | 40.7 | duPont & duPont | 37.95 | 31.11 |
| 9. | ARCTIC TERN | CGA4 | 38.1+ 5% | Coast Guard Academy | 39.76 | 32.59 |
| 10. | KATRINKA | 4273 | 38.8 | F.D. & M.S. Winder | 42.94 | 35.20 |
| 11. | KITTIWAKE | 1331 | 38.7 | H. B. Simson | 43.21 | 35.42 |
| 12. | SHEARWATER | CGA3 | 38.1 | Coast Guard Academy | 44.88 | 36.79 |
| 13. | BLUE GOOSE | CGA5 | 38.0 | Coast Guard Academy | 45.16 | 37.02 |
| 14. | OREOL II | 595 | 35.5 | H. W. Park, Jr. | 52.56 | 43.08 |
| 15. | SEGUIN | 1821 | 35.3 | W. Murray Buttner | 53.19 | 43.60 |
| 16. | KONA | 1431 | 35.3 | C. Wallace Tiernan | 53.19 | 43.60 |
| 17. | PARAGON | 2207 | 34.8 | James L. Christy | 54.77 | 44.89 |
| 18. | FREEDOM | 2214 | 34.5 | Harry Elliott | 55.74 | 45.69 |
| 19. | CHANTEY | 4373 | 34.3 | Wilbur F. Young | 56.40 | 46.23 |
| 20. | PUKKA GEN | 3910 | 34.3 | Winslow B. Ayer | 56.40 | 46.23 |
| 21. | RESTLESS | 4585 | 34.0 | J. P. Bininger | 57.39 | 47.05 |
| 22. | CANTATA | 3586 | 33.9 | A. J. Girard | 57.72 | 47.31 |

AT FINISH

1. Identification number is to be displayed a half mile from the finish line and faced toward the Committee Boat so that it may be clearly seen. See instructions on back of yellow number cards.
2. TIME LIMIT: Regardless of time of start, the time limit for each class will expire at 1800 on Friday and 1700 on Saturday. If any yacht finishes by that time, it is a race for her class. However, the Race Committee Boat will remain on station only one hour after the time limit. Yachts finishing after that time should take their own time and report it to the Race Committee Chairman as soon as possible.
3. FINISH LINE - SHORTENED COURSE: In the event of a very slow race when finishing the prescribed course is certainly impossible, the Race Committee may elect (but will not guarantee) to establish a finish line at the last turning mark of the prescribed course. That is "1-B-1" off North Reef the first day. No shortened course is provided for the second day.
4. On Friday, if the Race Committee Boat NOR'EASTER cannot reach the finish line at Block Island in time, the finish line will be established by LOUBENVAR, a 38-foot white sport fisherman with flying bridge, Ben V. Harrison, Jr., Captain.

PROTEST

A member of the Race Committee will be aboard the Committee Boat to observe any infraction of the rules, should they occur.

1969 NAYRU rules shall apply throughout the race, except when meeting non-racing boats, at which time Rules of the Road shall govern. The racing rules are concise and easy to learn. Your familiarity with them will make for a better race for everyone. Know your rights but consider your competitors, particularly when steerageway is questionable.

If Protest is necessary:

1. Immediately display the red flag in the starboard rigging.
2. Verbally inform the Race Committee on the Committee Boat immediately after crossing the finish line.
3. Leave a brief written summary with the Race Committee at the Block Island Club. Remain within ear shot of the public address system to hear where and when the protest meeting will be held. The Chairman of the Protest Committee will announce the time and place of the meeting.

CLASS B-2 (Cont.)

| | | | | | |
|------|---------------|------|----------|---------------------------|-------|
| 97. | SWING LOW | 1631 | 24.8 | Charles Robbins | 61.54 |
| 98. | WE SEVEN | 4535 | 24.7 | Louis H. Bond | 61.88 |
| 99. | CARDIA | 2709 | 24.6 | William Murray, Jr. | 62.22 |
| 100. | RENASCI | 4685 | 24.5 | Stuart Tillinghast | 62.57 |
| 101. | XAIPE | 4266 | 24.5 | T. S. Wadlow | 62.57 |
| 102. | MANDALAY | 4744 | 24.2 | John R. Saxe | 63.63 |
| 103. | SIXPENCE | 4469 | 24.0 | H. P. Bakewell, Jr. | 64.34 |
| 104. | BOW-WOW | 2769 | 23.9 | Nicholas Staub, II | 64.70 |
| 105. | THERAPY | 4252 | 23.7 | John A. Watkins | 65.43 |
| 106. | MANATUCK | 2904 | 22.4+ 5% | Eugene M. Reardon | 66.17 |
| 107. | DAMM YANKEE 2 | 2851 | 23.1 | Robert W. Jacobs, Jr. | 67.67 |
| 108. | MAREDI | 2952 | 22.9 | Russell D. Reddig | 68.43 |
| 109. | LEGACY | 3613 | 22.8 | H. W. Read | 68.82 |
| 110. | BONNIE LASS | 4831 | 22.8 | Robert L. Doane | 68.82 |
| 111. | ANNE II | 4571 | 22.7 | Bohonnon & Christiansen | 69.20 |
| 112. | SPORRAN | 4272 | 22.5 | Gordon T. Gurney | 69.99 |
| 113. | KILTS | 4567 | 22.4 | James B. Slimmon, Jr. | 70.39 |
| 114. | LUEZA | 2926 | 22.4 | Bruce Gelb | 70.39 |
| 115. | ALACRITY | 3876 | 22.4 | Patrick F. Papineau | 70.39 |
| 116. | PIPER | 4346 | 22.3 | James Q. Rice | 70.79 |
| 117. | CHARBO | 4391 | 22.3 | Charles E. Weeks | 70.79 |
| 118. | MIMI | 2110 | 21.9 | Francis L. Crowley | 72.41 |
| 119. | PEERLESS | 4298 | 19.6+10% | Edward H. Maxwell | 73.66 |
| 120. | CHIPSA | 3991 | 21.3 | Eric A. Robba | 74.94 |
| 121. | SARA B. | 2290 | 20.9 | Christian Bayreuther, III | 76.68 |
| 122. | BLACK DOLPHIN | 2519 | 19.6+ 5% | Walter D. Strang, Jr. | 78.02 |

CLASS B-2 (Cont.)

| | | | | | |
|------|--------------|------|----------|---------------------------|--------|
| 123. | HORNET | 2975 | 19.6+ 5% | Jack Hubbard | 78.02 |
| 124. | ALTAIR | 4314 | 19.5+ 5% | S.B. & S.B., Jr. Jennings | 78.48 |
| 125. | CHUGG | 1647 | 20.3 | Donald S. Shepard | 79.39 |
| 126. | THIRD TERN | 2319 | 20.3 | Charles W. Snow, Jr. | 79.39 |
| 127. | FATCAT | 4384 | 20.1 | Larry Comstock | 80.32 |
| 128. | FLEDERMAUS | 4529 | 20.1 | Alec F. Leonhardt | 80.32 |
| 129. | BARCAROLLE | 4726 | 19.8 | David B. Barker | 81.74 |
| 130. | TRUMP-IT | 2798 | 19.7 | J. T. Hermes | 82.22 |
| 131. | TIGRESS | 2520 | 19.7 | Allen N. Anderson | 82.22 |
| 132. | SHAMAN | 1669 | 19.6 | Stanley G. Barnes | 82.71 |
| 133. | HER LADYSHIP | 4291 | 19.5 | M. H. Everett | 83.20 |
| 134. | SAVILI | 3733 | 19.4 | E. C. Granbery | 83.69 |
| 135. | CRYSTAL | 4283 | 13.3 | Geddes Parsons | 123.52 |

TIME ALLOWANCE
IN MINUTES
1st Day 2nd Day

CLASS C-1

| | | | | | | |
|------|---------------|------|----------|--------------------------|-------|-------|
| 136. | WINDQUEST | 4300 | 38.2+10% | A.J. & A.A. Wasley | 34.73 | 28.46 |
| 137. | CHALLENGE | 4392 | 38.2+ 5% | Berrien, Peale, Lockwood | 39.50 | 32.38 |
| 138. | GEM | 3929 | 39.2 | William Ziegler, III | 41.87 | 34.32 |
| 139. | BLITHE SPIRIT | 2379 | 38.4 | Forbes Morse | 44.05 | 36.11 |
| 140. | BLIXTAR | 21 | 38.0 | Danforth Miller, Jr. | 45.16 | 37.02 |
| 141. | COSETTE | 2647 | 37.7 | Halsey C. Herreshoff | 46.01 | 37.72 |
| 142. | SILVER SHADOW | 4518 | 37.4 | Charles E. Dickerson | 46.87 | 38.42 |
| 143. | LADY LINDEN | 680 | 37.2 | Arthur M.R. Hughes | 47.45 | 38.89 |
| 144. | ZEPHYROS | 2055 | 36.7 | John L. Baringer | 48.92 | 40.09 |
| 145. | AKBAR | 2157 | 31.7+15% | James M. Clark | 49.51 | 40.58 |
| 146. | ARION | CGA2 | 36.1 | Coast Guard Academy | 50.72 | 41.57 |

2. Yachts not starting must keep well clear of the starting area until after the warning signal for their class.
3. Running of engines after the Preparatory Signal for her class will disqualify a yacht.
4. Recall signal will be a blast of a whistle for each yacht recalled. A yacht failing to hear or heed such whistle will be penalized by having one-half hour added to her elapsed time.
5. Postponement will be for 15 minute periods and will be signalled by code flag "P". Attention to this signal will be called by two guns. The warning signal (white shape) will be made thirty seconds after the lowering of code flag "P". If postponement is made after the start of the first class, there will be a warning signal (shape to be start signal of previous class) five minutes before the preparatory gun of the next class scheduled to start.
6. Short courses for Classes A-1, A-2, B-1, and C-1 will be signalled by code flag "S". Attention to this signal will be called by one gun.
7. Race off for the day will be signalled by code flag "O". Attention to this signal will be called by two guns.
8. Refer to course sheet for alternate starting line location signalled by code flag "L".
9. Reverse Course for all classes for the second day will be signalled by code flag "R". Reverse course signal for classes B-2 and C-2 signifies only that Nebraska Shoal Nun "2NS" will be left to port. Yachts will still be required to pass to the westward of "1-B-1".

FOR RACE

1. Government marks may be disregarded except for those marking the course being sailed, unless otherwise indicated in this circular.
2. In case of thick weather, yachts rounding course marks must see and identify each mark being rounded. It is not sufficient to assume that a mark has been rounded by the yacht's presumed position.

PLEASE NOTE ! ! !

Courses for the second day differ from the Spring and a Reverse Course is provided under starting instructions. Due to Government scheduling considerations W Or Buoys "B" & "C" will not be on station, hence a new "challenging" course has been established.

COURSES SATURDAY, SEPTEMBER 19, 1970

Starting Line. To eliminate congestion at the entrance to Salt Pond, the starting line will be between the Committee Boat and Stake Boat, located approximately 0.5 miles northeast of Bell R "2". The Committee Boat will lie to the westward of the Stakeboat. White flags on both vessels will indicate the starting line. This starting line will also serve as the finish line to be crossed in a north to south direction for all courses.

Classes A-1, A-2, B-1, and C-1 -----Long Course 22.6 miles

Cross starting line, thence in a north northeasterly direction to Nebraska Shoal Nun "2NS", leaving to starboard; thence in an east southeasterly direction to the Point Judith whistle R "2", leaving to starboard; thence to the finish line, between the white flags on the Committee Boat and Stake Boat located in the starting area. Yachts must pass to the westward of "1-B-1."

Classes B-2 and C-2 -----Short Course 16.8 miles

Cross starting line, thence in a north northeasterly direction to Nebraska Shoal Nun "2NS", leaving to starboard; thence to the finish line between the white flags on the Committee Boat and Stake Boat located in the starting area. Yachts must pass to the westward of "1-B-1".

FOR START

1. An orange "stand-off" buoy with flag will be anchored twenty yards, more or less, from the Race Committee Boat. No STARTING yacht may touch it or pass between it and the Committee Boat without restarting by rounding the Committee Boat to cross the line in the proper manner. Yachts so restarting shall forfeit all rights, as though they had started early.

NOTE..NOTE..NOTE...This is a Stand-Off buoy, which may not be exactly on the prescribed starting line. For timing and starting purposes the end of the line remains the WHITE FLAG on the Committee Boat.

CLASS C-1 (Cont.)

| | | | | | | |
|------|---------------|------|----------|------------------------|-------|-------|
| 147. | SHADOW | 4501 | 35.1 | Charles T. Sturgess | 53.83 | 44.12 |
| 148. | THUNDERBIRD | 1473 | 33.2+ 5% | Roger T. Fortin | 54.46 | 44.64 |
| 149. | STILETTO | 1436 | 34.8 | Kenneth C. O'Dell, Jr. | 54.77 | 44.89 |
| 150. | CONQUEST | 196 | 34.8 | Avery Seaman | 54.77 | 44.89 |
| 151. | DECIBEL | 1658 | 34.6 | R. D. Lemmerman | 55.42 | 45.43 |
| 152. | MAGIC | 3597 | 34.5 | Herbert W. Owen | 55.74 | 45.69 |
| 153. | SCIMITAR | 3861 | 29.9+15% | Arthur Tanner | 56.07 | 45.96 |
| 154. | VIB | 2560 | 33.7 | L. William Ferris | 58.39 | 47.86 |
| 155. | INTERLUDE | 3644 | 32.5 | Robert T. Finlay | 62.54 | 51.26 |
| 156. | SOOGIE MOOGIE | 2100 | 32.3 | Jim Castle | 63.26 | 51.85 |
| 157. | WINDOON III | 4411 | 31.9 | Stuart C. Woodman | 64.71 | 53.04 |
| 158. | PAMPERO | 1732 | 31.8 | R. S. Andrews, Jr. | 65.07 | 53.34 |
| 159. | TAUTOG | 2511 | 31.3 | R. D. Cutler, Jr. | 66.94 | 54.87 |
| 160. | BANSHEE | 1916 | 31.0 | Robert B. Almeida | 68.08 | 55.80 |
| 161. | THE HAWK | 2020 | 30.8 | Perfect Partnership | 68.84 | 56.42 |
| 162. | RUSH | 2114 | 30.8 | Shep Merrill | 68.84 | 56.42 |
| 163. | HOT FOOT | 1779 | 28.1+ 5% | C. J. Blair | 74.01 | 60.66 |
| 164. | BOBTAIL | 2516 | 26.6+10% | Bob Wright | 74.83 | 61.34 |
| 165. | WITCHCRAFT | 2470 | 28.5 | John U. White | 78.23 | 64.12 |
| 166. | RIVER GULL | 2703 | 28.4 | L.A. Hamilton, Jr. | 78.66 | 64.47 |
| 167. | VAMOOSE | 3795 | 28.0 | W. Donald Wilson | 80.42 | 65.92 |
| 168. | RIGOLER | 2708 | 27.8 | Conard & Zacher | 81.31 | 66.65 |
| 169. | BLUEFLOWER | 4264 | 27.8 | Samuel Hird | 81.31 | 66.65 |
| 170. | LIZZIE MACK | 2721 | 26.6 | Kenneth W. McKenzie | 86.89 | 71.22 |
| 171. | GAMBOL | 2909 | 26.3 | John P. Bartels | 88.34 | 72.41 |

| | | | | <u>CLASS C-2</u> | | <u>TIME ALLOWANCE IN MINUTES BOTH DAYS</u> |
|------|--------------|------|----------|------------------------|--|--|
| 172. | PACHYDERM | 3979 | 26.5+10% | Gaddis Smith | | 48.24 |
| 173. | ACE | 574 | 26.1 | Ralph J. Comstock | | 57.26 |
| 174. | ROBYN | 3961 | 24.8+ 5% | Frank A. Medeiros | | 57.57 |
| 175. | CHANSON | 4271 | 25.7 | Edward S. Purcell, Jr. | | 58.54 |
| 176. | WEEWON | 3693 | 25.7 | John D. Haugh, M.D. | | 58.54 |
| 177. | CAMELOT | 3887 | 25.6 | Jonathan F. Bushnell | | 58.87 |
| 178. | CLAVIER | 4506 | 25.4 | Felix T. Trommer | | 59.52 |
| 179. | CORKY | 2275 | 24.2+ 5% | W. J. Harold, Jr. | | 59.52 |
| 180. | WILLETT | 4474 | 25.3 | J. M. Washburn | | 59.85 |
| 181. | SCHEMER | 4302 | 25.3 | Dennis W. Walker | | 59.85 |
| 182. | BARABBAS | 3680 | 25.1 | William J. Donovan | | 60.52 |
| 183. | SEADUCED TOO | 2998 | 25.0 | Burt Anderson | | 60.86 |
| 184. | NORTH SEA | 4263 | 24.9 | W. D. Welte | | 61.20 |
| 185. | EN CHARETTE | 2349 | 22.5+10% | Ronald K. Noe | | 61.54 |
| 186. | CHORUS | 4305 | 24.7 | Robert G. Hughes | | 61.88 |
| 187. | COCOA TREE | 2850 | 24.7 | Robert B. Hodes | | 61.88 |
| 188. | NEPENTHE | 2932 | 24.5 | William H. King, Jr. | | 62.57 |
| 189. | AVANTE IV | 2927 | 24.4 | Frank P. Cafaro | | 62.92 |
| 190. | SUE-SUE | 3830 | 21.3+10% | T. M. Russell, III | | 66.54 |
| 191. | LEPRECHAUN | 2913 | 23.0 | C. Paul LeBeau | | 68.04 |
| 192. | ANNIE H. | 3778 | 22.6 | Frank L. Hertel | | 69.59 |
| 193. | NEPENTHE | 4580 | 22.5 | Donald Atkins | | 69.99 |
| 194. | BA GA SA | 3760 | 22.5 | Samuel J. Geiger | | 69.99 |
| 195. | AIGLE | 2548 | 22.5 | William J. Svihovec | | 69.99 |
| 196. | WOOF | 2236 | 22.4 | Peter Bergendahl | | 70.39 |

COURSES FRIDAY, Sept. 18, 1970

Starting line between Committee Boat and Stake Boat. Committee Boat will be located approximately 0.8 miles from and on a bearing east $\frac{1}{2}$ north (magnetic) of the Watch Hill Passage Bell R "2". The Stake Boat will be located to the eastward of the Committee Boat bearing approximately east-south-east. The Stake Boat will be flying an Off Soundings Burgee. White flags on both vessels will indicate the starting line.

Classes A-1, A-2, B-1, and C-1 -----Long Course 24.81 miles

Cross starting line; thence in a south-south-westerly direction to BW Mo (A) Whistle, leaving to port; thence in an east by northerly direction to Nebraska Shoal Nun "2NS", (4 $\frac{1}{2}$ miles west of Point Judith) leaving to starboard; thence in a south-by-westerly direction to Bell "1-B-1", (off Block Island North Reef) leaving to starboard; thence to the finish line between the white flag on Committee Boat and Bell R "2" (located off the entrance to Great Salt Pond). The Committee Boat will be lying offshore of the bell.

Classes B-2 and C-2 -----Short Course 18.35 miles

Cross starting line; thence in a south-south-westerly direction to BW Mo (A) Whistle, leaving to port; thence in an east-by-southerly direction to Bell "1-B-1", (off Block Island North Reef) leaving to starboard; thence to the finish line between the white flag on the Committee Boat and Bell R "2", (located off the entrance to Great Salt Pond). The Committee Boat will be lying offshore of the bell.

Alternate Starting Line Location

If, in the opinion of the Race Committee, conditions warrant it, the starting line will be established between the white flag on the Committee Boat and Nun "2" (located approximately 0.4 miles south-south-west of the Outer Stonington Breakwater Light). After crossing the starting line all classes will proceed to B W Mo (A) Whistle, leaving it to port, after which they will sail the remaining courses indicated above. For this first leg all government marks will be honored (passed on the proper side). The alternate starting line will be indicated by code flag "L", flown on the Committee Boat. Also notification will be made via radio telephone to the fleet as specified elsewhere in this circular. Time allowance will not be recalculated if this starting line is used.

CLASS B-2

| | | |
|-------|--------------------|--------------------------------------|
| 10:35 | Preparatory Signal | Black Shape with OSC Burgee below |
| 10:40 | Start Signal | Red Shape with OSC Burgee below |

CLASS C-2

| | | |
|-------|--------------------|--------------------------------------|
| 10:45 | Preparatory Signal | Black Shape with OSC Burgee above |
| 10:50 | Start Signal | Red Shape with OSC Burgee above |

SATURDAY, Sept. 19, 1970

SATURDAY AM

CLASS A-1

| | | |
|------|--------------------|-------------|
| 8:50 | Warning Signal | White Shape |
| 8:55 | Preparatory Signal | Black Shape |
| 9:00 | Start Signal | Red Shape |

CLASS A-2

| | | |
|------|--------------------|--------------------------------------|
| 9:05 | Preparatory Signal | Black Shape with OSC Burgee below |
| 9:10 | Start Signal | Red Shape with OSC Burgee below |

CLASS C-1

| | | |
|------|--------------------|--------------------------------------|
| 9:15 | Preparatory Signal | Black Shape with OSC Burgee above |
| 9:20 | Start Signal | Red Shape with OSC Burgee above |

CLASS B-1

| | | |
|------|--------------------|-------------|
| 9:25 | Preparatory Signal | Black Shape |
| 9:30 | Start Signal | Red Shape |

CLASS B-2

| | | |
|------|--------------------|--------------------------------------|
| 9:35 | Preparatory Signal | Black Shape with OSC Burgee below |
| 9:40 | Start Signal | Red Shape with OSC Burgee below |

CLASS C-2

| | | |
|------|--------------------|--------------------------------------|
| 9:45 | Preparatory Signal | Black Shape with OSC Burgee above |
| 9:50 | Start Signal | Red Shape with OSC Burgee above |

CLASS C-2 (Cont.)

| | | | | | |
|------|-------------------|------|------|-----------------------|-------|
| 197. | GOOD NEWS | 4532 | 22.4 | Walter Millis | 70.39 |
| 198. | THE GOLDEN FLEECE | 4586 | 22.3 | John A. Dickerson | 70.79 |
| 199. | QUARTET II | 4320 | 22.2 | Nick Fast | 71.19 |
| 200. | BEDI-BEDI | 3753 | 22.0 | Frank H. Woodman, Jr. | 72.00 |
| 201. | MARIA | 3935 | 22.0 | Donald C. Davis | 72.00 |
| 202. | CAPER | 4261 | 21.8 | H. B. Walpert | 72.83 |
| 203. | ENTROPY | 4543 | 21.7 | Robert I. Welsh, Jr. | 73.25 |
| 204. | SENTA | 1927 | 21.6 | Ernst Prelinger | 73.66 |
| 205. | SEA SHANTY | 3897 | 21.5 | Charles Barbier | 74.09 |
| 206. | MYRAINA II | 4326 | 21.5 | Bill Webster | 74.09 |
| 207. | SPIRIT | 4255 | 21.4 | L. R. Jacobsen | 74.51 |
| 208. | SALLY V. | 4311 | 21.3 | Lyman B. Hoops | 74.94 |
| 209. | BLUE FIN | 4668 | 20.4 | Franklin & Payne | 78.93 |
| 210. | LA FOLIE | 3774 | 20.4 | Paul Wood | 78.93 |
| 211. | PANDORA | 4493 | 19.9 | Lewis E. Linzell | 81.27 |

OFF SOUNDINGS CLUB

FALL SERIES
September 18 & 19, 1970

| <u>SAIL MARK</u> | <u>NAME</u> | <u>APPROX LOA (FT.)</u> | <u>RIG</u> | <u>TOPSIDE COLOR</u> | <u>OWNER'S NAME</u> |
|------------------|-----------------|-------------------------|------------|----------------------|-------------------------------|
| CGA 2 | ARION | 42 | K | White | U.S.C.G. Academy |
| CGA 3 | SHEARWATER | 44 | Y | Gray | U.S.C.G. Academy |
| CGA 4 | ARCTIC TERN | 44 | Y | Gray | U.S.C.G. Academy |
| CGA 5 | BLUE GOOSE | 44 | Y | Gray | U.S.C.G. Academy |
| CGA 6 | STORMY PETREL | 44 | Y | Gray | U.S.C.G. Academy |
| 21 | BLIXTAR | 44 | Sl | Dk. Blue | Danforth Miller, Jr. |
| 104 | CHANTYMAN | 33 | K | White | E. L. Raymond, Jr. |
| 178 | SUNSHINE | 37 | Sl | White | A. Bryson Dawson |
| 196 | CONQUEST | 40 | Sl | Blue | Avery Seaman |
| 294 | ARIEL | 57 | Y | Dk. Blue | Robert R. Larsen |
| 322 | BAYOU BELLE | 36 | Y | White | Charles M. LaCour |
| 376 | MOOREA | 56 | Y | Dk. Blue | Paul C. Nicholson, Jr. |
| 424 | TALA | 40 | Y | Bright | Humphrey Sullivan |
| 425 | PRIMA DONNA | 40 | Y | Gray | A. A. Cooper |
| 485 | EMILY | 38 | Sl | White | Edwin S. Gaynor |
| 533 | MADRIGAL | 46 | Y | White | Albert B. Boardman, II |
| 543 | RHUBARB | 40 | Y | Dk Red | Benjamin B. duPont |
| 546 | AWASHONKS | 40 | Y | Gray | Mark S. Hough |
| 570 | SWAMP YANKEE | 40 | Y | Red | Stephen C. Harris |
| 574 | ACE | 31 | Sl | Gray | R. J. Comstock |
| 576 | NUTMEG | 36 | Y | Green | Dr. Oliver Moore |
| 585 | MAYBE | 40 | Y | Gray | J. Albert Hitz |
| 595 | OREOL II | 41 | Y | Green | Halford W. Park, Jr. |
| 655 | FANTASIA | 47 | Sl | White | J. E. English |
| 680 | LADY LINDEN | 42 | Sl | Black | Arthur M. Hughes |
| 707 | CYANE | 46 | Sl | White | Edward B. duPont |
| 781 | MAGIC LANTERN | 38 | Y | Blue | Richard N. Jayson |
| 801 | WAINSCOTT FLAME | 41 | Sl | Red | S. Wainwright, II |
| 864 | ADVENTURESS | 40 | Sl | Black | Ned Street |
| 891 | VOLUNTEER | 36 | Y | Bl-Gray | Donald P. Robinson |
| 961 | PAPRIKA | 36 | Sl | White | L. H. Reybine & R. F. Reybine |
| 1090 | COURTESAN | 43 | Y | Blue | John F. Young |
| 1132 | SALLY FORTH | 33 | Sl | White | John P. Leo |
| 1144 | CANTY | 38 | Sl | White | Paul K. Rogers, Jr. |
| 1196 | SHIMAERA | 40 | Y | White | R. J. Snyder |
| 1207 | WIDGEON | 30 | Sl | White | John H. Staples |
| 1289 | BUTTERFLY | 41 | Sl | White | John Spear, Jr. |
| 1331 | KITTIWAKE | 47 | Y | Blue | Humphrey B. Simson |
| 1336 | SOLITAIRE | 38 | Sl | White | D. F. Blanchard |
| 1363 | ZEPHYROS | 36 | Sl | Blue | Thomas K. Morgan |
| 1422 | ORPHEUS | 44 | Y | Black | David B. Vietor |
| 1431 | KONA | 41 | Sl | Lt. Blue | C. Wallace Tiernan |
| 1436 | STILETTO | 40 | Sl | White | Kenneth C. O'Dell, Jr. |
| 1473 | THUNDERBIRD | 38 | Sl | White | Roger T. Fortin |
| 1504 | ROEBOAT | 40 | Sl | Gray | James A. Roe |
| 1587 | PAVANE | 35 | Sl | White | James Peters |
| 1631 | SWING LOW | 30 | Sl | White | Dr. Charles Robbins |

September 18, 1970

THIRTY THIRD ANNUAL CRUISE AND RACE
STARTING FROM WATCH HILL
September 11, 1970

RACE INSTRUCTIONS

START SIGNALS

The signals listed below will be lowered 30 seconds before the hoisting of the next signal.

The starting signal for a class will be the warning signal for the next class.

All times are Eastern Daylight Time. FRIDAY'S RACE STARTS ONE HOUR LATER THAN SATURDAY. NOTE CLASS A-1 STARTS FIRST BOTH DAYS.

FRIDAY, Sept. 18, 1970

FRIDAY AM

CLASS A-1

| | | |
|-------|--------------------|-------------|
| 9:50 | Warning Signal | White Shape |
| 9:55 | Preparatory Signal | Black Shape |
| 10:00 | Start Signal | Red Shape |

CLASS A-2

| | | |
|-------|--------------------|--------------------------------------|
| 10:05 | Preparatory Signal | Black Shape with OSC Burgee below |
| 10:10 | Start Signal | Red Shape with OSC Burgee below |

CLASS C-1

| | | |
|-------|--------------------|--------------------------------------|
| 10:15 | Preparatory Signal | Black Shape with OSC Burgee above |
| 10:20 | Start Signal | Red Shape with OSC Burgee above |

CLASS B-1

| | | |
|-------|--------------------|-------------|
| 10:25 | Preparatory Signal | Black Shape |
| 10:30 | Start Signal | Red Shape |

RADIO TELEPHONE INSTRUCTIONS

As an aid to participants in the Spring races, announcements are planned at specified times via radio telephone. For those vessels without radio telephones or other marine receivers, it should be noted that all appropriate signals will be shown on the Committee Boat and take precedence and are in effect whether or not they are transmitted via radio telephone.

Vessels who may transmit are: the Committee Boat, NOR'EASTER; message relay boats; NIGHT HAWK, Chester A. Patterson; and LOUBENVAR, Ben V. Harrison, Jr.

Frequencies to be used are: 2638 kHz (2738 kHz 5 minutes later); 156.3 mHz, Channel 6 VHF-FM (5 minutes after 2738).

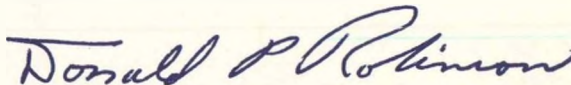
If necessary, transmission will be made at:

0800 & 0900 - General information and race instructions.
0930

1800 - General information and race instructions.

At approximately 10 minutes after the time limit, there will be announced from the Committee Boat on the frequencies and in the sequence indicated above a simple statement of those classes for which there has been a finisher before the deadline, and therefore a race that day; and a statement of the classes which had no finishers before the deadline, and therefore for which there is no race that day. Contestants are directed not to call the Committee Boat for such information, and the Committee Boat is relieved of any obligation to respond to any such queries. This would in no way preclude emergency procedures which properly should be made on 2182 kHz and 156.8 mHz - Channel 16.

OFF SOUNDINGS CLUB



Donald P. Robinson
Race Secretary

| <u>SAIL MARK</u> | <u>NAME</u> | <u>APPROX. LDA (FT.)</u> | <u>RIG</u> | <u>TOPSIDE COLOR</u> | <u>OWNER'S NAME</u> |
|------------------|---------------|--------------------------|------------|----------------------|---------------------------|
| 1647 | CHUGG | 26 | S1 | Gray | Donald S. Shepard |
| 1656 | CERES | 35 | S1 | White | M. Keith Walker |
| 1658 | DECIBEL | 40 | S1 | Blue | R. D. Lemmerman |
| 1669 | SHAMAN | 24 | S1 | White | Stanley G. Barnes |
| 1728 | MAR-LEE-GO | 32 | Y | Green | Daniel L. Miller, 3rd |
| 1732 | PAMPERO | 37 | S1 | White | R. Snowden Andrews, Jr. |
| 1733 | DISPUTE | 35 | S1 | Gray-Green | George P. Carter |
| 1755 | BLACK ARROW | 33 | S1 | Black | William L. Ames |
| 1768 | BLUEJACKET | 35 | S1 | Blue | John R. Wheeler |
| 1777 | CHEERS | 33 | S1 | Black | George R. Harrah |
| 1779 | HOT FOOT | 33 | S1 | White | Charles J. Blair |
| 1821 | SEGUIN | 42 | S1 | Bright | W. Murray Buttner |
| 1916 | BANSHEE | 37 | S1 | Blue | Robert B. Almeida |
| 1925 | ARDENT | 40 | Y | Blue | Thomas F. McMahon |
| 1927 | SENTA | 25 | S1 | Gray | Ernst Prelinger |
| 1967 | SKOAL | 32 | S1 | White | Frederick H. Hallett |
| 2020 | THE HAWK | 37 | S1 | White | The Perfect Partnership |
| 2055 | ZEPHYROS | 45 | S1 | Gray | John L. Baringer |
| 2069 | EGERIA | 35 | S1 | Green | Murray Warner |
| 2100 | SOOGIE MOOGIE | 37 | S1 | Maroon | James Castle |
| 2110 | MIMI | 27 | S1 | White | Francis L. Crowley |
| 2114 | RUSH | 38 | Y | White | C. Shepard Merrill |
| 2133 | MANISSES | 33 | S1 | White | Herbert W. Rathbun, Jr. |
| 2157 | AKBAR | 38 | S1 | White | James M. Clark |
| 2171 | WHITHER | 35 | S1 | White | Richard R. Purdy |
| 2207 | PARAGON | 41 | Y | Blue | James L. Christy |
| 2214 | FREEDOM | 41 | Y | Lt Blue | Harry B. Elliott |
| 2236 | WOOF | 26 | S1 | Lt Blue | Peter Bergendahl |
| 2267 | LA VOLTA | 35 | S1 | Black | Dr. Benjamin B. Whitcomb |
| 2275 | CORKY | 30 | S1 | White | Dr. William Harold, Jr. |
| 2290 | SARA B | 32 | Sch | White | Christian Bayreuther, 3rd |
| 2295 | CHANNEL FEVER | 31 | S1 | Red | Paul C. van Dyke |
| 2319 | THIRD TERN | 26 | S1 | White | Charles W. Snow, Jr. |
| 2349 | EN CHARENTE | 29 | S1 | White | Ronald K. Noe |
| 2358 | BELLWETHER | 36 | Y | Bright | C. E. Gleason |
| 2359 | MAYBELLE II | 38 | S1 | White | Robert B. Morrison |
| 2379 | BLITHE SPIRIT | 44 | S1 | Black | Forbes Morse |
| 2470 | WITCHCRAFT | 34 | S1 | White | John U. White |
| 2476 | GOOD HOPE | 31 | Y | Dk Gray | Stevens Peale |
| 2511 | TAUTOG | 38 | Y | Dk Blue | R. D. Cutler, Jr. |
| 2516 | BOBTAIL | 30 | S1 | White | Robert B. Wright |
| 2519 | BLACK DOLPHIN | 24 | S1 | Black | Walter D. Strang, Jr. |
| 2520 | TIGRESS | 24 | S1 | Blue | Allen N. Anderson |
| 2548 | AIGLE | 29 | S1 | White | William J. Svihovec |
| 2560 | VIB | 39 | S1 | White | Dr. L. William Ferris |
| 2647 | COSETTE | 41 | S1 | White | Halsey C. Herreshoff |
| 2668 | WINDFALL | 34 | S1 | White | J. K. Baker |
| 2703 | RIVER GULL | 34 | Y | Blue | Lloyd A. Hamilton, Jr. |
| 2708 | RIGOLER | 34 | S1 | White | John Hand Conard |
| *2237 | DANDELION | 31 | S1 | Gray | William D. Lyon, Jr. |

| <u>SAIL MARK</u> | <u>NAME</u> | <u>APPROX. LOA (FT.)</u> | <u>RIG</u> | <u>TOPSIDE COLOR</u> | <u>OWNER'S NAME</u> |
|------------------|---------------|--------------------------|------------|----------------------|----------------------------|
| 2709 | CARDIA | 30 | S1 | White | Dr. William J. Murray, Jr. |
| 2711 | LADY B | 33 | S1 | White | F. P. Heinemann |
| 2718 | MELODY | 33 | S1 | Lt Gray | Herbert H. Cooper |
| 2721 | LIZZIE MACK | 33 | S1 | Dk. Green | Kenneth W. McKenzie |
| 2769 | BOW-WOW | 30 | S1 | White | Nicholas Staub, II |
| 2773 | SHIBUI | 32 | S1 | Red | Frederick H. Holt |
| 2792 | BEAUJOLAIS | 31 | S1 | Red | Rodney S. Johnstone |
| 2798 | TRUMP-IT | 24 | S1 | White | Joseph T. Hermes |
| 2836 | MALABAR III | 41 | Sch | Black | J. Ralph Metz |
| 2839 | SALTY II | 35 | S1 | White | H. P. Garvin, Jr. |
| 2850 | COCOA TREE | 30 | S1 | White | Robert B. Hodes |
| 2851 | DAMM YANKEE 2 | 28 | S1 | Blue | Robert W. Jacobs, Jr. |
| 2868 | NORN | 33 | S1 | White | B. Bruce Edmands |
| 2904 | MANATUCK | 27 | S1 | Black | Eugene M. Reardon |
| 2909 | GAMBOL | 30 | S1 | White | John P. Bartels |
| 2913 | LEPRECHAUN | 27 | S1 | White | C. Paul LeBeau |
| 2926 | LUEZA | 27 | Y | Blue | Bruce Gelb |
| 2927 | AVANTE IV | 30 | S1 | White | Frank P. Cafaro |
| 2932 | NEPENTHE | 30 | S1 | Red | William H. King, Jr. |
| 2952 | MAREDI | 29 | S1 | White | Russell D. Reddig |
| 2960 | NIMROD VII | 44 | K | Beige | Robert L. Hall |
| * 2998 | SEADUCED TOO | 29 | S1 | White | Burton H. Anderson |
| 3577 | WINSOME | 35 | S1 | Lt Green | George Cummings, III |
| 3586 | CANTATA | 39 | S1 | Green | A. J. Girard |
| 3597 | MAGIC | 41 | Y | Gray | Herbert W. Owen |
| 3613 | LEGACY | 29 | S1 | Gray | H. W. Read |
| 3641 | SCORPION | 42 | S1 | White | John S. Sutphen |
| 3644 | INTERLUDE | 38 | S1 | White | Robert T. Finlay |
| 3677 | TRUMP II | 27 | S1 | White | Aborn D. Smith, Jr. |
| 3680 | BARABBAS | 30 | S1 | White | William J. Donovan |
| 3693 | WEEWON | 30 | S1 | White | Dr. John D. Haugh |
| 3711 | PATRIOT | 32 | S1 | Red | A. P. Halsey |
| 3718 | ZEUS | 31 | S1 | White | John C. Slocum |
| 3733 | SAVILI | 24 | S1 | White | E. Carlton Granbery, Jr. |
| * 3753 | BEDI-BEDI | 28 | S1 | White | Frank H. Woodman |
| 3774 | LA FOLIE | 23 | S1 | White | Paul Wood |
| 3778 | ANNIE H | 26 | S1 | White | Frank L. Hertel |
| 3795 | VAMOOSE | 34 | S1 | White | W. Donald Wilson |
| 3826 | SILHOUETTE | 35 | S1 | Lt Green | Arthur W. Donkin |
| 3830 | SUE-SUE | 24 | S1 | White | T. M. Russell, III |
| 3856 | TEMPEST | 35 | S1 | White | David G. Bourne |
| 3861 | SCIMITAR | 35 | S1 | White | Arthur E. B. Tanner |
| 3876 | ALACRITY | 29 | S1 | White | Patrick F. Papineau |
| 3887 | CAMELOT | 30 | S1 | White | Jonathan F. Bushnell |
| 3897 | SEA SHANTY | 24 | S1 | White | Charles C. Barbier |
| 3910 | PUKKA GEN | 42 | Y | Blue | Winslow B. Ayer |
| 3929 | GEM | 44 | S1 | White | William Ziegler, III |
| 3935 | MARIA | 26 | S1 | White | Donald C. Davis |
| 3952 | FAWN | 33 | S1 | Lt Blue | George H. Lumb, II |
| * 2975 | HORNET | 24 | S1 | Yellow | John H. Hubbard |
| * 3760 | BA GA SA | 26 | S1 | Black | Samuel J. Geiger |

WEATHER BROADCASTS: Travelers Weather Service, WTIC (1080 KC)

THURSDAY, Sept. 17th

12:10 p.m.
5:30 p.m.
6:20 p.m.
11:20 p.m.

FRIDAY, Sept. 18th

5:30 a.m.
6:30 a.m.
7:25 a.m.
8:25 a.m.
9:25 a.m.
12:10 p.m.
5:15 Weather Watch
6:20 p.m.
7:05 Weather Watch
11:20 p.m.

SATURDAY, Sept. 19th

5:30 a.m.
6:30 a.m.
7:55 Weather Watch
8:25 a.m.
9:05 Weather Watch
9:25 a.m.
10:40 Weather Watch
12:10 p.m.
5:30 p.m.
6:15 p.m.
11:20 p.m.

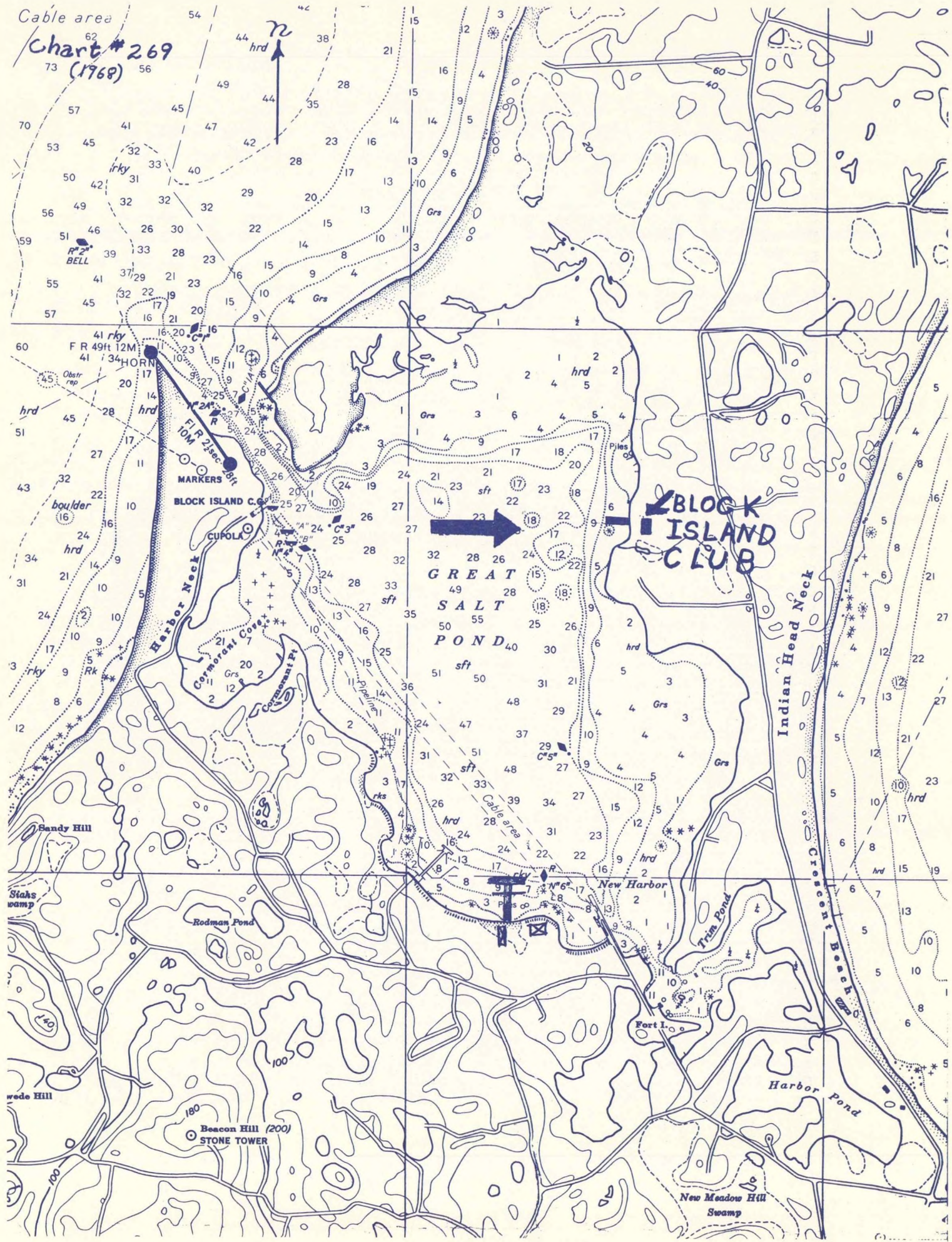
SUNDAY, Sept. 20th

6:30 a.m.
7:25 a.m.
7:55 Weather Watch
9:05 Weather Watch
10:40 Weather Watch
11:05 a.m.
12:05 p.m.
5:30 p.m.
6:15 p.m.

TIME CHECK: WTIC has a time check with tone every hour on the hour.

Cable area
Chart # 269
(1968)

44 hrd
44
44



GREAT
SALT
POND

BLOCK
ISLAND
CLUB

| <u>SAIL MARK</u> | <u>NAME</u> | <u>APPROX. LOA (FT.)</u> | <u>RIG</u> | <u>TOPSIDE COLOR</u> | <u>OWNER'S NAME</u> |
|------------------|---------------|--------------------------|------------|----------------------|-----------------------------|
| 3961 | ROBYN | 32 | S1 | White | Frank A. Medeiros |
| 3976 | GAY LADY | 35 | Y | Dk Blue | Richard G. Dunn |
| 3979 | PACHYDERM | 29 | S1 | Lt Gray | Gaddis G. Smith |
| 3991 | CHIPSA | 24 | S1 | White | Eric A. Robba |
| 4252 | THERAPY | 29 | S1 | White | John A. Watkins |
| 4255 | SPIRIT | 26 | S1 | White | Lawrence R. Jacobsen |
| 4261 | CAPER | 26 | S1 | Red | Harvey B. Walpert |
| 4263 | NORTH SEA | 29 | S1 | Blue | William D. Welte |
| 4264 | BLUEFLOWER | 34 | S1 | Dk Blue | Samuel Hird |
| 4266 | XAIPE | 31 | S1 | Gray | T. S. Wadlow |
| 4271 | CHANSON | 30 | S1 | White | Edward S. Purcell, Jr. |
| 4272 | SPORRAN | 27 | S1 | Gray | G. T. Gurney |
| 4273 | KATRINKA | 48 | Y | White | F. D. Winder |
| 4276 | DRUMMER BOY | 32 | Y | Lt Gray | George S. Cooper |
| 4281 | LADY FENWICK | 35 | K | White | Ellsworth S. Grant |
| 4283 | CRYSTAL | 18 | Cat | White | Geddes Parsons |
| 4288 | WIND CALL | 36 | S1 | White | Gilbert Wyland |
| 4291 | HER LADYSHIP | 24 | S1 | Dk Green | LCDR Michael H. Everett, RN |
| 4297 | KISMET | 35 | S1 | White | Dan Feuer |
| 4298 | PEERLESS | 24 | S1 | Black | Edward H. Maxwell |
| 4300 | WINDQUEST | 43 | S1 | White | A. Justin Wasley |
| 4302 | SCHEMER | 30 | S1 | White | Dennis W. Walker |
| 4305 | CHORUS | 30 | S1 | Red | Robert G. Hughes |
| 4306 | BAGHEERA | 35 | S1 | Black | Talcott Stanley |
| 4311 | SALLY V. | 24 | S1 | White | Lyman B. Hoops |
| 4314 | ALTAIR | 23 | S1 | White | S. Barry Jennings, Jr. |
| 4320 | QUARTET II | 30 | S1 | Blue | Nicholas W. Fast |
| 4321 | YANKEE BIRD | 32 | Cu | Black | Willard A. Bourne |
| 4326 | MYRAINA II | 24 | S1 | White | William D. Webster |
| 4346 | PIPER | 27 | S1 | Lt Blue | James Q. Rice |
| 4361 | WEE JO | 27 | S1 | Blue | Frederick L. Minson |
| 4365 | MINSTREL | 27 | S1 | Gray | Dr. Clifford E. Wilson |
| 4373 | CHANTEY | 43 | K | White | Wilbur F. Young |
| 4384 | FAT CAT | 24 | S1 | White | Larry Comstock |
| 4391 | CHARBO | 27 | S1 | Lt Blue | Charles E. Weeks |
| 4392 | CHALLENGE | 43 | S1 | White | Allen Berrien & B. Lockwood |
| 4411 | WINDOON III | 39 | S1 | Black | Stuart C. Woodman |
| 4457 | SPINDRIFT | 44 | S1 | White | William Rich, Jr. |
| 4466 | RAMPANT | 31 | Y | Red | Leo W. Bachand |
| 4469 | SIXPENCE | 28 | S1 | Blue | Henry P. Bakewell, Jr. |
| 4474 | WILLETT | 32 | S1 | Gray | John M. Washburn |
| 4477 | MISCHIEF | 36 | S1 | White | David Cabot |
| 4493 | PANDORA | 24 | S1 | White | Lewis E. Linzell |
| 4501 | SHADOW | 40 | S1 | Blue | Charles T. Sturgess |
| 4506 | CLAVIER | 30 | S1 | Black | Dr. Felix Trommer |
| 4518 | SILVER SHADOW | 43 | S1 | White | Charles E. Dickerson |
| 4529 | FLEDERMAUS | 24 | S1 | White | Alex F. Leonhardt |
| 4532 | GOOD NEWS | 26 | S1 | Blue | Walter Millis |
| 4535 | WE - SEVEN | 32 | S1 | White | Louis Bond |

| <u>SAIL MARK</u> | <u>NAME</u> | <u>APPROX. LOA (FT.)</u> | <u>RIG</u> | <u>TOPSIDE COLOR</u> | <u>OWNER'S NAME</u> |
|----------------------|-------------------|------------------------------|------------|--------------------------|-----------------------------|
| 4543 | ENTROPHY | 26 | S1 | Dk Green | Robert I. Welsh, Jr. |
| 4544 | SAIL! | 32 | S1 | White | Dick Hartford |
| 4560 | RELAXER | 32 | S1 | White | Dr. Harold A. Bergendahl |
| 4567 | KILTS | 27 | S1 | White | James B. Slimmon, Jr. |
| 4571 | ANNE II | 28 | S1 | White | C. C. Christiansen |
| 4580 | NEPENTHE | 26 | S1 | White | Donald A. Atkins |
| 4585 | RESTLESS | 44 | K | White | J. P. Bininger |
| 4586 | THE GOLDEN FLEECE | 26 | S1 | Horizon Blue | John A. Dickerson |
| 4650 | CHRISADA | 35 | S1 | Blue | Eliot H. Porter, II |
| 4668 | BLUE FIN | 24 | S1 | White | John Franklin |
| 4685 | RENASCI | 30 | S1 | White | Stuart Tillinghast |
| 4717 | DOLPHIN | 36 | S1 | White | W. B., Sr. & J. H. Lockwood |
| 4726 | BARCAROLLE | 24 | Y | White | David B. Barker |
| 4744 | MANDALAY | 30 | S1 | White | John R. Saxe |
| 4831 | BONNIE LASS | 27 | S1 | Blue | Robert L. Doane |

Friday, September 18 and Saturday, September 19: We will rendezvous at the Block Island Club. (See enclosed chart for location and mooring area.) The club is a quite new private club, founded to promote sailing on the Island. Its officers have kindly extended the use of its facilities to the Off Soundings Club as an assistance in this difficult change for our club.

Your officers and committees have made every effort to develop satisfactory arrangements for you within a very short period of time. The Rhode Island Development Council has offered their help to the club. In addition, the Block Island Yachting Association, Inc. (a group of interested Island business men) has been invaluable in solving a number of logistics problems, including use of a public address system.

The Block Island Club has a substantial dock and float; however, these must be reserved for our launches. Please use your dinghies, but leave them on the beach in front of the club.

While your club officers have been working to improve launch service, please bring your own dinghy. Remember it may be left on your anchor for Saturday's Race if you are not measured with it aboard. Finally, urge your crew to assemble for the trip out! Everyone benefits!

Finally:

If you raft, look to your fenders in that the ferries create a substantial wake. Please do not anchor in the Fairway or cable area! If you have no power please arrange for a tow out of the harbor.

After each day's race tentative results will be announced. Complete results will be mailed later to all members and guests on our mailing list. Prizes will be mailed to winners if not picked up at Block Island after the final results.

PERPETUAL TROPHIES (Awarded to members only):

The following perpetual trophies will be awarded at the Winter Shore Party for the yacht with the best corrected time in the year's races. Penalties for former prize winners are not used in establishing the winners. These trophies are held for one year and upon their return the winner is given a suitable plaque.

| <u>TROPHY NAME</u> | <u>CLASS</u> | <u>TROPHY NAME</u> | <u>CLASS</u> |
|----------------------|--------------|--------------------|--------------|
| E. Standish Bradford | A-1 | Charles J. Koch | B-2 |
| Kenneth B. Millet | A-2 | Beauford Reeves | C-1 |
| Samuel Pepys | B-1 | Byron N. Durfee | C-2 |

A new perpetual trophy, the G. W. Blunt White Memorial Trophy, a gift of former Vice Commodore Thomas L. Miller, shall 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 shall be made this year on the basis of the results for the years 1969 and 1970.

RENDEZVOUS

Thursday, Sept. 17: Dock and mooring space at Burr's and Marsters' docks in New London will be at a premium. As rafting will have to be resorted to, please use all precautions to prevent damage.

For those participants arriving by car Thursday night, there is a large parking lot located just to the south of Burr's across the street from Marsters' dock. Pete Bergamo at Burr's is most cooperative and indicates that you are welcome to unload down in their parking area.

Burr's dock is 12.5 miles from the starting line. The current turns to the northwest at the Race at 8:18. Both Watch Hill Yacht Club and Ram Island Yacht Club have generously offered their facilities to members of the fleet on Thursday night.

Additional copies of notices, instructions, rating sheets etc. will be available at Burr's dock, Thursday evening, Sept 17, from the Committee Boat.



OFF SOUNDINGS CLUB

OFFICE OF
RACE SECRETARY
MYSTIC SEAPORT
MYSTIC, CONN. 06355

Area Code 203 536-2631

September 11, 1970

FINAL NOTICE

Enclosed in the envelope are the following:

1. Race Instructions
2. Rating Sheet
3. Identifying Number (to entrants)
4. Identification List

Please be reminded that our Off Soundings rules require that the person or persons in whose names the vessel is entered must be on board for both races and be in command of the yacht.

Again we must remind all participants that good hard racing, which is a major contribution to the success of Off Soundings, must not obscure the necessity for using good judgment and seamanship. With a fleet this size, one must continually anticipate and plan to avoid impossible tactical situations that can result in injury to crewmen and damage to our vessels. A good working knowledge of the new 1969 racing rules, together with a measure of consideration will make for the best race.

PRIZES

Prizes will be awarded as follows: 1st prize if three or more boats start, second prize if five or more start, third if ten or more start and fourth if fifteen or more start.

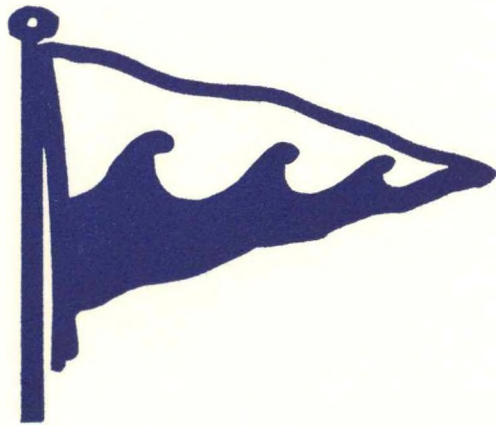
As is customary during Club races, all prizes are given on a "corrected time" basis computed from the results of two days of racing.

Handicaps are added to former prize winners. Any boat winning a first, second, or third prize will carry a penalty until the boat and owner have participated in three additional race series, at which time the oldest incurred penalty will be removed. The penalties are 15% for a first place, 10% for a second, and 5% for a third, with a maximum of 45% total penalty.

These handicaps are applied to rating lengths.

All prizes are donated by the Off Soundings Club.

**OFF SOUNDINGS
CLUB**



33rd Annual

FALL RACE SERIES

September 18, 19, 1970