

- 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 alternative 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. Un-claimed 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 awarded 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.

17
143 Total

CLASS A-1 (ALPHA)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
42888	EXCELLENCE	Linwood Mather	CMB 46	Navy Blue	81	10	1.1016
41444	SAPHAEDRA	Queene Hooper Foster	NLS 51 K	White	75		1.0811
206	ROGUE	Seville H. Simonds	NPT 29	White	126	30	1.0792
4457	SPINDRIFT	W. Rich, III	FI 31	White	123	20	1.0547
22	BRILLIANT	George Moffett	S&S 62 SCH	White	99		1.0363
42842	HUGGY BEAR	John J. Locher	TAR 40	White	105		1.0256
43700	EASTWINDS	J. Robert Gunther, Jr.	F&C 44 K	Grey	116	5	1.0218
22535	NEPENTHE	Robert W. Read	PSN 39 Y	White	129	10	1.0148
23746	SNOW GOOSE	Bill Fortmann	F&C 44 K	White	116		1.0067
21924	IRRESISTIBLE	James B. Slimmon, Jr.	TAR 37-2	White	129	5	1.0000
2222	TYNAJE	Peter C. Ross	OHL 38	Dk Green	139	10	0.9984
33855	HERITAGE	Chet Humphrey	LHB 38	White	126		0.9901
10769	SALTY	Peter Mletschnig	PSN 39	Grey	129		0.9852
42500	SUMMERTIME BLUES	Roy Hood / Herb Maher	TAR 37-2	Navy Blue	129		0.9852
42908	ANYTHING GOES	Allen Smith & Allen Anderson	SAB 36	White	132		0.9804
2114	TATTLER	W. Frank Bohlen	OHL 38 Y	Off White	148		0.9554
4717	DOLPHIN	John Lockwood	NPT 29	White	150		0.9524

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

To estimate relative progress, first calculate (conveniently, prior to the race) a Speed Quotient (SQ) for each yacht you want to compare. SQ_x is equal to the difference between your own TCF₀ and the TCF_x of the other yacht (yacht x), divided by the TCF_x 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_x you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

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

YCF = $\frac{600}{480 \text{ PMG}}$

*Rating (RAT) before adjustment to TCF for awarded 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.	TAR 34	White	177	20	0.9680
1196	SHIMAERA	R. J. Snyder	CON 40 Y	White	168	15	0.9676
41928	REVEILLE	John Orzech	TAR 34	Beige	177	15	0.9543
21621	BOW - WOW	Dusty Staub	TAR 34	Blue	176	10	0.9421
2024	DUET	Ed Birch	LDR 33	Lt Blue	195	15	0.9289
50519	GRACE DARLING	Donald Russell	NNS 33	White	180	5	0.9227
4264	BLUEFLOWER	Samuel Hird	TAR 34	Dk Blue	181	5	0.9213
50270	CAT'S CRADLE	Robert Rosenblum	NNS 30	Smoke	192	10	0.9196
41386	CHARMER	Will Pease	TAR 34	White	183		0.9050
3936	BAMBOO	Peter W. McFadden/Gil Wilcox	LDR 36	White	188		0.8982
20513	LEGACY	John P. Read	GXY 32	White	189		0.8969

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_x is equal to the difference between your own TCFO and the TCF_x of the other yacht (yacht x), divided by the TCF_x 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_x 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)

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 Class C-1, Class C-2 and Class 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 these 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."

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 Red Bell "2" off the entrance to Great Salt Pond. The Committee Boat will be to the west of the Bell. 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 the same as the Starting Line.

12.3 On Saturday, for the first of the two races sailed by Class C-1, Class C-2 and Class 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 stand by for the start their second race. See S.I. 7.9. The second race for these classes will finish as provided in S.I. 12.2, above.

13.0 Time Limit

13.1 Regardless of the time of start, the time limit for each class will expire at 1800 on Friday and 1700 on Saturday. 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 Class C-1, Class C-2 and Class 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. Time will be taken on Friday when Great Salt Pond Entrance Buoy R"2" bears 065° magnetic, close aboard. Time will be taken on Saturday when Bell R"2" bears 225° magnetic and the cupola of the Coast Guard Station bears 196° magnetic.

14.0 Protests

14.1 Comply with the provisions of Rule 68.

8.0 Postponements

- 8.1 Advance Postponement: Where, before leaving the harbor, the Race Committee chooses to postpone the starting sequence, it will use the standard postponement procedures, with the addition that the end of the postponement will be the Harbor Start or the abandonment announcement. The Race Committee, upon hoisting the Answering Pennant, will broadcast "Advance Postponement" to the fleet by radio on Channel 72 VHF-FM and, upon lowering the Answering Pennant at the end of the postponement, will broadcast "Off Soundings Club Harbor Start" as provided in S.I. 3.1, or "Race Abandoned", as provided in S.I. 10.1 and 10.2.
- 8.2 Standard postponement procedures are given in Rules 4.1 "AP" and 4.2(b) and (d). The first class to start following a postponement will be given a new Warning Signal (white shape) and a new Preparatory Signal (blue shape). At that class' Start Signal, the normal sequence of Table 1 or Table 2 will resume.

9.0 Recalls

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

10.0 Race Abandoned

- 10.1 If the Race Committee elects to abandon Friday's race, it will do so by displaying one of the following signals and firing three guns (Rule 4.1 is modified accordingly):

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

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

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

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	WAN 30	White	216	20	0.9138
4259	JUST FRIENDS	Ed Purcell	WAN 30	White	216	15	0.9009
5593	SANIBEL	Gerry Keeler	WAN 30	Dk Green	215	5	0.8763
42802	FLUENT	Stuart C. Dickinson	PSN 26	Blue	249	20	0.8724
50224	EALA	James S. Brown	MOR 24	White	231	10	0.8692
20224	MISTRAL	Cal Beggs	MOR 24	White	231	5	0.8565
31242	WINDRIDER II	Russell W. Brown	BKI 25	White	228		0.8475
30573	SESAME	Allen Ames	NNS 26	Red	231		0.8439
31522	SHENANIGAN	Bob Rhorer	MOR 24	White	231		0.8439
630	CYGNUS	George T. Carlson	TTN	White	249		0.8230
3733	SAVILI	Edward Dieckerhoff & Kim Granbery	DLP 24	Green	259		0.8119

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_x is equal to the difference between your own TCF_o and the TCF_x of the other yacht (yacht x), divided by the TCF_x 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_x you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

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

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

CLASS C-1 (PAPA)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
42242	HOOLIGAN	Peter Brinckerhoff	EVL 42	Green	30	15	1.2294
18968	SCAMP	Robert J. Rainey	R/P 44	Blue	15		1.2121
54321	HOT NUMBERS	Connolly/Karenko	TLR 42	Red	54	20	1.1910
40421	ROGUE	Edward S. Dole	EVL 42	White	39		1.1561
31200	SETTLER	James H. Rich, Jr. & III	PTN 42	White	69	10	1.1257
40801	EN CHARETTE	Ron Noe	NOE 36	Bright	75	10	1.1135
30404	LOUISIANA CRUDE	Raymond M. Pride	PTN 43	Blue	60		1.1111
32339	SPLIT DECISION	Seniff/Nickerson	J-35	White	74	5	1.0993
32575	WHITE FIRE	Joeseph A. Bardenheier, IV	J-35	White	74	5	1.0993
42209	WOLF PACK	Greg Gilmartin	C&C 37R	White	69		1.0929
42700	DUCK SOUP U.S.A.	R. Brook Stoutenburgh	C&C 37R	Dk Blue	69		1.0929
33799	COVENANT	Charles R. Moore, Jr.	BEN 42	White	75		1.0811
30999	ELENA	W. Lincoln Mossop	ISL 40	Dark Blue	82		1.0676
41457	UBIQUITOUS	Patrick Keane	TRP 37	Red	84		1.0638
42277	STARLIGHT	Arthur C. Bulger	TRP 37	Blue	84		1.0638
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. 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)

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 Stake Boat.
- 7.3 On Friday, the Committee Boat will be located approximately 0.8 miles bearing 084° magnetic from Gangway Rock Lighted Bell Buoy "2" in Watch Hill Passage. 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 approximately 0.5 miles bearing 045° magnetic from Red Bell "2" off the entrance to Great Salt Pond. The Stake Boat will lie to the eastward of the Committee Boat and will be flying an Off Soundings Club burgee. The same Starting Line will be used for both Saturday's races for 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. 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 250 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 Class C-1, Class C-2 and Class 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 will 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.

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>
0950	Warning A-2			White Shape		
0925	Warning A-1	Preparatory A-2		Blue Shape	Echo	
1000	Warning C-4	Preparatory A-1	Start A-2	Red Shape	Alpha	Echo
1005	Warning C-3	Preparatory C-4	Start A-1	Red Shape	Zulu	Alpha
1010	Warning B	Preparatory C-3	Start C-4	Red Shape	Fox Trot	Zulu
1015	Warning CR-2	Preparatory B	Start C-3	Red Shape	Kilo	Fox Trot
1020	Warning C-1	Preparatory CR-2	Start B	Red Shape	Golf	Kilo
1025	Warning C-2	Preparatory C-1	Start CR-2	Red Shape	Papa	Golf
1030	Warning C-5	Preparatory C-2	Start C-1	Red Shape	Oscar	Papa
1035	Warning CR-1	Preparatory C-5	Start C-2	Red Shape	Juliet	Oscar
1040		Preparatory CR-1	Start C-5	Red Shape	Uniform	Juliet
1045			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>
0850	Warning C-1			White Shape		
0855	Warning C-2	Preparatory C-1		Blue Shape	Papa	
0900	Warning C-3	Preparatory C-2	Start C-1*	Red Shape	Oscar	Papa
0905	Warning A-2	Preparatory C-3	Start C-2*	Red Shape	Fox Trot	Oscar
0910	Warning A-1	Preparatory A-2	Start C-3*	Red Shape	Echo	Fox Trot
0915	Warning C-4	Preparatory A-1	Start A-2	Red Shape	Alpha	Echo
0920	Warning B	Preparatory C-4	Start A-1	Red Shape	Zulu	Alpha
0925	Warning CR-2	Preparatory B	Start C-4	Red Shape	Kilo	Zulu
0930	Warning C-5	Preparatory CR-2	Start B	Red Shape	Golf	Kilo
0935	Warning CR-1	Preparatory C-5	Start CR-2	Red Shape	Juliet	Golf
0940		Preparatory CR-1	Start C-5	Red Shape	Uniform	Juliet
0945			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 their second races.

All times are Eastern Daylight Time.

CLASS C-2 (OSCAR)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
40252	SIRPRIZE	Bill Healy	SEN 38	White	88	20	1.1197
779	FROYA	William G. Gunther	M&R 47	White	87	15	1.1058
32717	JOY RIDE	Buster Kingsbury	EVL 32	Red	99	20	1.0984
30778	AMERICAN PIE	Ray Gincavage	C&C 40	White	90	10	1.0842
43571	MAGBOOKA	John Nevin	SOV 33	White	98	5	1.0536
31346	LINDY	David G. Dickerson	PTN 38	White	90		1.0526
30490	JET STREAM	Jack Wills	C&C 40	White	92		1.0490
41181	CALIENTE	Joel Z. Green	EVL 32-2	White	105		1.0256
31556	GOOMBAY SMASH	Hugh O'Brien	OLS 30	White	108		1.0204
50701	BANJO	Rodney S. Johnstone	J-80	White	108		1.0204
63100	HAWK	Paul & Carol Connor	J-29	Green	110		1.0169
40561	DIRTY HARRY	John Lavin	J-29	White	111		1.0152
43799	SHAMROCK	G. Robert O'Brien	TAR 35	White	111		1.0152
53303	TOMAHAWK	Alan & A.J. Wasley	J-29	White	111		1.0152
40917	MELTEMI	Gene J. Festa	X-99	White	114		1.0101
50699	SHOOTING STAR II	John B. Johnstone	J-80	White	114		1.0101
50718	ANGEL UNDER THE MOON	David J. Whelan	WLN 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_x is equal to the difference between your own TCFO and the TCF_x of the other yacht (yacht x), divided by the TCF_x 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_x 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)

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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>
13812	OSPREY	George Martin	C&C 35 I	White	119	20	1.0618
30293	ALICE	Bill Barlow	CAT 38	White	117	15	1.0503
83214	FACTORY GIRL	Bill Canning	SAN 30/30	White	128	15	1.0312
53353	LOONEY TUNES	Carl Fast	SAN 30/30	White	123	10	1.0249
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	MOR 36	White	126		0.9901
22025	TENACITY II	Bill Squier	C&C 36	White	126		0.9901
30036	DEFIANT	Roger Bauman, Jr.	C&C 36	White	126		0.9901
12708	FIREBALL	Donald & Robert Kern	C&C 35 II	Red	128		0.9868
143	BONECRUSHER	Bos Powell	J-27	White	129		0.9852
50195	MAST TRANSIT	John Bourget	J-27	White	129		0.9852
50468	CAPRICORN	Bob & Brian Gibbs	ERC 33	White	129		0.9852

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

To estimate relative progress, first calculate (conveniently, prior to the race) a Speed Quotient (SQ) for each yacht you want to compare. SQ_x is equal to the difference between your own TCF₀ and the TCF_x of the other yacht (yacht x), divided by the TCF_x 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_x 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)

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:

CR	Cruising Canvas Classes
B/C-5	Class B and Class C-5
XX	Class XX (in the event a specific class is to be assigned a course of its own)
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 or Stake Boat 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 (Saturday).

6.6 On Saturday, yachts must pass offshore of these buoys, as indicated (These buoys are exempt from the identification requirement of Rule 8.2.):

Bell R"6"	near Southwest Point
Nun "2"	near Black Rock
Can "1" and Can "3"	near Southeast Point
Can "7"	near Old Britton Rock

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 Windward 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, conditions permitting. For the second race for each of these classes, the course will not necessarily be the same as the first race and will be displayed as described above.

- 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 Tables 1 and 2.

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

5.0 Marks

5.1 Marks are designated as follows:

- A The Stake Boat or buoy at the starting line.
- C Green Gong Buoy "9" at Cerberus Shoal
- D The Stake Boat or buoy at the finishing line.
- E Green Whistle "5" off the northeast side of Block Island
- F OSC Special Mark, (location from the Finish will be displayed)
- G Green & Red Buoy "BIS" 2.2 miles westerly of Mark S
- H Red Bell "4" south of Pt. Judith Harbor of Refuge
- I Green Bell "1BI" north of Block Island North Reef
- J Red Whistle "2" south of Point Judith
- L Leeward Gate (Location from the Finish will be displayed) (See S.I. 6.8.)
- M Red & White Whistle Mo(A) "WH" south of Watch Hill
- N Red Nun "2NS" at Nebraska Shoal
- S Red Bell "2" at Southwest Ledge
- W OSC Special Mark, (location from the Start will be displayed)
- O Windward Offset (about 100 yards from a windward Mark) (See S.I. 6.9.)
- 4 Red Whistle "4" southwest of Block Island

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	CTM 1/2 T	Grey	161	25	1.0062
31113	NEW WAVE	Paul Hewitt & Bob Evelyn	EVL 26	White	165	25	1.0000
33672	PURSUIT	Dennis Marron	S-2 9.1	White	135	5	0.9902
20201	BRER RABBIT III	W. D. Strang/W. A. Loweth	C&C 33	Yellow	149	10	0.9825
12247	PHOENIX	Bruce H. Cox	PSN 36	Lt Grey	134		0.9772
14146	ALADDIN	Thomas K. Saxe	PSN 36	Blue	138		0.9709
23739	WAVEWALKER	Ronald S. & David R. Walker	J-30	Tan	138		0.9709
40396	ORION	Robert G. Norton	PSN 36	White	138		0.9709
4406	LAST DROP	Arlene Tunney	CS-30	White	156		0.9434
42679	ELAN	Grant Brandon	ELAN 32	Red	156		0.9434
22468	CELEBRATION	John Baird	C&C 30	Red	162		0.9346
43740	OUR TERN	Jack Washburn	TAR 31	White	162		0.9346
14741	FIRE GIRL	Roger Beaudet	TAR 30	White	168		0.9259
42160	FASCINATION	Jim Francis	BEN 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_x is equal to the difference between your own TCF₀ and the TCF_x of the other yacht (yacht x), divided by the TCF_x 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_x 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)

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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>
3904	FAST FORWARD	David Leventhal	J-24	White	171	15	0.9631
4140	RISKY BUSINESS	Paul (Woody) Bergendahl	J-24	White	171	15	0.9631
22	PROPHET	Donald Wilkinson	EVL 25.5	Red	179	10	0.9378
31125	CHASING RAINBOWS	Milan Bartek/Bill Cannon	PSN 30	White	179	10	0.9378
31385	WILD FLOWER	Bob Puder	EVL 26	White	173	5	0.9326
11445	ANTICIPATION	Bijan Rasadi	C&C 30	Red	171		0.9217
40905	WAVE FUNCTION	Bruce Dinsmore	TAR 28	White	171		0.9217
30958	PHOENIX	Toby Doyle	EVL 26	Green	183	5	0.9186
18	BETH	Steve Sammis	PSN 31	Grey	174		0.9174
50119	SECOND DRAFT	Douglas Peacock	CAT 30	White	174		0.9174
33692	SALUD	Reinhard Sarges	PSN 30	White	176		0.9146
96	BELUGA	Steven M. McInnis	FDM 32	White	177		0.9132
45553	C'EST LA VIE	Thomas Doyle	ELT 32	Dk Blue	180		0.9091
10570	WITCHCRAFT	Irv Rich	RGR 29	White	186		0.9009
30050	GNAT	Kevin D. Farrar	CAN 23	White	189		0.8969
320	PERSISTENCE	John Graeb	C&C 25	Blue	219	10	0.8841
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_x is equal to the difference between your own TCF_o and the TCF_x of the other yacht (yacht x), divided by the TCF_x 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_x you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

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

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

OFF SOUNDINGS CLUB

SPRING RACE SERIES
JUNE 14-15, 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. 14.4 of these Sailing Instructions), the 1993-1996 International Yacht Racing Rules (referred to herein as "Rules" or "Rulebook"), the Prescriptions of US SAILING and by these Sailing Instructions (referred to herein as "S.I.s"). The Series is designated 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. Be careful to avoid yachts involved in pre-start maneuvering in the starting area near the Committee Boat. See S.I. 7.7.
- 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 "The Oar," 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 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 Classes:
 - a. Only Off Soundings Club members may enter.
 - b. Spinnakers (including mizzen spinnakers) may not be used. 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).

4. The RENDEZVOUS FRIDAY, JUNE 14 and SATURDAY, JUNE 15 will be at "The Oar" at Block Island. When you disembark, bring your trash (garbage) ashore with you (in plastic bags) for deposit in the nearby trash bin, so that Great Salt Pond will remain as yachtsmen would want it. 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 Great Salt Pond. Block Island now has a boat for pumping holding tanks. There is no pump-out charge for boats on town moorings, but there is a \$10 charge for all others. Arrangements must be made through the Harbor Master, in advance (Larry Constantine 466-3204). Be aware that there is a \$200 fine if you discharge into the Harbor. We should be courteous and not discharge our holding tanks until a legal distance offshore.

5. MOORINGS: The Town of New Shoreham has moorings available, at \$30/night, on a first-come, first-served basis. These are lime-green in color and are located in the southwest section of the Pond. Rafting on these moorings is permitted, to a maximum of one boat on either side of the moored boat.
6. TRANSPORTATION ashore will be provided by two, fully-equipped launches supplied by Oldport Marine Services. 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 from 0700 to 0900 on Saturday and from 0700 to 1100 on Sunday. Launch availability at other times will be at their normal fee. The launches monitor Channel 68 and 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.

Emergency radio calls to Block Island Rescue or to Police should be initiated on Channel 9 and then shifted to Channel 12. Also, using Block Island's new municipal telephone system, emergency calls should be made to 911. Telephone numbers of interest are:

Police 466-3220

Rescue Squad 466-3226

Doctor 466-2974

The following PERPETUAL TROPHIES will be awarded (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

Richard H. Roberts
Race Secretary

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	15	1.0773
13143	VIB	James F. Barrett, Jr.	TAR 41	White	116	10	1.0369
50684	SEA CAPER	Don Atkins	TAR 412	Flag Blue	121		0.9983
20256	ORN	Karin K. Schlafke	TAR 41	White	122		0.9967
31484	VENTURE	Al Girard	PSN 37	White	124		0.9934
41276	TRANQUILITY	S. Edward Jeter	TAR 40	Green	127		0.9885
801	KONA	J. A. Ristuccia	ERC 39	White	129		0.9852
42437	BREAKAWAY	Richard A. Joslyn, Jr.	J-34 C	Dk Blue	131		0.9820
42372	SPARKY	Jack Haugh	TAR 372	White	138		0.9709
50381	BRIEF CANDLE	Edward H. Osgood, Jr.	SAB 36	White	141		0.9662
12555	SERENITY	Cal Brouwer/Spence Kloter	C&C 35 I	White	153	5	0.9621

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_x is equal to the difference between your own TCFO and the TCF_x of the other yacht (yacht x), divided by the TCF_x 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_x 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)

10 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	HNT 34	White	166	15	0.9706
32639	ACK-VA-VIT	Bertil Olsson	APHRO 34	White	163	10	0.9611
50464	MARIA	Don Davis	J-28	White	181	10	0.9349
21223	DELIVERANCE	W. D. Webster	C&C 34	White	166		0.9288
40361	MANANTIAL	William Schmidt	HNT 34	White	172		0.9202
22617	SENTA	Ernst Prelinger	NGA 35	Grey	174		0.9174
42499	XAPIΣMA	Robert I. Welsh, Jr.	PSN 424 K	White	184	5	0.9172
13140	TIFFER	Varick D. Harrison / Robert Toth	TAR 30	Dk Blue	202	10	0.9062
42212	VALIANT	P. C. van Dyke	TAR 34	White	206	10	0.9009
30010	RUSTY-NAIL	Clifford Fisher	PSN 31	White	188		0.8982
42114	SCIMITAR	William B. Rambow	TAR 37-1	Dk Blue	194		0.8902
22428	TEMPEST	David G. Bourne	IRW 34	White	198		0.8850
50416	PUFF	Hugh F. Luddecke, Jr.	PSN 30	White	200		0.8824
14281	TERN ABOUT	Charles W. Snow, Jr.	PSN 30	White	204		0.8772
43804	BUCCANEER	Richard Tiernan	PSN 303	White	208		0.8721
5590	ATELIER	Peter Freeman	RGR 26	Blue	213		0.8658

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_x is equal to the difference between your own TCF_o and the TCF_x of the other yacht (yacht x), divided by the TCF_x 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_x you calculated for yacht x times the number of minutes you have taken so far in the race to get to that mark.

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

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



OFF SOUNDINGS CLUB

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

(203) 443-4621 (R)
June 7, 1996

59th ANNUAL SPRING RACE SERIES
1996
JUNE 14th and 15th

FINAL NOTICE

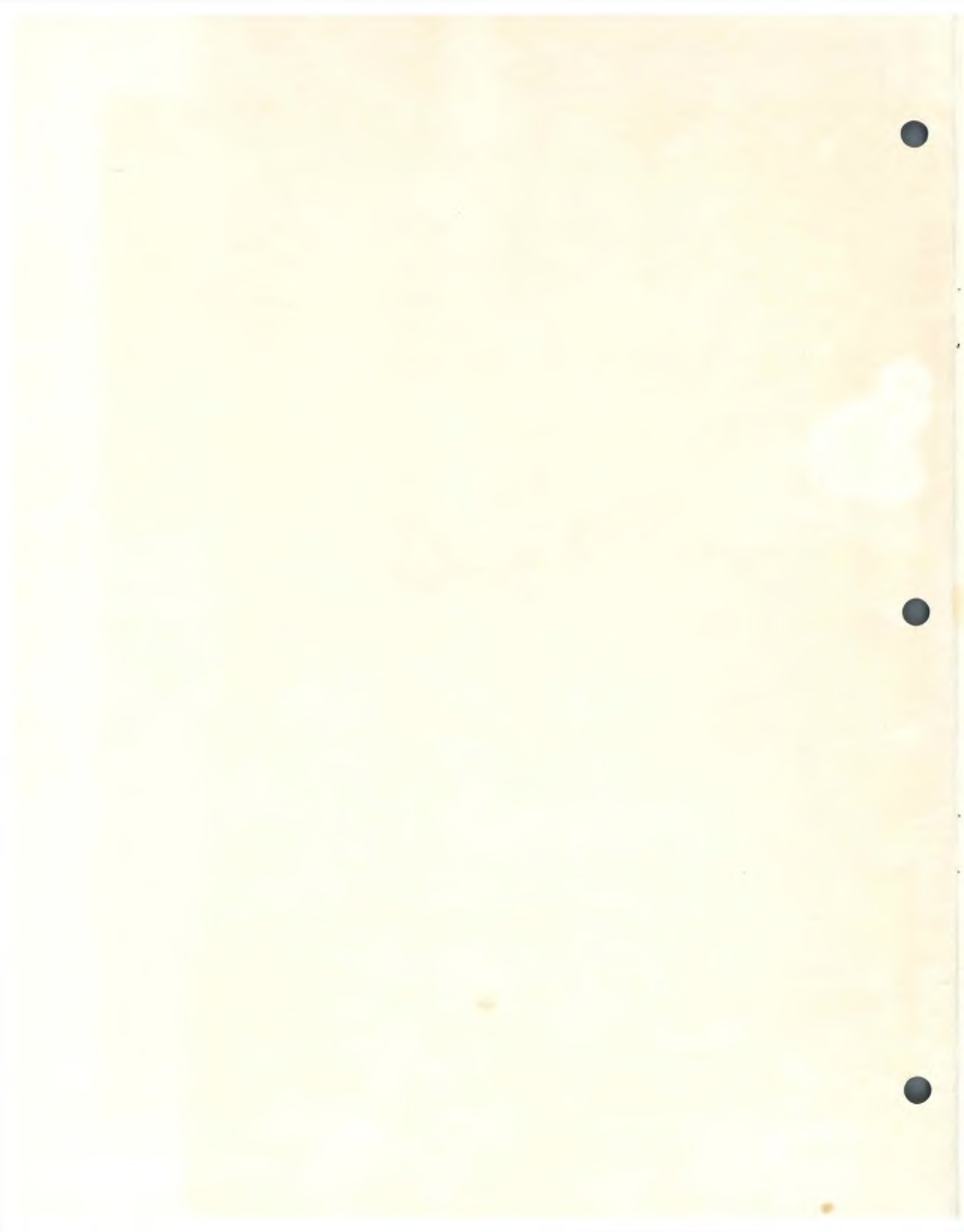
This booklet includes **GENERAL INFORMATION, SAILING INSTRUCTIONS and CLASS ENTRY LISTING.**

SPECIAL NOTES:

1. CLASSES WILL START IN **FIVE** MINUTE INTERVALS. (Sailing Instruction (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. 6.10, 7.4, 7.9, 9.3, 12.3, Table 2)
4. Class CR-1 AND Class CR-2 WILL HAVE SEPARATE STARTS. (Table 1, Table 2)
5. ABILITY TO FINISH YACHTS WHILE OTHER CLASSES ARE STARTING IS PROVIDED FOR. (S.I. 12.3)
6. A LEEWARD GATE MARK and a WINDWARD OFFSET MARK HAVE BEEN PROVIDED FOR. (S.I. 5.1, 6.8, 6.9)
7. Last Fall, there were reports of yachts improperly crowding into the Starting Area. Remember that the Starting Area is reserved for yachts maneuvering between their Preparatory Signal and their Start. Other yachts are required to wait until their own Preparatory (five-minute) Signal before entering the Starting Area. (See S.I. 7.7.)
8. The 12-Metre Fleet will not be racing with us in the Spring Race Series, but we expect that they will be joining us for our Fall Race Series.
9. The Race Committee will continue to 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 S.I. 6.0 and 7.5. Marks are identified in S.I. 5.1.
10. This Race Series will use Time-on-Time scoring. A yacht's Corrected Time is obtained by multiplying her Elapsed Time by her Time Correction Factor. See S.I. 15.1.
11. This Race Series will use an Alternative Penalty System, in lieu of disqualification, for an infringement of a Rule of Part IV (Right-of-Way Rules). A yacht accepts the ten-minute penalty by the display of a yellow flag. The foul committed cannot have given a significant advantage to the infringing yacht nor have resulted in serious damage. See S.I. 16.0.
12. Existing 18-inch single lifelines are "grandfathered." See S.I. 1.2.
13. If you think that you may have earned a trophy, and will not be attending the Saturday night ceremony, please arrange for someone to receive 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 on Thursday night and will have additional copies of this booklet available on board.
3. On Thursday, June 13, there will be dock and mooring space at Dodson's in Stonington, available on a first-come, first-served basis at a special rate of \$10 per boat. They furnish launch service and can be reached at 860-535-1507.



Sail Number Key

Sail No	Yacht Name	Class
18	BETH	C-5
22	BRILLIANT	A-1
22	PROPHET	C-5
96	BELUGA	C-5
143	BONECRUSHER	C-3
206	ROGUE	A-1
320	PERSISTENCE	C-5
630	CYGNUS	B
779	FROYA	C-2
801	KONA	CR1
1196	SHIMAERA	A-2
2024	DUET	A-2
2114	TATTLER	A-1
2222	TYNAJE	A-1
3733	SAVILI	B
3771	PIPER TOO	A-2
3904	FAST FORWARD	C-5
3936	BAMBOO	A-2
4140	RISKY BUSINESS	C-5
4259	JUST FRIENDS	B
4264	BLUEFLOWER	A-2
4406	LAST DROP	C-4
4457	SPINDRIFT	A-1
4717	DOLPHIN	A-1
4744	MANDALAY	B
5590	ATELIER	CR2
5593	SANIBEL	B
10570	WITCHCRAFT	C-5
10769	SALTY	A-1
10999	CHECKERED DEMON	C-4
11445	ANTICIPATION	C-5
12247	PHOENIX	C-4
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
14741	FIRE GIRL	C-4
14796	SPIRIT	C-3
18968	SCAMP	C-1
20201	BRER RABBIT III	C-4
20224	MISTRAL	B
20256	ORN	CR1
20513	LEGACY	A-2
21223	DELIVERANCE	CR2
21621	BOW - W0W	A-2

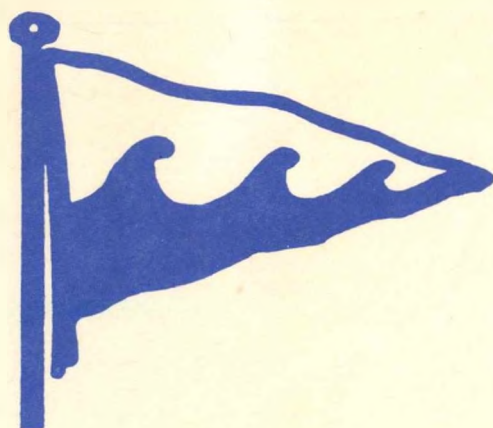
Sail No	Yacht Name	Class
21924	IRRESISTIBLE	A-1
22025	TENACITY II	C-3
22428	TEMPEST	CR2
22468	CELEBRATION	C-4
22535	NEPENTHE	A-1
22617	SENTA	CR2
23739	WAVEWALKER	C-4
23746	SNOW GOOSE	A-1
30010	RUSTY-NAIL	CR2
30036	DEFIANT	C-3
30050	GNAT	C-5
30293	ALICE	C-3
30404	LOUISIANA CRUDE	C-1
30490	JET STREAM	C-2
30573	SESAME	B
30610	ARROW	CR1
30778	AMERICAN PIE	C-2
30958	PHOENIX	C-5
30999	ELENA	C-1
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
31484	VENTURE	CR1
31522	SHENANIGAN	B
31556	GOOMBAY SMASH	C-2
31890	IRISH WITCH	C-3
32339	SPLIT DECISION	C-1
32352	EXORCIST	CR2
32575	WHITE FIRE	C-1
32639	ACK-VA-VIT	CR2
32717	JOY RIDE	C-2
33672	PURSUIT	C-4
33692	SALUD	C-5
33799	COVENANT	C-1
33855	HERITAGE	A-1
40252	SIRPRIZE	C-2
40361	MANANTIAL	CR2
40396	ORION	C-4
40421	ROGUE	C-1
40561	DIRTY HARRY	C-2
40801	EN CHARETTE	C-1
40905	WAVE FUNCTION	C-5
40917	MELTEMI	C-2
41181	CALIENTE	C-2
41276	TRANQUILITY	CR1

Sail No	Yacht Name	Class
41302	LUNA SEA	C-3
41386	CHARMER	A-2
41437	UBIQUITOUS	C-1
41444	SAPHAEDRA	A-1
41928	REVEILLE	A-2
42114	SCIMITAR	CR2
42160	FASCINATION	C-4
42209	WOLF PACK	C-1
42212	VALIANT	CR2
42242	HOOLIGAN	C-1
42277	STARLIGHT	C-1
42372	SPARKY	CR1
42437	BREAKAWAY	CR1
42499	ΧΑΡΙΣΜΑ	CR2
42500	SUMMERTIME BLUES	A-1
42679	ELAN	C-4
42700	DUCK SOUP U.S.A.	C-1
42802	FLUENT	B
42842	HUGGY BEAR	A-1
42888	EXCELLENCE	A-1
42908	ANYTHING GOES	A-1
43571	MAGBOOKA	C-2
43700	EASTWINDS	A-1
43740	OUR TERN	C-4
43799	SHAMROCK	C-2
43804	BUCCANEER	CR2
45553	C'EST LA VIE	C-5
50119	SECOND DRAFT	C-5
50195	MAST TRANSIT	C-3
50224	EALA	B
50270	CAT'S CRADLE	A-2
50376	HOLIDAY	C-5
50381	BRIEF CANDLE	CR1
50416	PUFF	CR2
50464	MARIA	CR2
50468	CAPRICORN	C-3
50519	GRACE DARLING	A-2
50684	SEA CAPER	CR1
50699	SHOOTING STAR II	C-2
50701	BANJO	C-2
50718	ANGEL UNDER THE MOON	C-2
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



Commodore William G. Gunther "FROYA"

**OFF SOUNDINGS
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SPRING RACE SERIES**

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