

CRUISING CANVAS CLASS -- Division 2 (GOLF)

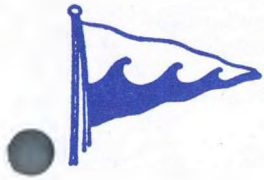
<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
32352	EXORCIST	Wayne Morse	Hunter 34	White	166	5	0.9427
1196	SHIMAERA	R. J. Snyder	Concordia 40 Y	White	186	15	0.9414
30010	RUSTY NAIL	Clifford Fisher	Pearson 31	White	188	15	0.9386
33886	UN BEL DI'	John M. Messek, Jr.	Pretorien 35	White	161		0.9360
42619	MITIME	Tim Evans	Ericson 32	White	182	10	0.9335
32639	ACK-VA-VIT	Bertil Olsson	Aphrodite 34	White	163		0.9331
50607	STARCHASER	Richard Steinhilber	Hunter 34	White	166		0.9288
31760	SOLAIRE	Thomas M. Ginz	C&C 34	White	167		0.9274
22617	SENTA	Ernst Prelinger	Niagara 35	Grey	174		0.9174
22468	CELEBRATION	John Baird	C&C 30	Red	184	5	0.9172
50464	MARIA	Don Davis	J-28	Navy Blue	181		0.9077
2312	FERIEN	Robert A. Edmands	Luders 36	White	209	10	0.8970
21952	FUN	Paul D'Arcy	J-24	Red	190		0.8955
54	WOMBAT	James J. Eastland	Nonsuch 30	White	192		0.8929
170	BARBCAT	Allen R. Perrins	Nonsuch 30	White	192		0.8929
50416	PUFF	Hugh Luddecke	Pearson 30	White	200		0.8824
14281	TERN ABOUT	Charles Snow	Pearson 30	White	203		0.8785
13140	TIFFER	Varick D. Harrison	Tartan 30	Dk Blue	207		0.8734
43980	SISU	Lochlin G. Syme	Nonsuch 26	White	237		0.8368

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)



OFF SOUNDINGS CLUB

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

(860) 443-4621
June 6, 1997

60th ANNUAL SPRING RACE SERIES
1997
JUNE 13th and 14th

FINAL NOTICE

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

SPECIAL NOTES:

1. The Racing Rulebook has been changed. The new Rulebook is called *The Racing Rules of Sailing -- 1997 - 2000*. Members of the US Sailing Association have been sent a copy of the new Rulebook as a part of their membership services. Others should call 800-US-SAIL-1 to inquire about the new Rulebook or about becoming a member of US SAILING and obtaining a new Rulebook that way.
2. The innovations begun in the 1995 Fall Race Series will be continued in 1997.
3. Last Fall, there were reports of boats improperly crowding into the Starting Area. Remember that the Starting Area is reserved for boats maneuvering between their Preparatory Signal and their Start. Other boats are required to wait until their own Preparatory (five-minute) Signal before entering the Starting Area. (See S.I. 7.7.)
4. We are sorry to report that the 12 Metres will not be able to race with us this Spring.
5. This year we have established Class C-3 as a High-Performance Class, with PHRF ratings from 84 to 129. Selection of boats to be assigned to or removed from this High Performance Class will be made by the Classification Committee Chairman with the assistance of the Chief Measurer and the Race Secretary.
6. 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.
7. This Race Series will use Time-on-Time scoring. A boat's Corrected Time is obtained by multiplying her Elapsed Time by her Time Correction Factor. See S.I. 15.1.
8. This Race Series will use an Alternative Penalty System, in lieu of disqualification, for a breach of a Rule of Part 2 (When Boats Meet). A boat accepts the ten-minute penalty by the display of a yellow flag. (Note that Code Flag "I" is no longer listed as an alternate to the required yellow flag.) The breach committed cannot have given a significant advantage to the boat breaking a rule nor have resulted in serious damage. See S.I. 16.0.
9. Existing 18-inch single lifelines and pulpits are "grandfathered." See S.I. 1.2. Owners are strongly urged to upgrade lifeline and pulpit installations to comply with the ORC requirements of Category 4.
10. The new rules (**RRS**, as explained in #1, above) have assigned meanings to Code Flag "A" and to Code Flag "Z." To avoid potential confusion, the Class Flag for Class A-1 is changed to Code Flag "T" and the Class Flag for Class C-4 is changed to Code Flag "W".
11. If you think that you may have earned a trophy and will not be attending the Saturday night ceremony, please arrange for someone to collect your trophy for you. Otherwise, left-over prizes will be retained by Rear Commodore Wes Maxwell and you will have to contact Maxwell (860-535-3905) to arrange for pick-up of your prize. See S.I. 17.1.
12. **WE NEED YOUR HELP!** Ken Mahler, our stalwart video cameraman, has had a rotator cuff operation and will likely not be able to participate in filming our Spring Race Series. We are asking those of you with camcorders to take videos during and after the racing this Spring and send the tapes to Bill Ames. Ames, and others, will be taping the races from the Committee or Patrol Boats, and your tapes will augment that coverage. We thank you for supporting this effort.

GENERAL INFORMATION:

1. The Committee Boat will be **NOREASTER**, owned by Henry duPont IV. The Stake Boat will be **NIMBLE**, owned by Chris Cox, and the auxiliary Race Committee Boat will be **THISTLE DEW**, owned by Past Commodore Jack English.

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 12, 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.
4. The RENDEZVOUS FRIDAY, JUNE 13 and SATURDAY, JUNE 14 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.

Great Salt Pond has been declared a federal no-discharge zone. Marine toilets and holding tanks cannot be discharged in the harbor. This includes Type I devices such as Lectra/San. The Harbor-master may board your vessel to ensure that seacocks are sealed. Discharge of "gray water," i.e., sinks, showers, etc. is permitted. The fine for unlawful discharge is \$200. The town of New Shoreham operates a pump-out boat at no charge. Advance arrangements must be made with the Harbormaster (Larry Constantine, 401-466-3204) for this service. Further, by courtesy and law, heads, except Type I, and holding tanks should not be discharged overboard within three miles of any shoreline.

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, each at \$30 per night.
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. Medical emergencies will be coordinated by the Fleet Surgeon, who will be guarding Channel 72. Participants are encouraged to have on board a medical kit properly outfitted and to be prepared to handle minor problems. Should you have a medical emergency, all the Committee Boat and/or the Fleet Surgeon on Channel 72.

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 boat 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 1996 and 1997.
- (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 1996 and 1997.
- (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 1996 and 1997.

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. Special 1997 Off Soundings Spring Race Series tee shirts will be available at the Shore Party.

Cordially,

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	25	1.1082
41470	SCALAWAG	William A. Lieber	J-35	White	102	10	1.0619
13143	VIB	James F. Barrett, Jr.	Tartan 41 DK	White	116	15	1.0520
42879	RENEGADE	William Johnson	J-35	Dk Blue	95		1.0435
50220	BANSHEE	Bob Almeida	C&C 37-2	White	99		1.0363
42437	BREAKAWAY	Richard Joslyn	J-34 C mod	Dk Blue	122		0.9967
12555	SERENITY	Cal Brouwer/Spence Kloter	C&C 35 I	White	153	15	0.9905
31484	VENTURE	Al Girard	Pearson 37	White	127		0.9885
41276	TRANQUILITY	S. Edward Jeter	Tartan 40	Dk Green	127		0.9885
42422	PATRIOT	A. P. Halsey	Baltic 39	White	128		0.9868
43906	TOUCHSTONE	Dirk Lewis	Clearwater 36	Blue	129		0.9852
23746	SNOW GOOSE	Bill Fortmann	F&C 44 Ketch	White	136		0.9740
41263	TOUCAN	Martin Abrams	Express 35	White	138		0.9709
50381	BRIEF CANDLE	Edward H. Osgood, Jr.	Sabre 36	White	141		0.9662
50700	MORNINGSTAR	Robert Fisher	Sceptre 43	BlueGrey	143		0.9631
43926	SATIN DOLL	Richard S. Shulman	Sabre 38 - Mk I	Dk Blue	151		0.9509
42500	SUMMERTIME BLUES	Roy Hood / Herb Maher	Tartan 37-2	Flag Blue	155		0.9449

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

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

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>
31385	WILD FLOWER	Bob Puder	Evelyn 26	White	173	15	0.9602
11445	ANTICIPATION	Bijan Rasadi	C&C 30	Red	171	10	0.9493
30050	GNAT	Kevin D. Farrar	Canning 23	White	189	15	0.9372
30958	PHOENIX	Toby Doyle	Evelyn 26	Green	183	10	0.9321
45553	C'EST LA VIE	Tom Doyle	Elite 32	Dk Blue	177	5	0.9269
40905	WAVE FUNCTION	Bruce Dinsmore	Tartan 28	White	171		0.9217
3904	FAST FORWARD	David Leventhal	J-24	White	171		0.9217
1600	EMERALD EXPRESS	Manfred G. Noack	J-24	Lt.Green	171		0.9217
50119	SECOND DRAFT	Douglas Peacock	Catalina 30	White	174		0.9174
50183	CAPER	Bradford L. Charles	Tartan 30	White	174		0.9174
18	BETH	Steve Sammis	Pearson 31	Grey	174		0.9174
33692	SALUD	Reinhard Sarges	Pearson 30	White	176		0.9146
10570	WITCHCRAFT	Irv Rich	Ranger 29	White	186	5	0.9144
31125	CHASING RAINBOWS	Milan Bartek/Bill Cannon	Pearson 30	White	179		0.9105
12876	BELLATRIX	Robert M. Camerino	Ranger 26	White	185		0.9023
320	PERSISTENCE	John Graeb	C&C 25	Blue	219	10	0.8841
133	AUDAX	Christopher Kuehn	Hunter 265	White	200		0.8824
14569	MENTOR	Mark Kondracky	Pearson 26	White	211		0.8683
4579	DULCINEA	Robert B. Wylie	Pearson 26	White	213		0.8658
50376	HOLIDAY	Stephen Grzesik	C&C 24	White	227		0.8487

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

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

OFF SOUNDINGS CLUB

SPRING RACE SERIES JUNE 13-14, 1997

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 Racing Rules of Sailing for 1997 - 2000 (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 Appendix G of the Rulebook.
- 1.2 Boats shall conform to the Off Soundings Club Minimum Equipment and Accommodations Standard (based on ORC Category 4), dated April 2, 1994. Boats 28 ft LOA to 35 ft LOA which conformed to the previous standard (at least 18-inch single lifelines and pulpits) will be "grandfathered." Owners are strongly urged to upgrade their lifeline and pulpit installations to comply with the current ORC requirements for Category 4.
- 1.3 Boats 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 boats so equipped are urged not to use radar to their racing advantage.
- 1.4 Each boat 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 boats involved in pre-start maneuvering in the starting area near the Committee Boat. See S.I. 7.7.
- 1.5 A boat 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 boat is entered (Master) **must be on board for each race and in command** of that boat. 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 77 and Appendix H 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 I.P or spinnaker pole length, whichever is greater.
 - d. Only one sail at a time, other than forestaysails on standard double-head rigs, may be tacked forward of the mainmast (foremast on schooners). This does not prohibit a transient condition (i.e., during a sail change evolution).
 - e. Use of other sails, such as mules, mizzen staysails, is permitted.
 - f. Boats must meet all Off Soundings eligibility requirements.

2.0 Changes to the Sailing Instructions -- In accordance with Rule 88.2(c), 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, those 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 bow 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 "Race Signals" in the Rulebook, 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 (WHISKEY)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
23739	WAVEWALKER	David and Ronald Walker	J-30	Tan	138	25	1.0437
42679	ELAN	Grant Brandon	Elan 32	Red	153	15	0.9905
33672	PURSUIT	Dennis Marron	S-2 9.1	White	135	5	0.9902
20201	BRER RABBIT III	W. D. Strang Jr./W. A. Loweth	C&C 33	Yellow	149	10	0.9825
10999	CHECKERED DEMON	Neal S. O'Connell	Holland ctm 1/2 Ton	Grey	161	15	0.9782
50468	CAPRICORN	Bob & Brian Gibbs	Ericson 33	White	135		0.9756
40914	WHARF RAT	Hugh O'Brien	Evelyn 25	Grey	147	5	0.9713
40396	ORION	Robert Norton	Pearson 36	White	138		0.9709
229	FALCON	Charles Stoddard	J-30	Blue	138		0.9709
308	THE CAT CAME BACK	Link Mossop	J-30	Dk Blue	138		0.9709
14146	ALADDIN	Thomas K. Saxe	Pearson 36	Blue	138		0.9709
14514	EN CHARETTE	Paul L. Jennings	Noe 27	Red	141		0.9662
31113	NEW WAVE	Paul Hewitt	Evelyn 26	White	165	10	0.9581
40856	FIFI	Morgan Connor	Evelyn 25	Grey	147		0.9569
20444	GOLDEN RULE	Joseph A. Kolodej	San Juan 30	Yellow	168		0.9259
42160	FASCINATION	Jim Francis	Beneteau First 29	White	169		0.9245

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

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

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>
32717	JOY RIDE	Buster Kingsbury	Evelyn 32-2	Red	99	10	1.0674
83033	BALANCE	James Ohlheiser	J-33	White	84		1.0638
53303	TOMAHAWK	Paul Bergendahl	J-29	White	113	15	1.0573
43571	MAGBOOKA	John Nevin	Soverel 33	White	98	5	1.0536
73048	SAGACIOUS	Bob Geary	Express 34	White	97		1.0399
143	BONE CRUSHER	Bos Powell	J-27	White	129	15	1.0296
63100	HAWK	Paul & Carol Connor	J-29	Black	113	5	1.0270
41267	FISH TALE	Leonard Goldberg	Evelyn 32	White	105		1.0256
41181	CALIENTE	Joel Z. Green	Evelyn 32-2	White	105		1.0256
40561	DIRTY HARRY	John Lavin	J-29	White	114	5	1.0253
53353	LOONEY TUNES	Carl Fast	Santana 30/30 GP	White	123	10	1.0249
31916	GOOMBAY SMASH	Stu Craig	J-29	White	114		1.0101
50718	ANGEL UNDER THE MOON	David J. Whelan	Whelan 27	White	114		1.0101
40917	MELTEMI	Gene J. Festa	X-99	White	114		1.0101
31509	SCHWINGG	Jack Neades	J-29	Red	119		1.0017
50195	MAST TRANSIT	John Bourget	J-27	White	129		0.9852

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

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

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, for example:

12-M/C-1/C-2/C-3	Twelve-Metre Class, Class C-1, Class C-2 and Class C-3
CR	Cruising Canvas Classes
B/C-5	Class B and Class C-5
XX	Class XX (in the event a class being assigned its own a course)
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, boats must pass offshore of these buoys, as indicated:

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, boats must pass through the gate, rounding either the port Mark to port or the starboard Mark to starboard. Once a boat has entered the two-length zone 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 12-M, 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.

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			Yellow Shape		
0925	Warning A-1	Preparatory A-2		Blue Shape	Echo	
1000	Warning C-4	Preparatory A-1	Start A-2	Red Shape	Tango	Echo
1005	Warning C-3	Preparatory C-4	Start A-1	Red Shape	Whiskey	Tango
1010	Warning B	Preparatory C-3	Start C-4	Red Shape	Fox Trot	Whiskey
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 displayed at the dip at each class' Preparatory Signal and will be two-blocked at each class' Start Signal. Class Flags will be removed 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			Yellow 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	Tango	Echo
0920	Warning B	Preparatory C-4	Start A-1	Red Shape	Whiskey	Tango
0925	Warning CR-2	Preparatory B	Start C-4	Red Shape	Kilo	Whiskey
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 displayed at the dip at each class' Preparatory Signal and will be two-blocked at each class' Start Signal. Class Flags will be removed 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>
779	FROYA	William G. Gunther	McCurdy/Rhodes 47	White	87	15	1.1058
40252	SIRPRIZE	Bill Healy & Jim Carpenter	Sirena 38	White	88	15	1.1039
31346	LINDY	David G. Dickerson	Peterson 38	White	90	10	1.0842
21221	DEFIANT	Bruce P. Kuryla	New York 40	Flag Blue	93	10	1.0785
30778	AMERICAN PIE	Ray Gincavage/C.T. Sturgess	C&C 40 TR DK	White	90		1.0526
30490	JET STREAM	Jack Wills	C&C 40	White	92		1.0490
14796	SPIRIT	Norman B. Peck	Morgan 36 T	White	126	15	1.0347
13812	OSPREY	George Martin	C&C 35 I	White	119	10	1.0317
51010	FOXFIRE	Peter Brechter	Baltic 39	White	105		1.0256
12708	FIREBALL	Donald & Robert Kern	C&C 35 II	Red	128	10	1.0164
43799	SHAMROCK	Bob O'Brien	Tartan 35	White	111		1.0152
20500	MIRAGE	Warren F. Woodworth	Tartan 38	Dark Blue	117		1.0050
31890	IRISH WITCH	Charles A. Borrmann, Jr.	C&C 35 III	White	117		1.0050
30293	ALICE	Bill Barlow	Catalina 38	White	117		1.0050
3047	WINGS	Thomas J. (Jack) Rodgers	Soverel 30	White	128		0.9868
30036	DEFIANT	Roger Bauman, Jr.	C&C 36	White	128		0.9868
22025	TENACITY II	William H. Squier	C&C 36	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 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>
51152	ELAN	Alan Birnbaum	Santa Cruz 52	White	-6		1.2658
42242	HOOLIGAN	Peter Brinckerhoff	Evelyn 42	Green	33	15	1.2222
50260	SEDONA	Len Hubbard	Nelson Marek 43	White	18		1.2048
54321	HOT NUMBERS	Connolly/Karenko	Taylor 42	Red	51	5	1.1469
50793	HIGH TONE	Rodney S. Johnstone	J-120	Off-White	48		1.1364
32339	SPLIT DECISION	Dave Nickerson/Dana Seniff	J-35	White	74	15	1.1318
30404	LOUISIANA CRUDE	Richard Bockman	Peterson 43	Blue	57		1.1173
32575	WHITE FIRE	Joseph A. Bardenheier, III	J-35	White	74	10	1.1155
31200	SETTLER	James H. Rich, Jr. & III	Peterson ctm 42	White	66	5	1.1154
40801	EN CHARETTE	Ronald K. Noe	Noe 36	Bright	75	10	1.1135
51166	WOLFPACK	Mark A. Wolfman	IMX 38	White	62		1.1070
2550	GREEN DRAGON	James Andrew Carr	Holland ctm 44	Green	72		1.0870
33799	COVENANT	Charles R. Moore, Jr.	Beneteau 42	White	75		1.0811
51042	STERLING	Peter Guille	J-42	White	75		1.0811
41437	UBIQUITOUS	Patrick Keane/Tom Anderson	Tripp 37	Red	84		1.0638
42277	STARLIGHT	Arthur C. Bulger	Tripp 37	Blue	84		1.0638
43553	MISTY	Fred A. Allardyce	J-40	Blue	84		1.0638
51016	THE UGLY DUCKLING	Frederic Joyce	Swan 44	White	84		1.0638

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

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

7.0 The Start

- 7.1 Races will be started in accordance with Rule 26.1, 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 12-M, 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 This Boat"). 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 boat 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 boats touching the stand-off buoy are considered to have touched a starting mark and shall comply with Rules 20 and 31.2.
- 7.7 A boat whose Preparatory Signal has not been made shall keep clear of the starting area and of all boats 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: Boats 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 boats engaged in pre-start maneuvering after their Preparatory Signal.
- 7.8 The Race Committee may elect to place Rule 30.1 (**I Flag Rule**) in effect for any start by displaying Code Flag "I" in accordance with "Race Signals" in the Rulebook. A boat which is subject to Rule 30.1 may be notified before her Start Signal.
- 7.9 For the start of Saturday's second race for Class 12-M, Class C-1, Class C-2 and Class C-3, each of those classes will be given a complete and independent six-minute starting sequence, modifying Rule 26.1. When the boats 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, as the Warning Signal, keeping it displayed at the dip until two-blocking it at the Start Signal, as follows:

<u>Time</u>	<u>Signal</u>	<u>Sound</u>	<u>Visual</u>	<u>Class Flag</u>
6 minutes	Warning	1 gun		Class Flag at the dip
5	Preparatory	1 gun	Blue Shape displayed	
1		none	Blue Shape removed	
0	Start	1 gun	Red Shape displayed	Class Flag two-blocked

Red Shape and Class Flag removed after the start, when convenient

The Race Committee may also announce on Channel 72 VHF-FM the Class for which the starting sequence is in progress. Note that some boats of other 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 as its Warning Signal, and continue, as above. A boat in one of those classes that does not intend to start the second race is requested to notify the Race Committee on Channel 72 VHF-FM so that the starting sequence can proceed.

8.0 Postponements

- 8.1 Advance Postponement: Where, before leaving the harbor, the Race Committee chooses to postpone 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 displaying the Answering Pennant, will broadcast "Advance Postponement" to the fleet by radio on Channel 72 VHF-FM and, upon removing 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 "Race Signals" of the Rulebook. The first class to start following a postponement will be given a new Warning Signal (yellow 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 boat starting early and failing to restart properly will be penalized by having thirty minutes added to her Corrected Time; Rule 29.1 is changed accordingly.
- 9.2 General recall signals and procedures will be as specified in Rule 29.3, 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 removal of "First Substitute." "Race Signals" of the Rulebook and Rule 29.3 are changed 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 **six-minute** 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 ("Race Signals" of the Rulebook is changed accordingly):

Code Flags "N" over "R" Friday's race is abandoned and will not be re-sailed. "Remain" on the Connecticut side, as 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>
42916	WATERCOLORS	Bill Drinkuth	Morgan 28	White	207	15	0.9127
4259	JUST FRIENDS	Ed Purcell	Pearson Wanderer	White	216	10	0.8879
31522	SHENANIGAN	Bob Rhorer	Morgan 24	White	231	10	0.8692
5593	SANIBEL	Gerry Keeler	Pearson Wanderer	Dk Green	215		0.8633
3733	SAVILI	Edward Dieckerhoff	Dolphin 24	Green	259	20	0.8606
20224	MISTRAL	Cal Beggs	Morgan 24	White	231	5	0.8565
31242	WINDRIDER II	Russell W. & Douglas W. Brown	Block Island 25	White	228		0.8475
30573	SESAME	Allen Ames	Nonsuch 26	Red	231		0.8439
50795	SALTY	Aborn Smith	Tartan 27	White	233		0.8415
4365	TYME	J. Roberts/D. Wilkinson	Tartan 27	Grey	233		0.8415

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)

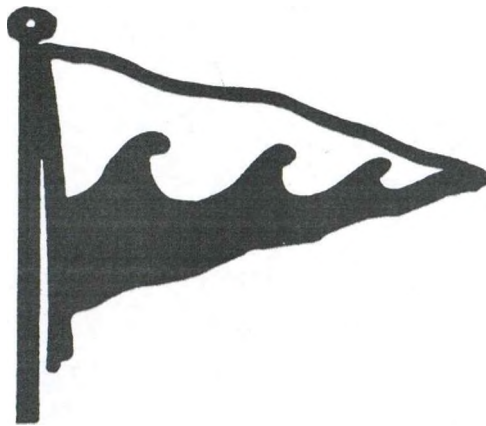
Sail Number Key

Sail No	Yacht Name	Class
18	BETH	C-5
22	BRILLIANT	A-1
54	WOMBAT	CR2
133	AUDAX	C-5
143	BONE CRUSHER	C-3
170	BARBCAT	CR2
206	ROGUE	A-1
229	FALCON	C-4
308	THE CAT CAME BACK	C-4
320	PERSISTENCE	C-5
665	NEITH	A-1
779	FROYA	C-2
1196	SHIMAERA	CR2
1600	EMERALD EXPRESS	C-5
2024	DUET	A-2
2114	TATTLER	A-1
2222	TYNAJE	A-1
2312	FERIEN	CR2
2550	GREEN DRAGON	C-1
2763	ELIXIR	A-1
3047	WINGS	C-2
3733	SAVILI	B
3771	PIPER TOO	A-2
3904	FAST FORWARD	C-5
3936	BAMBOO	A-2
4259	JUST FRIENDS	B
4365	TYME	B
4457	SPINDRIFT	A-1
4579	DULCINEA	C-5
5593	SANBEL	B
10570	WITCHCRAFT	C-5
10769	SALTY	A-1
10999	CHECKERED DEMON	C-4
11445	ANTICIPATION	C-5
12555	SERENITY	CR1
12708	FIREBALL	C-2
12876	BELLATRIX	C-5
13140	TIFFER	CR2
13143	VIB	CR1
13812	OSPREY	C-2
14146	ALADDIN	C-4
14281	TERN ABOUT	CR2
14514	EN CHARETTE	C-4
14569	MENTOR	C-5
14796	SPIRIT	C-2
20201	BRER RABBIT III	C-4
20224	MISTRAL	B
20444	GOLDEN RULE	C-4
20500	MIRAGE	C-2
20513	LEGACY	A-2
21221	DEFIANT	C-2
21621	BOW - WOW	A-2

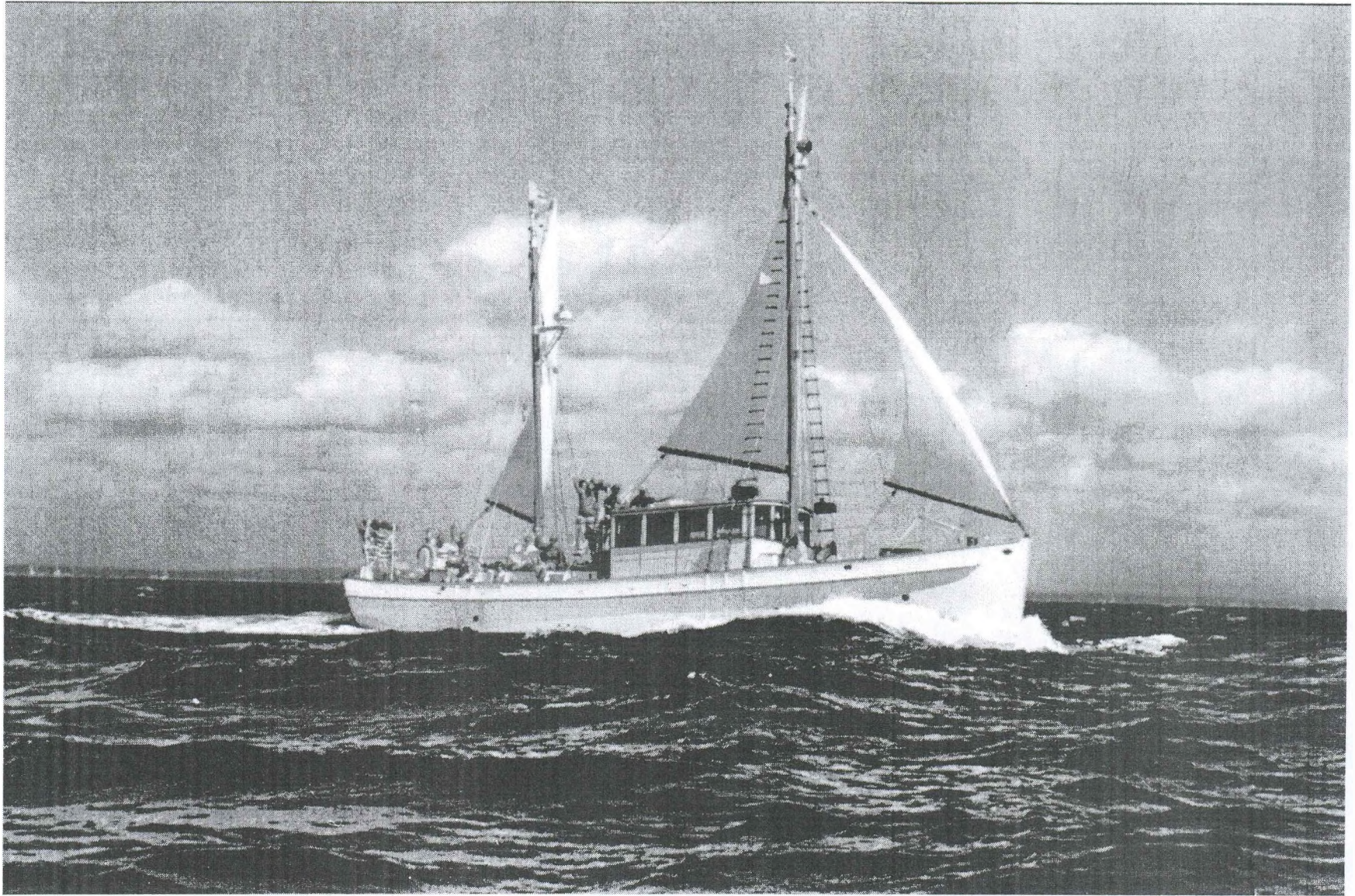
Sail No	Yacht Name	Class
21924	IRRESISTIBLE	A-1
21952	FUN	CR2
22025	TENACITY II	C-2
22468	CELEBRATION	CR2
22535	NEPENTHE	A-1
22612	WINDSWEPT	A-1
22617	SENTA	CR2
23739	WAVEWALKER	C-4
23746	SNOW GOOSE	CR1
30010	RUSTY NAIL	CR2
30036	DEFIANT	C-2
30050	GNAT	C-5
30293	ALICE	C-2
30404	LOUISIANA CRUDE	C-1
30490	JET STREAM	C-2
30573	SESAME	B
30610	ARROW	CR1
30778	AMERICAN PIE	C-2
30958	PHOENIX	C-5
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
31509	SCHWINGG	C-3
31522	SHENANIGAN	B
31760	SOLAIRE	CR2
31890	IRISH WITCH	C-2
31916	GOOMBAY SMASH	C-3
32339	SPLIT DECISION	C-1
32352	EXORCIST	CR2
32575	WHITE FIRE	C-1
32639	ACK-VA-VIT	CR2
32717	JOY RIDE	C-3
33672	PURSUIT	C-4
33692	SALUD	C-5
33799	COVENANT	C-1
33855	HERITAGE	A-1
33886	UN BEL DI'	CR2
35118	WINDSTREAM	A-2
40252	SIRPRIZE	C-2
40396	ORION	C-4
40561	DIRTY HARRY	C-3
40801	EN CHARETTE	C-1
40856	FIFI	C-4
40914	WHARF RAT	C-4
40917	MELTEMI	C-3
41181	CALIENTE	C-3
41263	TOUCAN	CR1
41267	FISH TALE	C-3

Sail No	Yacht Name	Class
41276	TRANQUILITY	CR1
41437	UBIQUITOUS	C-1
41470	SCALAWAG	CR1
42160	FASCINATION	C-4
42242	HOOLIGAN	C-1
42277	STARLIGHT	C-1
42422	PATRIOT	CR1
42437	BREAKAWAY	CR1
42500	SUMMERTIME BLUES	CR1
42619	MITIME	CR2
42679	ELAN	C-4
42879	RENEGADE	CR1
42888	EXCELLENCE	A-1
42916	WATERCOLORS	B
43553	MISTY	C-1
43571	MAGBOOKA	C-3
43700	EASTWINDS	A-1
43740	OUR TERN	A-2
43799	SHAMROCK	C-2
43906	TOUCHSTONE	CR1
43926	SATIN DOLL	CR1
43980	SISU	CR2
45553	C'EST LA VIE	C-5
50119	SECOND DRAFT	C-5
50183	CAPER	C-5
50195	MAST TRANSIT	C-3
50220	BANSHEE	CR1
50260	SEDONA	C-1
50376	HOLIDAY	C-5
50381	BRIEF CANDLE	CR1
50416	PUFF	CR2
50464	MARIA	CR2
50468	CAPRICORN	C-4
50607	STARCHASER	CR2
50700	MORNINGSTAR	CR1
50718	ANGEL UNDER THE MOON	C-3
50778	STRAY CAT	A-2
50784	CHARMER	A-1
50793	HIGH TONE	C-1
50795	SALTY	B
51010	FOX FIRE	C-2
51016	THE UGLY DUCKLING	C-1
51042	STERLING	C-1
51152	ELAN	C-1
51166	WOLFPACK	C-1
53303	TOMAHAWK	C-3
53353	LOONEY TUNES	C-3
54321	HOT NUMBERS	C-1
63100	HAWK	C-3
73048	SAGACIOUS	C-3
83033	BALANCE	C-3

**OFF SOUNDINGS
CLUB**



**60th Annual
SPRING RACE SERIES
June 13, 14, 1997**



Race Committee Boat -- Henry B. Du Pont's NOR'EASTER

- 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 12-M, 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. "Race Signals" of the Rulebook is changed accordingly. 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 "Race Signals" of the Rulebook and Rule 32. 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 12-M, 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 four 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 boat finishes by that time, it is a race for her class. The Time Limit for the first of Saturday's two races for Class 12-M, 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 boat 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.

CLASS A-2 (ECHO)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
3771	PIPER TOO	Robert J. Almeida, Jr.	Tartan 34	White	177	15	0.9543
3936	BAMBOO	Peter W. McFadden	Luders 36	White	188	20	0.9521
21621	BOW - WOW	Nicholas Staub, III	Tartan 34	Blue	176	10	0.9421
43740	OUR TERN	Jack Washburn	Tartan 31	White	162		0.9346
20513	LEGACY	John P. Read	Galaxy 32 Mk III	White	189	10	0.9238
50778	STRAY CAT	Robert A. Rosenblum	Nonsuch 30	Grey	192	10	0.9196
2024	DUET	John Lovell & Ed Birch	Luders 33	Blue	195		0.8889
35118	WINDSTREAM	Benson P. Blake	Pilot 35	Dk Blue	201		0.8811

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)

14.0 Protests

- 14.1 Comply with the provisions of Rule 61.
- 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 Deliver 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 boat's Time Correction Factor (TCF) is based on her PHRF rating, including awarded penalty adjustment, if any. A boat'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 boat 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 1997 Race Series.
- 16.2 The Scoring Penalty of Rule 44.3 will apply. Rule 44.3(c) is changed in that the penalty will be 10 minutes added to the Corrected Time of the boat breaking a rule of Part 2.
- 16.3 The boat which broke a rule of Part 2 accepts the alternative penalty by promptly displaying a yellow flag for the remainder of the race, calling the flag to the attention of the Race Committee at the finish, and identifying to the Race Committee the other boat involved in the incident, all as required by Rule 44.3.
- 16.3 The breach must have been of a Rule in Part 2 (When Boats Meet) while racing, must not have resulted in serious damage, and must not have given the boat breaking a rule a significant advantage, all as required by Rule 44.1. If the other boat involved contends these provisions have not been met, she may file a Protest, in accordance with the provisions of Rule 61.

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 Wes Maxwell (860-535-3905) 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 boat 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.

CLASS A-1 (TANGO)

<u>SAIL</u>	<u>YACHT</u>	<u>SKIPPER</u>	<u>TYPE</u>	<u>COLOR</u>	<u>RAT*</u>	<u>PE</u>	<u>TCF</u>
42888	EXCELLENCE	Linwood S. Mather, Jr.	Cambria 46	Navy Blue	81	10	1.1016
665	NEITH	Van Brown	Herreshoff 53	White	84		1.0638
43700	EASTWINDS	J. Robert Gunther, Jr.	F&C 44 Ketch	Grey	116	10	1.0369
22	BRILLIANT	George Moffett	S&S Schooner	White	99		1.0363
206	ROGUE	Seville H. Simonds	Newport 29 mod	White	126	15	1.0347
22535	NEPENTHE	Robert W. Read	Pearson 39 Y	White	129	10	1.0148
4457	SPINDRIFT	W. Rich, Jr. or III	Fishers Island 31	White	123	5	1.0100
50784	CHARMER	Will Pease	Gulfstar 40	Blue	116		1.0067
2763	ELIXIR	David C. Noyes	Ohlson 38 Y	White	144	15	1.0048
21924	IRRESISTIBLE	J. B. Slimmon, Jr.	Tartan 37-2	White	132	5	0.9951
33855	HERITAGE	Chet Humphrey	Little Harbor 38	White	126		0.9901
10769	SALTY	Peter Mletschnig	Pearson 39	Grey	128		0.9868
22612	WINDSWEPT	Bruce E. Moore	Tartan 37-2	White	132		0.9804
2114	TATTLER	W. Frank Bohlen	Ohlson 38 Y	Off White	148	5	0.9697
2222	TYNAJE	Peter C. Ross	Ohlson 38	Dk Green	143		0.9631

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 to TCF for awarded penalty (PE)