

OFF SOUNDINGS CLUB

October 16, 1993

RICHARD H. ROBERTS, Race Secretary
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(203) 443-4621 (R)

TO: Commodore Peter W. Mcfadden
FROM: Race Secretary Richard H. Roberts
SUBJECT: Race Secretary's Report

1. The results of the Fall Race Series and the combined, perpetual trophy results were mailed to the membership on October 8th, as scheduled. That scheduled date, October 8th, had been inadvertently set at three weeks after the race, instead of the usual four weeks. But, with the cooperation of the printer, the in-the-mail date was achieved.

2. Continuing the statistical work done by Andy Anderson, I've added 1993 information to the attached table of Race Entry Statistics, together with some financial information for earlier years, and the enclosed table is provided for your study. Our new approach in providing a means on the entry form for non-racers to sign up and pay for the party has met with some success, 29 people in the Spring and 34 in the Fall used this approach.

3. With regard to our destinations for the over-night rendezvous, I see no reason to change from our practice of going to Block Island in the Spring and Shelter Island in the Fall. Other locations for our rendezvous are always possible: Threemile Harbor, Lake Montauk, Point Judith, Newport, etc.

4. Some comment was requested on the race courses. First, the Friday courses are pretty much set -- you have to get there from here, and, unless we go to a new rendezvous site, we're stuck with the existing Friday courses.

The course using Little and Great Peconic Bays has received some comment, and more comments were requested in the letter forwarding the season's results. The short course seemed overly long, and a way to cope with that may be to start the race inside Little Peconic Bay. The tide at Jessup Neck was very strong, and there may be times when the predicted tides there will make the Peconic Bays unsuitable, plus being against yachts coming from Dering Harbor to the start. Having the option to go either to Gardiners Bay or the Peconic Bays is a nice thought -- usually we'd know well in advance if the Peconic Bays tides were not suitable. But, the option to decide in the morning which way to go is an interesting one -- announce/signal at the time of Harbor Start?

The Gardiners Bay courses could be revised. It has been suggested that the use of drop marks and locating the Start nearer the middle of the Bay could permit the course axis to be aligned into the actual or predicted wind (much as Thames YC's Governor's Regatta). However, this would move the start farther from Dering Harbor. A first-cut at such a scheme is attached.

5. I have attached a separate package having to do with the dates for Off Soundings Club events. It includes: a) the page showing the approved 1994 dates and the proposed 1995 dates; b) a tabulation of the basis for the dates, developed after some study of our past events; and c) the result of the application of that Basis table to the years out to 2001, done for my amusement. The dates for some of the events that influence us are not established very far ahead (Bermuda Race, Dyer Dhow Derby, and the like) and maybe we shouldn't become slaves to those events. US SAILING establishes its Annual Meeting dates and locations well in advance because of the necessity of making facility (hotel and meeting room) arrangements before the spaces are reserved by others. I note that our Vice Commodore arranges for our Annual Meeting but he's hardly in office early enough to really have a choice. Perhaps he and the Rear Commodore should work jointly on the Annual Meeting dates and location reservations -- up to four years out should help.

I'm sure they both will have comments at the January meeting on the Date Package. Comments on the Basis table are welcomed, and I should point out that the Basis table is intended only to be a guide -- practical adjustments will have to be considered, as well, in any given year.

6. For the Fall Race Series, two errors crept in to the Class Entry Listing (plus the typo in the Sailing Instructions for the location of Mark "C"). LOCHINVAR had requested Cruising Canvas and that request was acknowledged via the post card. However, as printed, LOCHINVAR was assigned to Class B. SERENITY did not request Cruising Canvas, but corrected that omission following receipt of the post card. SERENITY's class was changed, but the rating was not changed to a non-spinnaker rating. In both cases, the proper corrections were subsequently made by the Race Committee. The Chief Measurer and I double check each other to catch this sort of thing, but these two cases slipped through. We will strive harder.

7. For a number of years, we have said that each yacht must have a sail number and it must be a sail number conforming to Racing Rule 25. For the Off Soundings fleet, this means that, except for numbers allotted by an international class association (e.g., J-24), the numbers are to be those assigned by US SAILING. This has been pointed out to several of our fleet. Two of those acknowledged this in their entry for the Fall Race Series -- one entering the new number on the form, and the other entering "applied for," rather than the number, on the form. However, the former sailed our Series wearing the old number; and the latter failed to respond to post card and telephone requests for the new number and was seen wearing the old number in a race the prior weekend (he was DNS in our Series). This seems a deliberate act to falsify an entry form and will be responded to appropriately, once I get my thesaurus heated to a suitable temperature.

8. I have been asked to comment on the Time-on-Time proposal. I think that it is worth a try for a year or so. The process should not be a problem -- I and my computer can make it happen for the Race Booklet without much difficulty. There will be just one column, for the TCF (Time Correction Factor), rather than two, for the Friday and Saturday Time Allowances, so the page will be less crowded. Handicap penalties will be done the same as is done now: $(\text{New Rating}) = (\text{Rating}) - (2 * \text{PE})$ and the New Rating will be the term used in the calculation for TCF, similar to the way the New Rating is used in the calculation for Time Allowance in the Time-on-Distance equations. To get a feel for the size of the numbers, in the Fall Race Series just conducted, the TCF would have varied from 1.255 (for the smallest New Rating of -2) to 0.812 (for the largest New Rating of 259), with the crossover, where $\text{TCF} = 1.000$, occurring at a New Rating of 120. The Race Committee will be doing a multiplication operation, rather than the present simple addition, but that's hardly a major challenge. Other Penalties (30 minutes, etc.) then will be added to the calculated Corrected Time.

9. Some discussion took place at the April meeting on Alternative Penalties, and the action was to defer further discussion to this meeting. I've enclosed a brief analysis and recommend that the constant 15-minute penalty or the 10% of the class' best elapsed time be adopted and made available for use by yachts that wish to exonerate themselves from an infringement of Part IV of the Rules.

Respectfully Submitted,

Richard H. Roberts
Race Secretary

Race Entry Statistics

October 16, 1993

Class	S 1987	S 1988	S 1989	S 1990	S 1991	S 1992	S 1993	X	F 1987	F 1988	F 1989	F 1990	F 1991	F 1992	F 1993
DESTINATION	SI	BI	BI	BI	BI	BI	BI		BI	SI	SI	SI	SI	SI	SI
A-1	20	15	13	12	19	14	15		14	17	10	15	16	13	15
A-2	13	11	14	14	15	12	13		15	12	16	14	15	12	11
B	14	11	9	9	11	12	13		11	11	10	13	16	13	16
C-1	28	28	23	23	22	17	19		26	24	23	18	16	17	17
C-2	31	22	19	21	16	17	19		25	20	12	15	18	15	15
C-3	19	15	17	13	18	16	16		14	14	15	19	13	15	15
C-4	16	16	19	16	13	16	15		15	14	21	17	12	16	14
C-5	19	14	17	18	15	16	15		16	15	14	17	11	17	15
CR, CR-1	33	29	28	24	27	31	15		19	26	27	26	23	26	16
CR-2							13								15
Totals	193	161	159	150	156	151	153		155	153	148	154	140	144	149
Crew Count			909	882	903	891	915				844	846	805	833	869
Crew per Yacht			5.7	5.9	5.8	5.9	6.0				5.7	5.5	5.8	5.8	5.8
Income, yacht + crew			\$8,630	\$10,583	\$10,800	\$10,634	\$11,017				\$8,024	\$10,505	\$9,700	\$10,039	\$10,622
\$ per yacht			\$54.30	\$70.55	\$69.23	\$70.42	\$72.01				\$54.22	\$68.21	\$69.29	\$69.72	\$71.29
\$ Non-racers @ \$6						\$78	\$174							\$108	\$204
Fee, per yacht	\$15	\$15	\$20	\$35	\$35	\$35	\$35		\$15	\$20	\$20	\$35	\$35	\$35	\$35
Fee, per crew	\$6	\$6	\$6	\$6	\$6	\$6	\$6		\$6	\$6	\$6	\$6	\$6	\$6	\$6

October 16, 1993

BASIS FOR SELECTION OF DATES FOR OFF SOUNDINGS EVENTS

The following describes the Basis for the Race Secretary's selection of each season's dates. This Basis table is intended only to be a guide, a starting point -- practical adjustments will have to be considered, as well, in any given year.

Following selection, the dates for a season are proposed to the Board of Governors for approval.

Guest Invitation Cut-off	Thursday, 16 days before the Annual Meeting
Annual Meeting and Shore Party	First Saturday in April. Except April 1st? Easter Eve? Constitution specifies to be held in Feb, Mar or Apr.
SPRING RACE SERIES	
First Notice	Friday, 13 days after the Annual Meeting
Closing Date	Thursday, 22 days before Race Friday
Final Notice	Friday before Race Friday
Race Friday	Sometimes, Bermuda Race minus one week (even years)
Results of Spring Race Series	Friday, 4 weeks after Race Friday
FALL RACE SERIES	
First Notice	With the results of the Spring Race Series
Closing Date	Thursday, 22 days before Race Friday
Final Notice	Friday before Race Friday
Race Friday	11 days after Labor Day
Final Results	Friday, 4 weeks after Race Friday
BOARD MEETINGS	
January	Third Friday in January
April	Afternoon of the Annual Meeting
October	Saturday. Set so as not to conflict with US SAILING's Annual Meeting (dates of which are set, through 2000), which involves a few Governors.

October 16, 1993

DATES FOR OFF SOUNDINGS EVENTS

	<u>APPROVED 1994</u>	<u>PROPOSED 1995</u>
Guest Invitation Cut-off	March 17	March 16 or 23
Annual Meeting and Shore Party	April 2	April 1 or 8 #
SPRING RACE SERIES		
First Notice	April 15	April 14 or 21
Closing Date	May 19	May 25
Final Notice	June 3	June 9
Race Dates	June 10-11	June 16-17
Results of Spring Race Series	July 8	July 14
FALL RACE SERIES		
First Notice	July 8	July 14
Closing Date	August 25	August 224
Final Notice	September 9	September 8
Race Dates	September 16-17	September 15-16
Final Results	October 14	October 13
BOARD MEETINGS		
January	January 21	January 20
April	April 2	April 1 or 8
October	October 29	October 28
REFERENCE DATES		
Easter	April 3	April 16
Bermuda Race start	June 17	- - -
Labor Day	September 5	September 4
Dyer Dhow Derby		
US SAILING Meeting	<u>October 19-23</u>	<u>October 18-22</u>

NOTES

Consider these issues for 1994: (1994 date approval is scheduled for the January meeting.)

Do we want our meeting on April Fool's Day? The real governing item is the facility availability for the selected date.

FORECAST DATES FOR OFF SOUNDINGS EVENTS

	APPROVED							
	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>
Guest Invitation Cut-off	March 17	March 23	March 22	March 20	March 19	March 18	March 23	March 22
Annual Meeting and Shore Party	April 2 #	April 8	April 6 #	April 5	April 4	April 3 #	April 8	April 7
Easter	April 3	April 16	April 7	Mar 30	April 12	April 4	April 23	April 15
SPRING RACE SERIES								
First Notice	April 15	April 21	April 19	April 18	April 17	April 16	April 21	April 20
Closing Date	May 19	May 25	May 23	May 22	May 21	May 20	May 25	May 24
Final Notice	June 3	June 9	June 7	June 6	June 5	June 4	June 9	June 8
Race Dates	June 10-11	June 16-17	June 14-15	June 13-14	June 12-13	June 11-12	June 16-17	June 15-16
Bermuda Race start	June 17	---	()	---	()	---	()	---
Results of Spring Race Series	July 8	July 14	July 12	July 11	July 10	July 9	July 14	July 13
FALL RACE SERIES								
First Notice	July 8	July 14	July 12	July 11	July 10	July 9	July 14	July 13
Closing Date	August 25	August 24	August 22	August 21	August 27	August 26	August 24	August 23
Final Notice	Sept 9	Sept 8	Sept 6	Sept 5	Sept 11	Sept 10	Sept 8	Sept 7
Race Dates	Sept 16-17	Sept 15-16	Sept 13-14	Sept 12-13	Sept 18-19	Sept 17-18	Sept 15-16	Sept 14-15
Labor Day	Sept 5	Sept 4	Sept 2	Sept 1	Sept 7	Sept 6	Sept 4	Sept 3
Final Results	Oct 14	Oct 13	Oct 11	Oct 10	Oct 16	Oct 15	Oct 14	Oct 12
BOARD MEETINGS								
January	Jan 21	Jan 20	Jan 19	Jan 17	Jan 16	Jan 22	Jan 21	Jan 19
April	Apr 2	Apr 8	Apr 6	Apr 5	Apr 4	Apr 3	Apr 8	Apr 7
October	Oct 29	Oct 28	Oct 26	Oct 25	Oct 17	Oct 16	Oct 28	Oct 27
Dyer Dhow Derby	()							
US SAILING Annual Meeting	Oct 19-23	Oct 18-22	Oct 16-20	Oct 15-19	Oct 21-25	Oct 20-24	Oct 18-22	Oct 17-21

Easter Eve

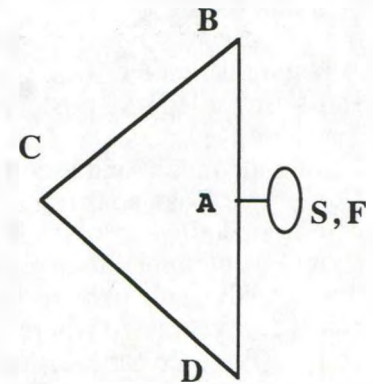
Idea for Gardiners Bay Course
R. H. Roberts

A. Establish Marks B, C and D approximately on the circumference of a circle centered at Mark A. Mark A will be located approximately 2.50 miles distant, bearing southeast (magnetic) from Mark "N" (Red and White Whistle northeast of Ram Island). The reference radius of the circle is 2.50 miles. **Note, however, that the Race Committee may select a smaller or larger radius (R).**

B. THE COURSE

B.1 Marks B, C, and D are to be left to port.

Long Course		
A-B-C-D-B-D-A	8.82 R	or 22.05 @ R = 2.5
Short Course		
A-B-C-D-A	5.82 R	or 14.55 @ R = 2.5
Cruising Canvas Class		
A-B-C-D-C-D-A	7.64 R	or 19.10 @ R = 2.5



Or, maybe this.

Long Course		
A-B-C-D-B-C-D-A	9.64 R	or 21.21 @ R = 2.2
Short Course		
A-B-C-D-B-D-A	8.82 R	or 19.40 @ R = 2.2
Cruising Canvas		
A-B-C-D-C-D-A	7.64 R	or 16.81 @ R = 2.2

- B.2 The Start/Finish Line is restricted and shall not be crossed in either direction after starting until attempting to finish.
- B.3 Course lengths given are approximate based on the reference radius shown. Time allowances will be based on course lengths derived from mark positions as determined by the Race Committee on race day.
- B.4 The approximate magnetic bearing and distance from the starting line to Mark B will be displayed on the Committee Boat.

C. MARKS

C.1 Marks B, C, and D are orange inflatable cylinders, arranged in a triangular configuration. Mark B is the windward mark; Mark C is the reaching mark; Mark D is the leeward mark. Mark A is the starting and finishing mark and is the Stake Boat. Windward is the actual or predicted direction, as determined by the Race Committee.

Remarks

Much of the above was taken from the Sailing Instructions for the Thames YC Governor's Regatta. Being more restricted, that Regatta uses $R = 1.25$ or so and, to get the proper course length, the larger yachts are sent several times around. That makes it difficult to shorten the course, not readily knowing which lap the competitors are on. There is more room in Gardiners Bay and there is no difficulty in having $R = 2.5$.

A common mark for shortening is Mark D -- but that only cuts off one R, or 2.5 miles. Better to plan on being able to shorten the long course at Mark B, the short course at, say, Mark D and Cruising Canvas at Mark C or D. Remember that the times only need be accurate with reference to the first yacht finished by that mark boat -- being out of sync with the time of day or with other classes will not affect the times of the yachts within the class being addressed.

Cruising canvas is configured with two beats (A to B, and D to A), but has the extra reaching legs from D to C and back.

A feature is that the Race Committee can make the Radius (R) any value it wants. For light winds, or for starts after a lengthy postponement, R can be selected as 1.5 mile, or 1 mile, or whatever.

Setting the marks will require mark boats with Loran capability, perhaps together with Radar on the Race Committee Boat, so that mark locations can be plotted and the actual distances between the marks can be determined. (This process is not vital in a Time-on-Time situation.) As noted above, each mark boat should be equipped to take times (have an RC Flag, Code Flag "S", horn, clock, etc.). Thames YC has found it advisable to have a mark boat stand by each mark -- to make sure it stays put (after one disastrous race a few years ago where some of the marks took off). The currents are not as strong in Gardiners Bay and our Race Committee has shown that it knows how to set drop marks, so that should not be a problem.

Note that a disadvantage is that the start (Mark A) is located some 2.5 to 3.0 miles beyond the usual Gardiners Bay start -- the yachts will have to depart from Dering Harbor somewhat earlier. And, we still might have the problem of lack of wind.

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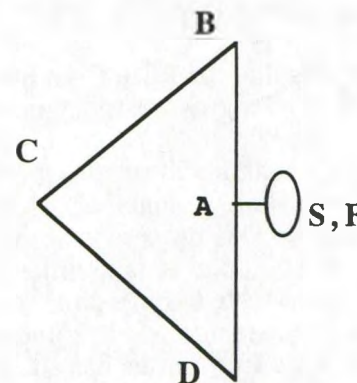
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Alternative Penalties

R. H. Roberts

The Minutes of the April 3, 1993 meeting reported on a discussion of Alternative Penalties and stated that further discussion would take place at the October meeting. Here are my views on the subject.

First, let's look at the Rules involved. Alternative Penalties are covered in Appendix B1 of the Rules and comprise two kinds -- the 720° Turns Penalty (which the Board and the Appendix, itself, have said should not apply to the kind of racing we do) and the Scoring Penalty (which is what we are examining).

A. The Scoring Penalty

1. Let us assume there is an incident in which the yacht **WRONGED** alleges she was fouled by the yacht **BADGUY**. **WRONGED** must immediately hail "Protest" (Rule 68.2). **BADGUY** then must decide whether to take her chances in the Protest Hearing or exonerate herself by acknowledging fault. If the latter, she displays Code Flag "I" or "Q", calling it to the attention of the Race Committee, and identifying **WRONGED** as the other yacht, at the finish line.

2. The Rule infringed must have been a Rule of Part IV and the infringement must have taken place while **racing** (after the Preparatory Signal). **BADGUY**'s infringement cannot have resulted in serious damage nor gained her a significant advantage. Note that, after signalling that she accepts the scoring penalty, **BADGUY** still may Protest, if she wants to claim that **WRONGED** shares the guilt.

3. The scoring penalty to be awarded to **BADGUY** is the Place worse than her actual finish position by the number of places stated in the Sailing Instructions. If nothing is stated, the scoring penalty is 20% of the number of yachts entered. For us, most classes have on the order of 15 entrants, so we could establish the scoring penalty at 3 places. For **BADGUY**, then, if she actually finished 6th, she would be assigned 9th place. There will be another yacht, **GOODGUY** in 9th place, but she retains that score; **GOODGUY** and **BADGUY** are, in effect, tied for 9th Place. The scores of other yachts in the class do not get changed; the 6th Place position remains vacant.

4. That is **BADGUY**'s race score for that race, which is one Race of the Series. Our combined results are determined by adding together the times for both races of the Series. To continue **BADGUY**'s penalty, we would take **GOODGUY**'s Corrected Time for 9th Place and assign that Corrected Time to **BADGUY**, also in 9th Place, and proceed normally. The Appendix states that **BADGUY** cannot be scored worse than Did Not Finish, but we'd want to change that so that **BADGUY** cannot be scored worse than last place, so that there is a Corrected Time to add to the other race time to arrive at **BADGUY**'s combined time, since the whole point of this is to permit **BADGUY** to continue racing.

5. Some might worry that there might be a large gap in the times between, say, 8th and 9th places (large wind hole?) and that **BADGUY**'s drop from 6th to 9th could be a larger penalty than another's drop from, say, 5th to 8th. Like anything in racing, it's the luck of the draw, and the alternative (DSQ) is probably worse.

B. Another approach could be to establish a penalty to be added to the Corrected Time, as the 30 Minute Penalty is now done for those over early and failing to return.

1. The provisions of A.1 and A.2 apply.

2. The Penalty, in minutes, could be based on, say, 40 seconds/mile, or 14.67 minutes for a 22-mile course, or 11.33 minutes for a 17-mile course. (Note that the 40 sec/mile is identical to a 20% handicap penalty.)

3. Our course lengths vary from 24.81 to 20.2 (long course) and 18.35* to 16.2 (short course). *19.14 miles for Peconic Bay. Other lengths will result when courses have been shortened.

4. The 30 minute penalty for being over early (a Rule of Part V) is the equivalent of 81 sec/mile for a 22-mile course, or 106 sec/mile for a 17-mile course, but it's not really a seconds per mile issue. The 30 minute value was chosen to provide encouragement to a yacht starting early to take the few minutes to return to start properly, but also permits a yacht's race to be counted if she does not return. (A yacht which crosses the starting line more than five minutes early is not **racing** and would not be scored at all.)

5. What should be the proper time penalty for an infringement of a Rule of Part IV? Should that time penalty be keyed to the length of the course? (If it were not keyed to course length, an issue of using handicap length of 130% of the rhumb-line length or the actual rhumb-line in the penalty calculation for Cruising Canvas Class would be avoided.)

6. Perhaps a flat 15-minute penalty would serve the purpose.

C. Conclusion

1. Two possible Penalty Systems were described: a 3-Place scoring penalty and a 15-minute penalty to be added to the Corrected Time. A look at the Fall Race Series Results will show that a 3-Place scoring Penalty will result in time differences which vary from on the order of one minute to values greater than 15 minutes -- the greater differences are often found at the bottom of a class. Yes, that is the luck of the draw, but a more consistent penalty would be to use the 15-minute system, and that is recommended.

2. The conditions of Appendix B1.2, as paraphrased in A.1 and A.2 above would apply.

3. Either Penalty System could be used with Time-on-Time handicapping.

D. After reviewing an advance copy of this, Norm Rabe suggested another way to structure an alternative penalty, which has merit.

1. Rather than a flat 15-minute penalty, which has a greater effect on a short-time (fast) race and a lesser effect on a slow race, base the penalty on a percentage of the winning time in the class.

2. In the Fall Race series, the winning times were:

Class		Friday	Saturday			
A-1		178.44	191.81			
A-2		168.19	200.74			
C-1	5%	180.27	226.48	w/o	176.17	224.16
C-2		176.85	223.80			
C-3		173.50	188.08			
C-4		173.83	200.69			
B	10%	125.05	128.25	w/o	119.65	124.35
C-5		122.77	148.66			
CR-1	10%	133.95	160.93	w/o	127.28	156.05
CR-2		118.59	191.24			

3. An alternative penalty of 10% of the winning time for the Class would seem to be adequate (ranging from 11.86 to 22.65 minutes). As we see, when the winning yacht in the Class has a handicap penalty, there is an effect on the alternative penalty, although that effect is not large. This could be remedied by applying the 10% to what most people call the Elapsed Time -- the time from Class Start to yacht finish. The 22.65 minutes would change to 22.42 minutes. (Elapsed Time as defined here is the value which would be used in a Time-on-Time calculation.)

4. Another approach would be to apply BADGUY's 10% penalty to her own Elapsed Time. However, if BADGUY has an unusually slow race, the penalty will be skewed, as a result.

5. Again, the conditions of Appendix B1.2, as paraphrased in A.1 and A.2 above would apply.