



OFF SOUNDINGS CLUB

Office of
MEASURER
60 Dart Street
New London, Conn. 06320

MEASURER'S REPORT

For the Year 1980

The year began with 501 active certificates on file. The Measurer processed 67 new certificates and 12 revisions to still-active measurements. At year end, the active file contained 315 valid certificates.

All rating information, including measured data points, are stored on our disc-pack at the Greene Plastics computer facility. Mrs. Rabe continues to provide programming support.

Mr. Joseph Lawton and Mr. Norman E. Rabe were removed from the roster of measurers, each at his own request. Mr. Spofford Woodruff and Mr. Lester E. Nicholson have been added to the roster, which remains at 15.

The Measurer and Mr. Norman Rabe have actively supported the Performance Handicapping Racing Fleet (PHRF) handicapping system in our area, serving on the Club's PHRF Committee as well as on the PHRF-LIS Handicappers Council -- Mr. Rabe as Chief Handicapper. The Club is a member of the Pacific Northwest PHRF fleet and receives data from that group. PHRF numbers were used in the 1980 Spring and Fall Race Series for the Cruising Canvas Class and for the "C" Classes.

Respectfully submitted,

Richard H. Roberts
Chief Measurer

Per instructions of the Off Soundings Club Board of Governors, a committee, consisting of W. L. Ames, Chairman, R. Roberts, N. Rabe and W. D. Strang, was formed to recommend Class changes, if any, to make Racing Class distribution more equitable.

Background: An average entry over the Spring and Fall 1980 Series showed that Classes A-1, A-2, B-1 and B-2 had 14.5 per class. Entry in Classes C-1, C-2, C-3 and C-4 averaged 28.4 per class.

The Committee at a meeting on December 31, 1980 recommends the following:

1. Maintain separation of A and B Classes vis-a-vis C Classes via hull classification as at present, with changes, if any, as approved by the Classification Committee.

2. Make three "A and B" Classes and five "C" Classes in lieu of four and four, as at present, resulting in the following:

- a. Class A-1, A-2 and B
- b. Class C-1, C-2, C-3, C-4 and C-5

3. Make the present B-2 overall trophy applicable to new Class C-5.

4. B and C-5 Classes to sail Short Course.

The results: A & B Classes averaging 19.3 per class and C Classes 21.9 per class, based on 1980 entries and classification.

Implementation if adopted by Board:

1. Commodore's letter stating broad reason and fact that there will be three A & B's and 5 C's, and that class signal flags may change with as little general impact as possible so swaps may be arranged as people may surmise ahead-of-time.

Class Flags will be:

A-1	Alpha	-	Same as present
A-2	Echo	-	Same as present
B	Kilo	-	Same as present B-2
C-1	Papa	-	Same as present
C-2	Quebec	-	Same as present
C-3	Foxtrot	-	Same as present
C-4	Zulu	-	Same as present
C-5	Juliet	-	Same as present B-1

2. First Notice will designate signal flags per Class, but exact Class arrangement cannot be made until entries are completed. This exact breakdown can be determined by calling the Race Secretary after May 27. First Notice is mailed June 5.

3. General Rules will stay as at present, such as: Penalties gained in other classes will be carried over into new classes until worked off.

The desirability of applying PHRF to Classes A and B, instead of Off Soundings, was discussed, but no decisions were reached.

Report on Rewrite of ORC Category IV
Adapted for Off Soundings Club

In accordance with directives of April and October 1980 from the Off Soundings Club Board of Governors, a committee, consisting of W. L. Ames, Chairman, R. W. Roberts, N. Rabe and W. D. Strang, has studied the latest ORC "Special Regulations Governing Marine Equipment and Accommodation Standards" of January 1980 and the U.S.C.G. Regulations relating to Visual Distress Signals, effective 1 January 1981.

Consistent with previous philosophies adopted by the Board in October 1980, namely:

1. Produce a self-contained Off Soundings adoption of Category IV requirements.
2. Do not change previous OSC philosophy relative to dropping lifelines for sheeting genoas, Corinthian (use your head) type regulation, e.g., size of working jib, etc.
3. Do not overregulate if spirit of safety in our type races is put forth, but change to suit new ORC wording, when possible, without requiring surgery.

At a meeting on December 31, 1980, the committee suggested adopting required standards for 1981 and beyond in accordance with the attached. Significant changes from previous standards are underlined or scored in the margin of the attachment.