



## OFF SOUNDINGS CLUB

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TO: Andy Anderson            Frank Bohlen  
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FROM: Dick Roberts  
SUBJECT: Unseen Marks

I've enclosed some thoughts I have as to the problems we might encounter if we require that the skippers actually "see" the mark they are to round.

I also mention that the Race Committee, in setting the drop marks, ought to use as sophisticated a GPS technique as the racers are using -- in good weather, as well as in not-so-good. Of course, we won't be using drop marks in the fog, but you can get surprised.

On that subject, Joe Connolly (co-skipper of HOT NUMBERS) has offered the use of his power boat and operator, with a sophisticated GPS set-up. I think we should consider the offer. The good racers use GPS when navigating to the mark, when locating the lay-line, etc., and we owe it to them to place the marks properly.

I think we have an obligation to place the marks where we post they are going to be (even though we're going to add "approximate" to Sailing Instruction 6.7, at Phil Smyth's suggestion.). Although we can be setting the windward mark even after the start, we'd have to be sure that there is nothing that would prevent the mark from being located where it is posted to be. (Last fall, we found that the posted distance put the mark in water that was too close to the beach.) What this suggests is that we may want to set the mark before the starting sequence is begun -- so that the mark's actual location can be posted, before the Warning. This means that the RC must get on station a bit earlier. The same comments apply to the setting of a leeward mark.

The use of drop marks is a good thing, and makes for better racing. We just have to be sure to keep pace with the racers with our navigation techniques.

Dick