

MINUTES
of the
BOARD of GOVERNORS MEETING
of the
OFF SOUNDINGS CLUB
January 12, 1973

A meeting of the Board of Governors of the Off Soundings Club was held in the Morgan Suite at the Seamen's Inne, Mystic Seaport, Mystic, Connecticut at 1200, January 12, 1973. Commodore Ames presided and other Governors present were:

Phelps Brown	Donald P. Robinson
Benjamin B. duPont	Thomas M. Russell, III
John E. English	William B. White
Robert L. Hall	Gilbert L. Wolfe
Herbert W. Owen	Richard W. Woolworth
Edgar L. Raymond	

Present by invitation were:

Peter H. Comstock	David Z. Bailey
Edward S. Purcell, Jr.	Clyde B. Gordon
Allen N. Anderson	

The meeting was called to order by Commodore Ames at 1249.

The minutes of the last meeting, April 8, 1972, were VOTED approved as circulated.

The following deaths since the last meeting were noted:

T. W. Boyer
James T. Northrop
Gordon Raymond

The Board stood for a moment of silence in memory of our departed members.

The following resignations were VOTED accepted with regret:

S. Prestley Blake	Richard D. Mc Intosh
J.W.C. Bullard	Richard F. Cooper
William G. Luke, Jr.	A. Richard Willis, Jr.

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The Secretary brought up the fact that at the January 14, 1972 meeting, it was voted to table the resignation of Prescott B. Huntington. After a discussion of his resignation it was VOTED to send Mr. Huntington a dues bill and a letter stating that the Board hoped that he would change his mind and remain a member.

It was VOTED to reinstate Mark Turner to membership after his letter saying that he had sold his power boat was read.

The Secretary reported that all the minutes from 1933 to date had been microfilmed at the Mystic Seaport Library and it was decided that one positive print of the film would remain at Mystic Seaport with the negative copy going to the Historian for safe keeping.

Treasurer Geyer was absent due to a recent operation but he sent his interim report, a copy of which is attached to these minutes. A short discussion of finances followed, the consensus being that it was not necessary to raise dues or ask the racers for a larger donation at this time.

Commodore Ames read a letter from the Historian Mr. Gordon stating that he would be unable to do the movies in the future and that he also thought that he should resign as Historian due to the fact he now lived in Maine.

Mr. Gordon reported that the archives were safe the last time he looked and that he will bring them down with him when he comes for the April meeting. Don Robinson said that he would look into the possibility of storing them at Mystic Seaport and would report back at the April meeting.

The Measurer, Mr. Russell, read his report which is attached to these minutes. He also reported that due to an increased work load in the spring he is unable to continue as Measurer for another year.

The Race Secretary, Mr. Robinson, circulated his report, a copy of which is attached to these minutes. Because of some uncertainty in the New York State law, it was VOTED to go back to Block Island, Block Island Marina and the Oar this year.

It was VOTED that the order of start be changed so that C3 start before B2 and that C1 start before A1

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It was VOTED to change the mark for the Saturday short course to Bell "4" immediately off the southwest end of the Harbor of Refuge and to provide an additional course to the south and east of Block Island (a discription can be found in the Race Secretary's Report attached to these minutes) ~~in~~ case the wind is from the southeast or the northwest.

It was VOTED to reaffirm the existing policy of extending an invitation to race, to any person whose completed application for membership is in the hands of the Membership Committee Chairman.

It was VOTED to approve the following dates for the 1973 season:

Guest cut-off	March 30
Annual Meeting	April 7
First Notice	April 12
Closing Date	May 17
Final Notice	June 1
Spring Races	June 8 & 9
Results & First Notice	July 12
Closing Date	August 20
Final Notice	September 6
Fall Races	September 14 & 15
Results	October 11

The Clerk, Mr. Brown, stated that everything is ok in Massachusetts. It was VOTED to accept the Clerk's report with great thanks for its thoroughness and conciseness.

The meeting was recessed to eat.

After a nourishing gourmet lunch, Commodore Ames called the meeting back to order.

The Race Committee Chairman, Mr. Wolfe, said that he had no formal report because the Race Secretary had just given it. It was VOTED to buy a battery powered calculator for the Committee Boat for \$150 or less.

Mr. Wolfe stated that sometime in the future he would need a radio that can pick up time ticks. As for right now, he seems to be able to borrow one.

A discussion about flying different colored plastic pennants from the bow of competing boats was held. It was VOTED that all contestants will fly the appropriate code flag designated for that class.

Mr. Comstock, Chairman of the Membership Committee, reported that in the last year his committee has acted positively on 29 memberships. There are 10 to be posted and 6 or 7 not complete. Our membership now stands at 591.

Entertainment Committee Chairman, Mr. Purcell, reported that the reason that the cost was up this year was that the party lasted too long. A copy of his report is attached to these minutes. He also took the opportunity to tend his resignation.

The Prize and Awards Committee Chairman, Mr. White, asked if everyone was happy with the prizes. Everyone was.

Measurement Rule Committee Chairman, Mr. Raymond, recommended a couple of changes in our measurement rule.

It was VOTED that P_2 be substituted for measured luff in the calculation of ALH.

It was VOTED that the following propeller correction factors be changed:

Folding & Feathering	from .97 to .98
2 Bladed	from .94 to .96
3 Bladed	from .92 to .94

It was VOTED that in order for a propeller to be rated, it must drive the boat at a speed in knots equal to the square root of the measured waterline length in feet in smooth water with no wind.

It was VOTED that NAYRU Minimum Equipment List #4 be required for our races with the exception of the part requiring lifelines, but at a future date it might be required.

It was VOTED to strike the statement "no headsail shall be set to fly out and over the mainsail and/or spinnaker by sheeting over the main boom or by any other means" from our measurement certificate.

Mr Bailey reported for the Classification Committee. A copy of his report is attached to these minutes.

It was VOTED that boats may be transferred to, or placed in the A & B classes if they have conventional keel centerboards and inboard engines and are non fin-keel design, regardless of the fact that they have a spade or separated rudder.

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It was VOTED that all vessels with divided rigs may be classified in A or B, provided the additional spar and sail are of normal size proportionately and are designed to serve as additional sail area in every way.

Mr. Russell, reporting for the committee set up to study the possibility of computerizing our measurement rule, reported that because we had relatively few certificates and the cost was high, we do not do anything about it now. It was VOTED that his report be accepted.

It was VOTED to donate \$800 to the Mystic Seaport.

Commodore Ames reported on an incident last spring where a member added a false transom to his boat in order to make it long enough to meet the minimum LOA requirements. It was VOTED that if additions are to be made to vessels originally built with a LOA of under 23.75 feet LOA, to qualify for entrance the addition shall be constructed so as to be a fair extension of the basic hull with out visible parting lines, be bouyant and structurally adequate consistent with the basic hull. The Chief Measurer shall determine that the above criteria is met before a valid measurement certificate is granted certifying a 23.75 foot or greater LOA. If in doubt, the Commodore shall make the final decision on eligibility.

The following Nominating Committee was VOTED appointed and instructed to report at the Annual Meeting:

Eliot H. Porter, 2nd. - Chairman
Ronald K. Noe
Robert B. English
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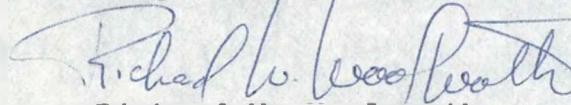
Henry A. Scheel - Alternate
George R, Harrah - Alternate

There was a discussion of various navigational aids. It was the consensus of the Board that Omni was too expensive and of no use in Block Island Sound and that a "Whistler" was a Radar and both should be banned.

Commodore Ames thanked everyone for their help during his administration and expressed his pleasure of having served.

It was VOTED to adjourn at 1550.

Respectfully submitted,



Richard W. Woolworth
Secretary