

Mr. Pete Petersen;

GILBERT L. WOLFE
1334 HAWTHORN ROAD
SCHENECTADY, N. Y. 12309

Dear Pete;

It is obvious that I was a miserable failure in making you understand the revisions in procedure which have been considered. Let us try again. In considering these, please forget past practices, some of which were developed to meet needs which no longer exist.

I believe that the below decks crew should be concerned with the PAPER WORK ONLY. I would like to eliminate the voice communication with them, which makes for confusion. It was necessary only when it was desirable to pull cards and call finishes in advance. That need no longer exists.

The finishes, I think, should be controlled on the bridge deck. One calm soul stands with a good air horn in one hand and the push button in the other. His only function is to push each hand at once, as each boat goes across the line. He should be alternated frequently.

A second man on the bridge keeps the list of sail numbers in groups of ten, as previously. And a third man keeps a similar list. The two are cross checked before delivery below. There can also be another man doing the same thing if and when necessary.

Below, along side the timer, sits the man who clips the tape and staples it to the sail# list. He can keep an eye on the timers, to be sure that they do not cease functioning. He will hear the air horn, and know when there is a finisher.

I have carefully examined all of the tapes from the last races, and do not find any malfunctions which should cause serious problems. There was an occasional double print, which usually reprinted exactly the same digits, and was obvious to throw out. There were a few which printed an obviously non-sequential time, and would be disregarded. I believe this problem will be corrected before the next race.

If the man on the push button calls for a print when he should not have done so, it is easy enough for him to tell the recorder, beside him that he has done so, and a line can be drawn in the appropriate space. Such things can be sorted out right on the spot, better than half on deck and half below.

George did not seem to have any great trouble spotting and throwing these out.

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Your comments regarding the stake boat have been noted, but that subject is beyond this immediate question. The problem is a political one , really. I do not wish to offend a nice old guy like Ben Harrison, but he is hope less to control, or to follow directions. Rather than try to buck that,I have suggested new and I think better courses which will not require his boat except at the start Off Watch Hil the first day.

Also, please understand that my motivation in this is NOT to cut down on crew or expenses. It is to establish a procedure which is so simple and outomatic that it is relatively ~~automatic~~ foolproof, with no crisis points as have existed in the past. The only one I can think of under these procedures is the man with an eye on the printer, who must, in the event that it goes out of business, be ready to signal a return to the stop watches. But even if we revert to them in emergency, I think the horn on deck is an adequate signal, without conversation and chit-chat. (There will always be a spare horn handy, pf course.)

I hope this explahation is clearer than my first one, and that you will give me your thoughts.

Many,Many thanks.

Gib

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Copies to Gotis,Voland,Ed Cole. George Mettler, Mary Converse

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October 30, 1974

To Ed Cole, Tom Gotis, George Mettler, and Lee Voland

From Pete Peterson

I'm acting as Tom's secretary in the transmittal of his letter to Gib Wolfe. Tom's letter was three pages, but by typing it as below it gets to one page and thus makes photocopying easier. I sent Tom's original to Gib fully within Tom's knowledge and approval. Here's Tom's letter:

Dear Gib:

We have reviewed your letter very carefully, and some of your suggestions we feel, in time, could gradually be put into effect.

For the time being, we suggest a minimum of six people for the computation of the final results plus a minimum of four for the deck work.

For many reasons, we do not recommend discontinuance of the stake boat.

Elimination of the mike and keeping one of the three bridge lists below would cost us the continuity of the ten-boat group, and the relationship of the ten marks to match.. In other words, how would you know if you lost a mark or got an extra one? And which one is it? We would also lose communication with the bridge for special instructions which often occur.

To do any of the cutting out of the above we feel would seriously jeopardize the accuracy and timeliness of the results. We don't believe any of us wants to be put in that position.

In reference to your specific questions:

Use of the a/c generator is not recommended since it creates noise and radio interference; but most important, it will not maintain 60 cycles, on which the timer depends.

Regarding the 32 volt battery, since only the first six cells are used there is no difference than using a 12 volt battery. The remaining 10 cells of the 32 v. ~~battery~~ system are completely isolated from the hook-up. Electron flow is in one direction only. However, it may be wise to provide a fully charged 12 v battery to try next race, just to be sure.

It seemed that the printer had two problems; one the hand switch. Pressing it a certain way caused an extra print at will. The other seemed to be mechanical, an extra drive of the platen, as if it did not unclutch completely. Each printed differently characteristically, thus the assumption of the two different problems. Wish we could be more helpful regarding the printer. Being unfamiliar with the mechanics, one can't diagnose the corrective action. Since you operated it so long without an error, it may have corrected itself. That often happens as things get broken-in - binds and catches get smoothed out. Nevertheless you have greater assurance if you ship it back to the plant with the tapes in error.

Sorry to be so long in giving you ~~our~~ feedback; it took a while for us to get the group together.

Hope this letter finds you and Betty in good health and enjoying life to the fullest.

Sincerely,

October 30, 1974

Dear Gib:

At Tom's request, I am acting as secretary for the New Haven group. The purpose of this letter is to transmit Tom's handwritten letter to you, tell you how it came about, and to say that Tom's position has the firm and hearty approval of:

Ed Cole Lee Voland Pete Peterson

Each of the above has seen Tom's letter which puts into writing much of our verbal discussion. The absence of our respective signatures on Tom's letter comes about solely because of the logistics of getting all of us to sign. Even Tom's is missing on his own letter since it was a draft. So what you have to assume is that we have all signed.

George Mettler is absent from the above list because he is on vacation in the Bahamas and waiting for him to come back would extend an already overdue letter to you. We feel confident, however, that he will concur with us.

Please know fully that we have not ignored your desire to reduce expenses, but we believe that this is secondary compared with the fulfillment of our committee's responsibilities. Here we speak to the cost per person, knowing that eleven cost more than ten and so on. If we can reduce the unit cost each of us would give that a real try. We do not want to be over-staffed, but we must be adequately staffed in order to produce expeditious results, accuracy, and back-up provisions for both personnel and materiel.

We have reacted to your letter and have stated our position and hope you will support it. However, we are fully mindful that you are chairman and that yours is the final decision.

Respectfully submitted,

Pete

For the New Haven Group