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Dear Group:

Thanks again for a job well done. But I would like to throw some ideas at you for future improvement over the great progress of the past. It seems to me that we are still continuing with some unnecessary practices established under past procedures.

The printer works perfectly here on my car battery, and whatever the problem was on Nor'Easter will, I am sure, be ironed out by spring. Perhaps we will use her 110V. generator, if that proves desirable.

The main thing which bugs me is the mike to below decks, which seems to me now superfluous, confusing, and a disruption. Why not one man on the bridge, pressing the printer button with one hand, and a horn with the other. That should be his entire job, with no attempt to keep order of finishes.

Then one man on the ~~deck~~-bridge keeping order of finish ~~ent~~ only, writing nothing down until he is sure that the boats are on the line, or have crossed it. One, or even two, checkers on deck will make sure that the order list is correct, and then the list of ten boats is passed below to work on the cards. Some or all of the order of finish people can be under cover in bad weather.

Whoever starts the work on the cards (presumably Tom Gotis) can sit next to the printer and if it fails, with other watches running, it should take no great time to switch back to the old timing system with stop watch. At the most, two or three boats might be lost in the transition, but they can almost certainly filled in by interpolation. He can also hear the horn after changing to that system, so the mike is not necessary in the emergency. An extra hand can also then be summoned from on deck.

In essence, this means that order of finish is the concern only on deck, and those below should not be disrupted by anything having to do with that.

My future plans do not include bringing anyone from Schenectady, so the group will be reduced by two for the next race. Likewise, I mean to see that the need for a stake boat, a real pain in the neck, is eliminated in the future.

Please mull this over, and give me your thoughts.

Thanks again.

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September 18, 1974

Tom Gotis
George Mettler

Hope your IBM expertise can solve a great mystery, which beats the hell out of me.

I have tested reams of paper on the printer and here it works perfectly. First I hooked it to 110 volts, and then used the inverter on my car battery. Absolutely perfect every time.

By deductions I must conclude the trouble must lie somewhere on the hook-up to Nor'Easters 32 volt battery. Any ideas you have will be greatly appreciated. Wish we had taken along a volt meter to check what we were actually getting.

Am also checking with Buza regarding the possibility of using the 110 V. generator, which I think they have, but am not sure.

Thanks again for all your help. Great improvements have been made, but I am not yet satisfied that we can not do better. There is too much confusion on the bridge, still calling boats too long before they finish, largely a result I think, of past habits.

Likewise, I am not happy with the necessity of one man sitting with his eye on the times etc. When we are more sure of our printer, that can be relegated to a more casual surveillance which does not require full time and attention. If we have to interpolate times for a boat or two it will be no great panic, and no one would ever know the difference.

I do not plan to bring any more people from here in the future, and believe we can do as well or better with two less in our brigade. The hard core of veterans can easily handle the situation.

Damn, another year shot to hell. I don't like that. Please write any ideas.

Gib
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