

Minutes
of the
Board of Governors
of the
OFF SOUNDINGS CLUB

October 26, 1997

A meeting of the Board of Governors of the Off Soundings Club was held in the Library of the Mystic Seaport Museum, at 1000 on October 25, 1997. Commodore Anderson presided. Other Governors present were:

W. Frank Bohlen
Cdr. John F. Brooks, USCG
Carl D. Fast
Carelton A. Granbery
John H. Lockwood

Wes H. Maxwell
Peter W. McFadden
Neal H. O'Connell
Norman E. Rabe
Richard H. Roberts

Present by invitation were:

William L. Ames

Warren F. Woodworth, MD

Absent were:

Edward C. Dieckerhoff
Brin R. Ford
William G. Gunther

D. Richard Magovern, DMD
Neal S. O'Connell
Steven M. Purdey

J. Phillip Smyth

The meeting was called to order at 1008.

The minutes of the previous April 12, 1997 meeting were VOTED approved.

Vice Commodore Bohlen reported that we have signed up to have the April 4, 1998 Annual Dinner at the Officers Club of the Coast Guard academy. With a deposit of \$100 from the Treasurer we will have the arrangement sealed. We are penciled in for 1999 and a deposit will follow shortly to firm this up.

The Budget Committee, consisting of Bohlen (Chairman), Fast, Dieckerhoff, N.H. O'Connell; and Anderson (ex-officio) reported that income and expenses are reasonably consistent with our budget. Though there is some concern about expenses if Nor'easter is not be available in the spring, they feel that dues need not change. Race Committee Chairman Granbery reported that Henry duPont wants to participate even though the boat will be south for the winter. He will firm this up with us in April 1998.

Rear Commodore Maxwell indicated that a few trophies were left over this year and expenses are about on target.

previously approved, conflicts with Pilots weekend at the Seaport. Dick will look at alternative dates and report at the January meeting.

. It was decided not to invite the 12's in the future.

. The new high performance class C-3 seems to be working well. A similar class for higher rating boats is not practical until the population increases.

. There was much discussion about the A1, A2, and B classes. The number of boats begs for two classes. With as few as 7 or 8 boats starting and competing for 4 trophies, it seems unfair to classes with 13 to 20 boats competing for the same number of trophies. About all that can be done to repopulate the class by moving boats from other classes into these classes has been done. Commodore Anderson asked class representatives for input on this and other items and he, the Race Secretary and Race Committee Chairman received limited feedback from all but class B. Generally the few members who responded and the Board and Committee Chairmen feel that no change should be made at this time except possibly to reduce the number of trophies for classes with few entries in the prior year. The reasons for not making a change stretched from the resulting increase in rating spread, a concern that the spread might drive more boats to the cruising classes, an undercurrent that maybe not enough has been done to promote the classes and solve the problems. With regard to solving the problems, it was noted that crew is often a problem and maybe a crew pool of available candidates would help. Our Measurer feels that there is no compelling need to form another class so the availability of another trophy is not a current issue. The conclusion was that unless a compelling reason to do otherwise appears, that for 1998 we will leave the classes as they are, ask the class representatives to promote their classes, look for ways to assist in this promotion effort and look at how or if trophies might be adjusted to reflect participation. A Committee of the Race Secretary and Rear Commodore were asked to take on this project.

. Several members have requested consideration of the use of a point system rather than the current system of adding together times for overall results. This system is perceived to be fairer by some and provides some additional flexibility by allowing a throwout a race when overall results for 2 years are calculated. Also, there are some negatives such as a bias toward smaller classes when two classes receive a combined trophy. The Race Secretary and Measurer were asked to bring a concrete recommendation to the next meeting.

. USSA has a pending resolution concerning wearing flotation devices that the Race Secretary will give us more information on at the January meeting.

Clerk Magovern was absent and there was no report .

Measurer Rabe indicated that his report was incorporated in the discussion of the Race Secretary's report.

Race Committee Chairman Granbery made the Following comments:

. Nor'easter will probably be available for the Spring Series.

. Howard Bidwell has offered the use of his Grand Banks 42 "Encore" for whatever service we may desire. The Race Committee Chairman needs suggestions on the possible use of Bidwell's kind offer.

. There have been some mixed feelings about offering a short and long course to some "C" classes on Saturday. Comments were that two middle length courses would be better, it appeals to the skipper really into racing but not the general

population, won't work with a point system, can be made to work with a point system but some complications, a short /long course has more chance to hurt than help the average participant, etc. Our Race Committee Chairman is looking for input from the Board and Class Representatives so a decision about what to Do can be made in January.

. John Lockwood has indicated that Brother Bruce will construct a course board with larger numbers and letters. Past Commodore McFadden asked why we couldn't announce the course on radio as well. The concern here is that if you make a mistake in the broadcast it is impossible to assure that all who heard the incorrect information will get the correct information. It was noted that congestion around the committee boat was reduced by the sailing instructions which asked that boats pass from aft to the forward part of the committee boat when checking the course.

. We should buy our own inflatable marks. Just what needs to be purchased will be determined and included in the Race Committee Chairman's budget.

. We need a printing stopwatch. This will be researched and put in the Race Committee Chairman's budget.

. We need our own computer equipment. We can not rely on the good graces of the Seaport and Mary Ann Stets to provide both equipment and expertise. There are commercial programs available that do what we want and provide backup for problem solving. This needs some more research.

. Measurer Rabe mentioned that we need to do a better job of communicating in advance with the small group of late entry guests. They do not know the rules concerning rating certificates, their ability to enter cruising canvass, etc.

Commodore Anderson noted that we have been given a very generous gift of a starting gun by Bill Canning. As important as the gift itself is that it comes with lifetime service.

Membership Committee Chairman Brooks reported that he has 8 applicants ready for posting. They will be held for the Commodore's Winter News letter mailing and sent out together with any additional completed applicants.

Measurement Rule Committee Chairman Brooks reported that the Americap rule is emerging and will probably take over from IMS by the end of the 90's. He will come up with information identifying boats in our fleet that will not be able to get a cheap (\$35) certificate.

Classification Committee Chairman Neal S. O'Connell was absent playing Off Soundings Dyer Dhow Derby team captain.

Protest Committee Chairman Smyth was absent and there was no report.

Entertainment Chairman Dieckerhoff was absent but reported through the Commodore that entertainment will be about \$500 under budget. Shelter Island expenses were almost \$1900 less than last year.

Shelter Island Liaison Committee Chairman Lockwood commented that everything was fine at Shelter Island Yacht Club. The minor incident has been straightened out. Commodore Anderson commented that the vandalism at Shelter Island was truly minor.

John Lockwood went to see the individual involved and the complainant apologized for the fuss he had made. The key to this year's success was the meeting between Commodore Hayes, the Shelter Island Yacht Club manager, Past Commodore Gunther, Commodore Anderson, and himself. The meeting cleared the way for less expenses and better communication.

Block Island Liaison Chairman Purdy was absent and there was no report.

Publicity Chairman Ford was absent and there was no report. Commodore Anderson reported that Chairman Ford will organize the area lunches again this year.

Fleet Surgeon Woodworth indicated that he had heard of no medical incidents this year. He feels that we should restate our medical policy to the membership. This policy is that volunteer member medical people will advise and coordinate assistance to our participants with a medical emergency but can not provide healthcare. He would like to see this in the winter newsletter.

Long Range Race Planning Committee Chairman Gunther was absent and there was no report.

The matter of contributions was deferred to the January meeting including Peter Brinckerhoff's offer. Vice Commodore Bohlen and Rear Commodore Maxwell will present a recommendation in January. As there are some tax questions involved, Commodore Anderson will ask Protest Committee Chairman Smyth to participate on the committee.

It was VOTED that the Nominating Committee for 1998 be composed of William G. Gunther, chairman; Robert Edmunds; and William A. Loweth.

Commodore Anderson asked that if the Officers or Board members have anyone to propose for honorary membership they let him know by the January meeting with written comments.

There being no further business it was VOTED to adjourn at 1208.

Neal H. O'Connell,
Secretary