

OFF SOUNDINGS CLUB

LONG RANGE RACE PLANNING COMMITTEE

AT THEIR OCTOBER 20, 1990 MEETING, THE BOARD OF GOVERNORS VOTED TO ESTABLISH A LONG RANGE RACE PLANNING COMMITTEE. THIS GROUP TO BE COMPOSED OF NINE MEMBERS, FOUR FROM OUR MEMBERSHIP AND FIVE FROM THE BOARD OF GOVERNORS.

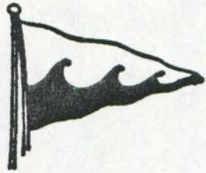
THOSE FROM OUR MEMBERSHIP WOULD BE CHOSEN BY THE COMMODORE BASED ON THE INDIVIDUAL'S YEAR OF ELECTION TO MEMBERSHIP, THEIR CLASS DESIGNATION, RACE EXPERIENCE, AND WILLINGNESS TO CONTRIBUTE THEIR TIME TO THIS MATTER.

MEMBERS FROM THE BOARD WOULD BE THOSE CHAIRMEN WHO'S COMMITTEES ARE MOST INVOLVED WITH OUR RACE SERIES, I.E., RACE SECRETARY, RACE COMMITTEE, RULE, MEASUREMENT, AND CLASSIFICATION.

CHARGE: THE COMMITTEE'S RESPONSIBILITY IS TO EVALUATE OFF SOUNDINGS RACE ACTIVITIES WITH THE OBJECT OF RECOMMENDING TO THE BOARD SUCH CHANGES, IF ANY, WHICH MIGHT ENHANCE AND/OR IMPROVE MEMBER INTEREST AND PARTICIPATION. AN INTERIM AND PRELIMINARY REPORT FROM THE COMMITTEE WOULD TO BE GIVEN BY THE CHAIRMAN TO THE BOARD AT THEIR NEXT MEETING ON JANUARY 11, 1991. THIS REPORT WOULD RELATE THE GENERAL OPINION AND OVERALL INITIAL FEELINGS OF THE COMMITTEE. BASED ON THE INPUT OF BOTH THE COMMITTEE AND BOARD AT THIS TIME, THE COMMITTEE WOULD AGAIN MEET AS NECESSARY AND PREPARE A FORMAL WRITTEN REPORT BASED ON THE GENERAL CONSCIENCE AT THIS TIME.

WHILE OUR FORMAT OF HOLDING OUR SPRING SERIES AT BLOCK ISLAND AND FALL SERIES AT SHELTER ISLAND ARE RATHER FIXED, AND RECOGNIZING THE PRACTICAL LIMIT AT NINE (9) CLASSES WHICH OUR RACE COMMITTEE CAN EFFECTIVELY MANAGE, ALL OTHER SUBJECTS ARE OPEN TO EXAMINATION BY THE COMMITTEE. THESE DISCUSSIONS MAY INCLUDE, BUT CERTAINLY ARE NOT LIMITED TO THE FOLLOWING;

1. ONLY 37% OF OUR FLEET RACED IN 1990 RACE SERIES, ARE THERE WAYS TO BRING MORE OF OUR BOATS OUT ON THE RACE COURSE?
2. SINCE 115 OF OUR MEMBERS HAVE OVER 25 YEARS OF MEMBERSHIP, AND OUR AVERAGE AGE IS LATE 50'S ARE THERE WAYS OF CREATING BETTER RACING WHICH MIGHT ATTRACT GOOD POTENTIAL (AND YOUNGER) MEMBERS TO OUR CLUB?
3. BOAT FEES ARE NOW \$35.00 AND CREW FEES NOW \$6.00--ARE WE PRICING OURSELVES TOO HIGH? IS THERE VALUE IN RELATION TO THE TYPE OF EVENT STILL THERE? ARE WE TAKING TOO MUCH MONEY FROM OUR GENERAL MEMBERSHIP REVENUE TO SUBSIDIZE OUR RACE EVENTS WHICH CAN'T SUPPORT ITSELF.



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-2-

4. SHOULD WE RECOGNIZE MINI-CLASSES, I.E., TARTAN, C&C, DOLPHIN, J'S ETC.

5. SHOULD WE CONSIDER COMMERCIAL SPONSORSHIP, EITHER FOR MINI-CLASS TROPHIES OR FOR OUR RACE ENTERTAINMENT (MOUNT GAY RUM ETC).

6. HOW ABOUT INVITING OTHER FLEETS OR CLUBS, (CORINTHIANS, CRUISING CLUB, NYYC ETC.) NOTE THAT WE HAVE ALREADY ASKED THE BERMUDA FLEET TO JOIN US IN 1991.

7. SHOULD WE RACE UNDER TIME-ON-TIME ALLOWANCE VS. TIME-ON-DISTANCE RULE.

8. HOW ABOUT COMBINING THE A1,A2, AND B CLASSES AND PERHAPS SPLIT THE CRUISING CANVAS CLASS IN TWO?

9. SHOULD WE ADOPT THE M-I-R RULE (MARINE INDUSTRY RULE) WHICH RESTRICTS FACTORY/LOFT TEAMS TO NO SKIPPERING AND ONLY ONE REPRESENTATIVE ON BOARD. IF THE BOAT IS OWNED BY AN INDUSTRY REP THEN HE MAY SKIPPER BUT WITH NO OTHER "PROS" ON BOARD.

FINALLY; THE BASIC QUESTION TO BE ANSWERED IS WHETHER WE ARE DOING EVERYTHING WE SHOULD TO PROMOTE OUR RACE ACTIVITIES TO OUR MEMBERSHIP ON BOTH A SHORT AND LONG TERM BASIS, CONSIDERING THAT THE OBJECT OF THE CLUB IS TO PROMOTE GOOD FELLOWSHIP BETWEEN MEN ACTIVELY INTERESTED IN SAILING.