

1/13/93

October 16, 1993

DATES FOR OFF SOUNDINGS EVENTS

	<u>APPROVED</u> 1994	<u>PROPOSED</u> 1995
Guest Invitation Cut-off	March 17	March 16 or 23
Annual Meeting and Shore Party	April 2	April 1 or 8 #
SPRING RACE SERIES		
First Notice	April 15	April 14 or 21
Closing Date	May 19	May 25
Final Notice	June 3	June 9
Race Dates	June 10-11	June 16-17
Results of Spring Race Series	July 8	July 14
FALL RACE SERIES		
First Notice	July 8	July 14
Closing Date	August 25	August 224
Final Notice	September 9	September 8
Race Dates	September 16-17	September 15-16
Final Results	October 14	October 13
BOARD MEETINGS		
January	January ¹⁴ 21	January 20
April	April 2	April 1 or 8
October	October 29	October 28
REFERENCE DATES		
Easter	April 3	April 16
Bermuda Race start	June 17	- - -
Labor Day	September 5	September 4
Dyer Dhow Derby		
US SAILING Meeting	<u>October 19-23</u>	<u>October 18-22</u>

NOTES

Consider these issues for 1994: (1994 date aproval is scheduled for the January meeting.)

Do we want our meeting on April Fool's Day? The real governing item is the facility availability for the selected date.

FORECAST DATES FOR OFF SOUNDINGS EVENTS

	APPROVED							
	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>
Guest Invitation Cut-off	March 17	March 23	March 22	March 20	March 19	March 18	March 23	March 22
Annual Meeting and Shore Party	April 2 #	April 8	April 6 #	April 5	April 4	April 3 #	April 8	April 7
Easter	April 3	April 16	April 7	Mar 30	April 12	April 4	April 23	April 15
SPRING RACE SERIES								
First Notice	April 15	April 21	April 19	April 18	April 17	April 16	April 21	April 20
Closing Date	May 19	May 25	May 23	May 22	May 21	May 20	May 25	May 24
Final Notice	June 3	June 9	June 7	June 6	June 5	June 4	June 9	June 8
Race Dates	June 10-11	June 16-17	June 14-15	June 13-14	June 12-13	June 11-12	June 16-17	June 15-16
Bermuda Race start	June 17	---	()	---	()	---	()	---
Results of Spring Race Series	July 8	July 14	July 12	July 11	July 10	July 9	July 14	July 13
FALL RACE SERIES								
First Notice	July 8	July 14	July 12	July 11	July 10	July 9	July 14	July 13
Closing Date	August 25	August 24	August 22	August 21	August 27	August 26	August 24	August 23
Final Notice	Sept 9	Sept 8	Sept 6	Sept 5	Sept 11	Sept 10	Sept 8	Sept 7
Race Dates	Sept 16-17	Sept 15-16	Sept 13-14	Sept 12-13	Sept 18-19	Sept 17-18	Sept 15-16	Sept 14-15
Labor Day	Sept 5	Sept 4	Sept 2	Sept 1	Sept 7	Sept 6	Sept 4	Sept 3
Final Results	Oct 14	Oct 13	Oct 11	Oct 10	Oct 16	Oct 15	Oct 14	Oct 12
BOARD MEETINGS								
January	Jan 21	Jan 20	Jan 19	Jan 17	Jan 16	Jan 22	Jan 21	Jan 19
April	Apr 2	Apr 8	Apr 6	Apr 5	Apr 4	Apr 3	Apr 8	Apr 7
October	Oct 29	Oct 28	Oct 26	Oct 25	Oct 17	Oct 16	Oct 28	Oct 27
Dyer Dhow Derby	()							
US SAILING Annual Meeting	Oct 19-23	Oct 18-22	Oct 16-20	Oct 15-19	Oct 21-25	Oct 20-24	Oct 18-22	Oct 17-21

Easter Eve

4 Frazier St.

Mystic, CT 06355

October 8, 1993

Mr. Peter McFadden, Commodore
Off Soundings Club

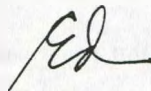
Dear Peter,

I wish to commend Wes and all the members of the Race Committee for their outstanding efforts this Fall Series. In particular, the courses in Peconic Bay were more interesting, and with a little bit of luck on the weather, would have been great action!

I would suggest that if we do this again, that the smaller boats be sent around Robin's Island (counterclockwise) to get them out of the way and prevent the severe crossings that could occur on a southwest breeze at the "choke point" between the two bays.

Let's try it a few times. I know there is some dissenting opinion, but we really have to give it a fair trial over a variety of conditions.

Thanks,



Ed Purcell

copy:

Wes Maxwell

Jack Saxe

*Big. Bow Team - 700 BK
Boats Come Home
SIZE*

3 November 1993

Peter W. McFadden, Commodore
Off Soundings Club
85 Willowbrook Road
Storrs, CT 06268

Dear Peter,

We enjoyed the Fall Off Soundings Regatta even though we hit "G17" on Saturday and finished way down in the fleet. Friday's course through the Race is always exciting, and racing in the Peconic Bays was an interesting experiment. I should think that placing five special marks must be a lot more work for the committee but, if they're willing to do this we're more than willing to race there.

However, there was one potentially dangerous situation in the Peconic Bay courses that you now may be aware of. Returning from Mark "B" we had to leave Mark "A" to port while boats in later classes were leaving Mark "A" to starboard. Fortunately, there was so little wind that we were able to avoid one another (I think).

One suggestion that I might make would be to replace "A" stbd by "R28" stbd as the second mark for both long and short courses, and replace "B" by "R4," leaving it to port for all four short courses. ("B" would still be required for long course #3 to avoid rounding "R4" in both directions.) This would result in:

Long Course

Course #1	Course #2	Course #3	Course #4
Start	Start	Start	Start
"G17" port	"G17" port	"G17" port	"G17" port
"R28" stbd	"R28" stbd	"R28" stbd	"R28" stbd
"R4" port	"C" port	"D" stbd	"D" stbd
"D" port	"D" port	"B" stbd	"C" stbd
"R30" port	"R30" port	"A" port	"A" port
Finish	Finish	"R30" port Finish	"R30" port Finish

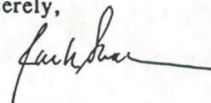
Short Course [All four courses are identical.]

Start	Start	Start	Start
"G17" port	"G17" port	"G17" port	"G17" port
"R28" stbd	"R28" stbd	"R28" stbd	"R28" stbd
"R4" port	"R4" port	"R4" port	"R4" port
"R30" port	"R30" port	"R30" port	"R30" port
Finish	Finish	Finish	Finish

Also, in the interest of eliminating the need for special marks, I would think that, if you buy using "R28" as the second mark, Mark "A" could be eliminated altogether. And why not use "R2" instead of setting Special Mark "C"? It is nearby and in deeper water (Isn't 5 feet a little tight for some of the big boats?). Furthermore, why bother with Special Mark "L"? It only tends to further restrict the South Race. Eliminating "A," "C" & "L" would then require only two special marks. There probably are very good reasons for using those special marks that are not yet obvious to me.

In any event, I appreciate the efforts that you and the Race Committee have made to give us interesting and innovative courses. Keep up the good work!

Sincerely,



cc: Wes Maxwell