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June 23, 1996

TO: Wes Maxwell
FROM: Dick Roberts
SUBJECT: Fall Race Series Notice of Race

1. Enclosed is my DRAFT of the Notice of Race for the Fall Race Series. I'm also sending copies of the General Information portion to John Lockwood, to Burrs and to Thamesport. Comments should be back to me by July 3rd, since I'm scheduled to go to the printer on Friday, July 5th.

2. The results of the Spring Race Series will be mailed with the Fall Notice of Race. My computations checked pretty well with yours, with the following comments (ignoring the differences of ± 0.01 to ± 0.04 minutes in some cases, due to differences in MicroSoft Works and Claris Works rounding-off.

a. WINDRIDER II, Class B, Race 1-- You show 5th, but he's actually tied for 4th. I fixed that on my results by making WINDRIDER II 4th, at 210.42, and CYGNUS 5th, at 210.44.

b. I came out with a tie between WHITE FIRE and BALANCE in Race 1 (C-1), but I made a slight adjustment and now agree with your results. I made a similar slight adjustment to eliminate a tie between (and agree with your results) between BETH and FAST FORWARD in Race 1 (C-5).

c. BANJO, Class C-2, Race 3 -- The Elapsed Time should be 238.07 (not 239.07), according to the card. (Finish Time was 368.07.) Slight change in Combined Time but no change in Combined Position.

d. BUCANEER, Class CR2, Race 3 -- The Elapsed Time should be 326.41 (not 326.14), according to the card. No change in the standings. The Corrected Time on the card shows signs of having been erased and changed, so maybe the Finish time was 361.14 and not 361.41.

e. There were several other cases of the decimal minutes not agreeing between Finish and Elapsed Times:

| | | | | | |
|-----------|--------------|--------|--------|----|--------|
| Class C-3 | SPIRIT | Race 1 | 306.82 | 15 | 291.15 |
| Class C-3 | LOONEY TUNES | Race 1 | 297.34 | 15 | 282.15 |
| Class C-4 | ELAN | Race 1 | 211.66 | 10 | 201.60 |

None of these caused any difference in the results.

I noted that several of the sheets were reading from had incomplete boat names or skipper's names. It appears that the fields allotted are too small. These come to mind:

| | |
|-----|-----------------------------------|
| A-1 | SUMMERTIME BLUES |
| C-2 | ANGEL UNDER THE MOON |
| A-1 | Allen Smith & Allen Anderson |
| A-2 | Peter W. McFadden/Gil Wilcox |
| B | Edward Dieckerhoff & Kim Granbery |
| C-1 | Joseph A. Bardenheier, IV |
| C-3 | Charles A. Borrmann, Jr. |
| C-4 | Ronald S. & David R. Walker |

C-4 W.D. Strang/W.A. Loweth
C-4 Paul Hewitt & Bob Evelyn
CR-1 Cal Brouwer/Spence Kloter
CR-2 Varick D. Harrison/Robert Toth

I think it is important to read the names properly -- we may have to increase the width of those two fields, even though we may have to print the sheets at 90% size.

3. I've been thinking about our General Recall. There might be a question as to whether the General Recall was the right signal. The 1993-1996 Rulebook, in Rule 7.2, limits the use of the General Recall to cases where there is a number of unidentified premature starters. Further, Rule 4.1 "First Substitute" prescribes that the Preparatory Signal should be the next one hoisted (although S.I. 9.3 almost says that a new starting sequence is to be performed -- implying that the Warning Signal would be next).

The problem arises because the 1993-1996 Rulebook eliminated the Cancellation Signal and assigned to the Abandonment Signal the cancellation meanings. We've followed this, adding our own flags to specify where the next races would be held. We've also said that an Abandoned race will not be re-sailed (S.I. 10.2 and 10.3). So, that ruled out the use of abandonment for calling back Class C-2. I further don't like it because it requires three guns and I think that could be confusing to the class already started.

Perhaps we should rephrase the General Recall wording to state that it may be used in the event of an error in the starting procedure. We could also make S.I. 9.3 more clear that a complete sequence, starting with the Warning Signal, will be used following a recall for those independent sequences.

We'll have a new Rulebook in 1997. I don't expect changes in the race management portion, but you never know (that elimination of the Cancellation was a surprise in 1993). In any case, I don't want to invent something now that we may have to change next year.

4. I've also thought about George Mettler's comments. I still favor the independent sequence approach, because of its flexibility. If we tied the start of C-3 to five minutes after C-2, and that to five minutes after C-1, we would have to wait until all boats in all three classes were finished, or nearly finished, before starting the three-class sequence. The independent sequence approach lets us start a class when its boats are finished. I also do not think that it is necessary to time initiation of that sequence at a ten-minute point on George Mettler's watch. It seems to me that all that has to be done is for Murphy to establish that a certain time on his watch (say zero) equals a certain time on Mettler's -- I'd put that difference in the log book. Murphy can then begin the sequence whenever he wishes. If the Start Difference for a class turns out to be 110 minutes, or 105 minutes, or even 107 minutes, so be it. I believe the people doing the math can cope with any of those. (I wouldn't recommend that the time fall anywhere but on a whole minute, however.)

5. Class C-3 was the last bunch to finish the second race, although the Time Limit was not close. We might not be so lucky next time. We can't start the Class C-3 independent sequence until most of the Class C-3 boats have finished their first race. That could represent a delay. Perhaps we should have Class C-3 start first in the first race, saving 15 minutes. And Class C-2 next, and so on. That may allow us to start C-3's second race earlier. Or, maybe we could give C-3 a shorter second race.

6. You suggested that we need to talk about second race flags and abandonment procedures, twice around courses, etc. I agree, but that does not need to happen before the Notice of Race goes to the printer. Pick a day, confirm it with me, and we'll meet at the Steamboat Inn. The time should probably be later in the day, for O'Connell's convenience.

cc: Neal S. O'Connell