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Richard H. Roberts  
60 Dart St.  
New London, Ct. 06320

10/27/93

Dear Dick,

While I was unable to assemble crew for the Fall Series, I was able to secure a berth aboard American Pie and hence was able to observe race conditions first hand in Class C2. My comments, as invited by your letter of 10/8/93, follow:

1. Area has potential for much small boat traffic and too many fishermen. (The weather forecast probably helped this time)
2. Tidal currents in the area are as high as 2.5 knots. Tide was favorable for Fall 93 with max SW drift at time of Class B start. Without this condition, it would have been chaos!
3. Bad pinchoff between Cow Neck and Robins Island for fleet beating towards Great Peconic Bay in SW breeze or beating to finish in NE breeze. Also bad congestion area here as short and long course fleets return from Great Peconic wanderings.
4. Bad pinchoff between G17 at Jessup's Neck with whole fleet beating towards the finish in NE breeze, particularly if the tide is adverse.
5. Local knowledge in light air too important.
6. MOST SERIOUS For those who wish to head for home or wherever immediately after finishing, the Peconic Bay venue adds eight miles to the trip home. (This fall, that was increased to fifteen additional miles!)
7. Enough said!

One further comment --- Is there any way one can convince the Race Committee to use the same clock time each day for the first gun and subsequent guns. Obviously it would be nice if this was also UCT with the appropriate time zone correction. I am sure Nor'easter has the necessary receiver for the latter.

Bitch, Bitch!

Best Regards



Allen R. Perrins

NO REPLY NEEDED! YOU HAVE ENOUGH TO DO!

Thomas G. Anderson  
8 Ridgewood Road  
Rowayton, CT 06340

Mr. Richard H. Roberts  
Race Secretary  
Off Soundings Club  
60 Dart St.  
New London, Ct. 06320

Oct. 12, 1993

Dear Dick:

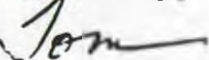
Please register my vote in FAVOR of our race committee's attempt to run our races in a new way. Whether we are racing in the Peconic Bays or other areas, I am in favor of trying something I haven't done before.

But on that note please let me offer some thoughts. I feel very strongly that our races should start to windward. A short windward leg would go a long way toward starting the races in an equal, safe way. The first leg would not need to be more than a mile long, maybe less, and with the ability to set marks as needed, a windward leg would be easily achieved. All four areas that we currently start in would accommodate a short windward leg without significant modification.

Now that we have the ability to set marks, why can't the second days course be designed the morning of the race? The race committee would announce the course to the fleet by VHF radio and code flags. This would allow courses to be tailored to the conditions of the day, and would provide higher quality racing. I realize that Off Soundings starts a great many boats over a lengthy period of time but these problems are not insurmountable. Race length can be adjusted by adding "laps" for the faster boats.

Please accept these suggestions in the positive spirit with which I give them. If you would like to discuss these ideas further please feel free to contact me. I trust you will forward my thoughts to Commodore McFadden in the most appropriate way. Finally, I am delighted the Bill Donovan Trophy is a reality, I am sure he would be pleased.

Sincerely,



Tom Anderson

HARRY P. GROSSMAN, D.M.D., P.A.  
LINCOLN PROFESSIONAL CENTER  
2864 ROUTE 27, SUITE B  
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(201) 297-6111

October 27, 1993

Mr. Richard H. Roberts, Race Secretary  
60 Dart Street  
New London, Conn. 06320

Dear Richard:

It was nice keeping up with the Off Soundings Club spring and fall series. Unfortunately, I was unable to attend either. Hopefully, I will have better luck next year.

I do have an idea for the club that is a variation from the present fall/spring race. As you may be aware, Long Island Newsday sponsors the "Around Long Island Race" each year. The race occurs around the last weekend of July. The starting point is near Sandy Hook, N. J., then east to Montauk, northwest to Orient Point and west to Hempstead Harbor. The race is a distance race and from time to time can become extremely challenging, like some Off Soundings events. This year I was able to coordinate a team of three boats from my yacht club and we were able to participate as a team from our club as well as individually.

It might be interesting for the club to consider having a few individuals participate and possibly organize a team to represent the club. I will be happy to help in the logistics of utilizing my home club, the Raritan Yacht Club, if that will make it easier for someone to bring their boat west for the start of the race. I always have space available on my boat if anyone would want to be part of our crew for this race.

If I can provide you with any further information, please do not hesitate to call me. Looking forward to seeing you in the spring, I am

Sincerely yours,



Harry P. Grossman, D.M.D.

HPG/mp

October 20, 1993

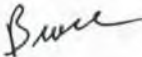
Dear Dick:

You asked for comments on the Fall Off Soundings Race location since it was new to the Off Soundings group.

I don't think we really got the true picture of Great and Little Peconic Bay since the day turned out to be somewhat of a drifter which is not very normal on those bodies of water. A normal southwest ocean wind would have been very impressive to a lot of people but unfortunately it did not happen. We should try again next year. Maybe the wind Gods will produce.

I must admit that Great Peconic and Little Peconic were my sailing and racing learning grounds. I sailed and raced on the two bays daily every summer extensively from 1931 till 1948 so have a love for the area and it's usually steady southwest winds.

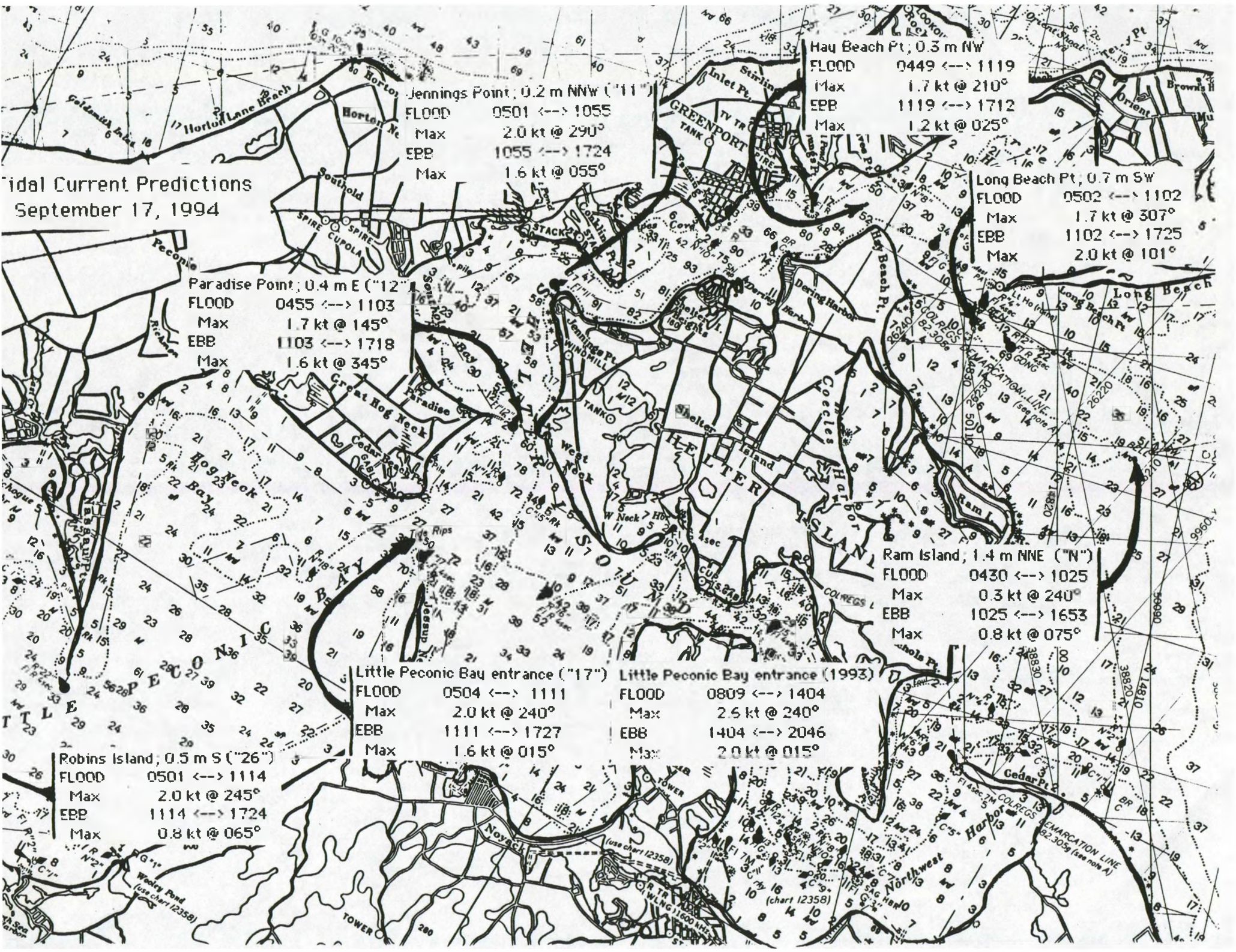
Best regards

A handwritten signature in cursive script that reads "Bruce".

Bruce Lockwood

PS: Tell Paul LeBeau that contrary to what he might think there are really no lobster pots in Great Peconic Bay.

Tidal Current Predictions  
September 17, 1994



Jennings Point, 0.2 m NNW ("11")  
**FLOOD** 0501 <--> 1055  
 Max 2.0 kt @ 290°  
**EBB** 1055 <--> 1724  
 Max 1.6 kt @ 055°

Hau Beach Pt, 0.3 m NW  
**FLOOD** 0449 <--> 1119  
 Max 1.7 kt @ 210°  
**EBB** 1119 <--> 1712  
 Max 1.2 kt @ 025°

Long Beach Pt, 0.7 m SW  
**FLOOD** 0502 <--> 1102  
 Max 1.7 kt @ 307°  
**EBB** 1102 <--> 1725  
 Max 2.0 kt @ 101°

Paradise Point, 0.4 m E ("12")  
**FLOOD** 0455 <--> 1103  
 Max 1.7 kt @ 145°  
**EBB** 1103 <--> 1718  
 Max 1.6 kt @ 345°

Ram Island, 1.4 m NNE ("N")  
**FLOOD** 0430 <--> 1025  
 Max 0.3 kt @ 240°  
**EBB** 1025 <--> 1653  
 Max 0.8 kt @ 075°

Little Peconic Bay entrance ("17")  
**FLOOD** 0504 <--> 1111  
 Max 2.0 kt @ 240°  
**EBB** 1111 <--> 1727  
 Max 1.6 kt @ 015°

Little Peconic Bay entrance (1993)  
**FLOOD** 0809 <--> 1404  
 Max 2.5 kt @ 240°  
**EBB** 1404 <--> 2046  
 Max 2.0 kt @ 015°

Robins Island, 0.5 m S ("26")  
**FLOOD** 0501 <--> 1114  
 Max 2.0 kt @ 245°  
**EBB** 1114 <--> 1724  
 Max 0.8 kt @ 065°