

OFF SOUNDINGS CLUB



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January 19, 2001

Report of the Class Review Committee

Members: Frank Bohlen
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The issues before this committee are defined as follows:

- a. Consider whether there is reason to expand the Non-Spinnaker Class to three divisions.
- b. Review the Rodney Johnstone letter of Oct 20, 2000, in which he registers strong objection to the grouping of "C" classes by any other criterion than handicap.
- c. Consider any other means by which competition in the "C" classes might be improved.

Non-Spinnaker Class – This class has had growth in recent years such that each of the two divisions has had substantially larger entry than the average size of the AB and C classes. The addition of the Nonsuch fleet in Fall 2000 increased the disparity, and this fleet is welcomed and expected to return in 2001. Also, complaints have been received that "something should be done" about the larger and faster boats in division 1. It appears that some of these boats have migrated from the "C" classes in order to be able to sail with smaller crews.

Conclusion: We recommend that the Non-Spinnaker Class be expanded to three divisions. This would result in division sizes approximately equal to those of the AB and C classes. It would also generally separate the larger and faster boats into division 1.

Rodney Johnstone Letter – A comparison was made, based on the Spring 2000 race entry, between the actual five "C" classes and five classes sorted by handicap only. The actual classes consisted of two classes (C-3 and C-4) of so-called High Performance (HP) boats separated from the three other classes. The classes sorted by handicap only had a reduced handicap spread, down from average of 58 sec/mile to average 38 sec/mile. However, the class composition had severe difficulties in four of the five classes, with HP boats of 1/3 the displacement matched against heavier boats.

Conclusion: We recommend that classification of yachts in the "C" classes continue to consider factors such as weight and hull configuration, in addition to handicap. This is a policy similar to that of classification between the "AB" and "C" classes.

Other Review of the "C" Classes – Consideration was given to expanding the number of "C" classes from five to six in order to reduce handicap spread. C-1 would remain, with several of the bottom boats reassigned. Classes C-2 through C-4 would be comprised of "C" type boats; the remaining two classes would be retitled and would be comprised mostly of boats in the former classes C-3 and C-4. The renaming of classes, previously proposed by Race Secretary Dick Roberts would clarify the intent of the classification. Handicap spread could be reduced from average 58 sec/mile to average 47 sec/mile. The expansion to six classes does end some traditional rivalries in classes C-2 and C-5.

Conclusion: We recommend that the number of "C" classes be increased from five to six in order to decrease handicap spread, and therefore increase the quality of racing in these classes.

Respectfully submitted,

Norm Rabe