



OFF SOUNDINGS CLUB

October 16, 1993

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TO: Commodore Peter W. Mcfadden
FROM: Race Secretary Richard H. Roberts
SUBJECT: Race Secretary's Report

1. The results of the Fall Race Series and the combined, perpetual trophy results were mailed to the membership on October 8th, as scheduled. That scheduled date, October 8th, had been inadvertently set at three weeks after the race, instead of the usual four weeks. But, with the cooperation of the printer, the in-the-mail date was achieved.

2. Continuing the statistical work done by Andy Anderson, I've added 1993 information to the attached table of Race Entry Statistics, together with some financial information for earlier years, and the enclosed table is provided for your study. Our new approach in providing a means on the entry form for non-racers to sign up and pay for the party has met with some success, 29 people in the Spring and 34 in the Fall used this approach.

3. With regard to our destinations for the over-night rendezvous, I see no reason to change from our practice of going to Block Island in the Spring and Shelter Island in the Fall. Other locations for our rendezvous are always possible: Threemile Harbor, Lake Montauk, Point Judith, Newport, etc.

4. Some comment was requested on the race courses. First, the Friday courses are pretty much set -- you have to get there from here, and, unless we go to a new rendezvous site, we're stuck with the existing Friday courses.

The course using Little and Great Peconic Bays has received some comment, and more comments were requested in the letter forwarding the season's results. The short course seemed overly long, and a way to cope with that may be to start the race inside Little Peconic Bay. The tide at Jessup Neck was very strong, and there may be times when the predicted tides there will make the Peconic Bays unsuitable, plus being against yachts coming from Dering Harbor to the start. Having the option to go either to Gardiners Bay or the Peconic Bays is a nice thought -- usually we'd know well in advance if the Peconic Bays tides were not suitable. But, the option to decide in the morning which way to go is an interesting one -- announce/signal at the time of Harbor Start?

The Gardiners Bay courses could be revised. It has been suggested that the use of drop marks and locating the Start nearer the middle of the Bay could permit the course axis to be aligned into the actual or predicted wind (much as Thames YC's Governor's Regatta). However, this would move the start farther from Dering Harbor. A first-cut at such a scheme is attached.

5. I have attached a separate package having to do with the dates for Off Soundings Club events. It includes: a) the page showing the approved 1994 dates and the proposed 1995 dates; b) a tabulation of the basis for the dates, developed after some study of our past events; and c) the result of the application of that Basis table to the years out to 2001, done for my amusement. The dates for some of the events that influence us are not established very far ahead (Bermuda Race, Dyer Dhow Derby, and the like) and maybe we shouldn't become slaves to those events. US SAILING establishes its Annual Meeting dates and locations well in advance because of the necessity of making facility (hotel and meeting room) arrangements before the spaces are reserved by others. I note that our Vice Commodore arranges for our Annual Meeting but he's hardly in office early enough to really have a choice. Perhaps he and the Rear Commodore should work jointly on the Annual Meeting dates and location reservations -- up to four years out should help.

I'm sure they both will have comments at the January meeting on the Date Package. Comments on the Basis table are welcomed, and I should point out that the Basis table is intended only to be a guide -- practical adjustments will have to be considered, as well, in any given year.

6. For the Fall Race Series, two errors crept in to the Class Entry Listing (plus the typo in the Sailing Instructions for the location of Mark "C"). LOCHINVAR had requested Cruising Canvas and that request was acknowledged via the post card. However, as printed, LOCHINVAR was assigned to Class B. SERENITY did not request Cruising Canvas, but corrected that omission following receipt of the post card. SERENITY's class was changed, but the rating was not changed to a non-spinnaker rating. In both cases, the proper corrections were subsequently made by the Race Committee. The Chief Measurer and I double check each other to catch this sort of thing, but these two cases slipped through. We will strive harder.

7. For a number of years, we have said that each yacht must have a sail number and it must be a sail number conforming to Racing Rule 25. For the Off Soundings fleet, this means that, except for numbers allotted by an international class association (e.g., J-24), the numbers are to be those assigned by US SAILING. This has been pointed out to several of our fleet. Two of those acknowledged this in their entry for the Fall Race Series -- one entering the new number on the form, and the other entering "applied for," rather than the number, on the form. However, the former sailed our Series wearing the old number; and the latter failed to respond to post card and telephone requests for the new number and was seen wearing the old number in a race the prior weekend (he was DNS in our Series). This seems a deliberate act to falsify an entry form and will be responded to appropriately, once I get my thesaurus heated to a suitable temperature.

8. I have been asked to comment on the Time-on-Time proposal. I think that it is worth a try for a year or so. The process should not be a problem -- I and my computer can make it happen for the Race Booklet without much difficulty. There will be just one column, for the TCF (Time Correction Factor), rather than two, for the Friday and Saturday Time Allowances, so the page will be less crowded. Handicap penalties will be done the same as is done now: $(\text{New Rating}) = (\text{Rating}) - (2 * \text{PE})$ and the New Rating will be the term used in the calculation for TCF, similar to the way the New Rating is used in the calculation for Time Allowance in the Time-on-Distance equations. To get a feel for the size of the numbers, in the Fall Race Series just conducted, the TCF would have varied from 1.255 (for the smallest New Rating of -2) to 0.812 (for the largest New Rating of 259), with the crossover, where $\text{TCF} = 1.000$, occurring at a New Rating of 120. The Race Committee will be doing a multiplication operation, rather than the present simple addition, but that's hardly a major challenge. Other Penalties (30 minutes, etc.) then will be added to the calculated Corrected Time.

9. Some discussion took place at the April meeting on Alternative Penalties, and the action was to defer further discussion to this meeting. I've enclosed a brief analysis and recommend that the constant 15-minute penalty or the 10% of the class' best elapsed time be adopted and made available for use by yachts that wish to exonerate themselves from an infringement of Part IV of the Rules.

Respectfully Submitted,

Richard H. Roberts
Race Secretary