

OFF SOUNDINGS CLUB

Office of the  
Commodore  
79 Madison Ave.  
New York 16, NY

21 September 1955

Mr. G. W. Blunt White  
Box 242  
Mystic, Connecticut

Dear Blunt:

Many thanks for your helpful letter of 20 September and the highly appropriate cartoon enclosed with same. My only complaint is I don't think it is a very good picture of MUSTANG.

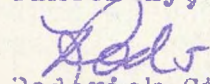
While I agree very closely with the points made in your letter, I can't help but think, in giving due consideration to some of the rather tiny boats that are in our fleet, that it might make for better racing at least one day to get out of the tide. I think we should discuss this at some length at our Governors' Meeting in January, at which time we should settle on the plans for the Spring Series.

I have already suggested to Fred Young that he include the finishing times for the classes that finished late on Saturday, principally because the times were taken and there probably is some interest among those who did finish the course wondering how they made out with handicaps applied, as in some instances there probably were some pretty interesting races in spite of the scrambled starts. However, no combined total will be furnished in connection with the classes that finished late on Saturday. I also suggested that he merely mention in sending out the results that we were considering the possibility of moving the start, which is a true statement and which would tend to ease anybody's feeling who might be upset because of the tide problems where we actually did start.

We had a very nice sail home Sunday. While the wind was ahead most of the day, the water happily stayed smooth, so that we made good time and reached Larchmont about 10:00 p.m.

It certainly was nice to have WHITE MIST and the Whites with us again. We missed you during the summer. Again thanks for your letter.

Sincerely,

  
Roderick Stephens, Jr.

RSjr:jvi  
cc: Board of Governors

OFF SOUNDINGS CLUB

Office of the  
Commodore  
79 Madison Ave.  
New York 16, NY

20 September 1955

Mr. Phelps Brown  
Southworth Company  
West Springfield, Massachusetts

Dear Phelps:

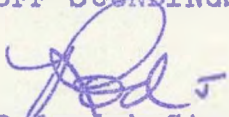
I certainly appreciate the suggestions in your letter of September 19, and I thoroughly agree that we would do well to start at the White Bell on Saturday, and further that we should come down to the 10-minute intervals between classes at the start. I think it might be entirely appropriate for Fred to mention these points, and also to include on a separate tabulation the informal results of the several classes that were timed but did not finish by the five o'clock deadline.

I want to go over the Saturday courses again, but unfortunately my Gardners Bay chart is still aboard MUSTANG. I was going to try to see if we could work out a smaller triangle of around 8 miles in length with the idea that the small class would normally go twice around, the big class three times around, so that if there were light weather we could make it once around for the small boats and twice around for the big ones. We should make every effort for the program to wind up early, as I think it took away a lot of the fun by having to keep everyone waiting so long to give out results. It also made it difficult to handle announcements properly, as due to the lateness of the hour the most important thing was to get it wound up.

Again thanks for your very helpful suggestions.

Sincerely,

OFF SOUNDINGS CLUB

  
Roderick Stephens, Jr.  
Commodore

RSjr:jvi  
cc: Board of Governors

September 19, 1955

Mr. Roderick Stephens, Jr.  
79 Madison Avenue  
New York 16, New York

Dear Rod:

I hope you won't mind a suggestion for the Spring Race which I think would prevent the possibility of disappointing many skippers as on Saturday when Classes A2 and C could not finish by the deadline.

I suggest the start be moved to the White Bell farther out in Gardner's Bay. I think there would be much less tide there, and the finish could still be at the Red Bell. As the Saturday course is longer than the Friday course this would not hurt the length.

Mr. Southworth also suggests that consideration be given to having a 10 minute interval between class starts instead of 15 minutes. Having five classes certainly strings out the starts a lot more than when we only had three classes.

I am writing this with the thought that if these suggestions appeal to you, possibly you might like to have Fred Young mention in the letter with the Final Results that these will be considered for the Spring.

It has also been suggested that possibly the Saturday results for Classes A2 and C might be shown informally in the Final Results as the entrants in these classes would like to know how they might have done.

With best regards, I am

Sincerely,

PB/ep

cc: Board of Governors

P. O. Box 242  
Mystic, Connecticut

September 20, 1955

Commodore Roderick Stephens, Jr.  
79 Madison Avenue  
New York 16, New York

Dear Rod:

Considering what happened to "White Mist" after the start on Saturday, I well appreciate the philosophy behind Phelps Brown's suggestion as contained in the first portion of his letter to you of September 19th. At the time, you were probably too far ahead to notice just where we were when we finally started moving in the right direction. Our hook was down and up again, numerous times. We finally found ourselves well to the north'ard of, and just behind, the committee boat, when a slight sephyr came in at about 10:15 and only then did we really start moving and keep going. Never before have I experienced such conditions in any Off Soundings race, and it is my opinion at the moment that these were so extraordinarily unusual that we really shouldn't get excited about it. Even though "White Mist" took a whale of a shellacking soon after the start of Class A-1, I do think it is a bit of fun either fighting against or trying to play the current to the best advantage. Come next Spring, maybe the current will be with us, and hopefully the wind will blow at least a bit stronger than it did this Fall. On the other hand, if the Powers That Be decide it advisable to start off the white bell referred to, that will be very much all right with me. I always enjoy these races so doggoned much that just thinking about them keeps me in an extremely amiable frame of mind.

As the larger boats are presumed under normal conditions to move faster than the smaller boats, it would seem to me that revising the start to 10 minute intervals between each class might well be desirable.

When it comes to the unfortunate situation of certain classes not finishing within the time limit, I again feel that this is nothing we need get particularly excited about. To the best of my knowledge, this is the

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first time this ever happened. To me, showing final results even informally, for classes A-2 and C, might well mean little or nothing in comparison with what might have occurred if these two classes had been far enough along the course to enable them to finish before the deadline. To substantiate this thought on my part, we had to tack twice to make the final mark, because of a quick wind shift in this locality. Much to my amazement, boats that rounded the white bell considerably behind us, sailed through us to weather. Evidently the wind shift referred to, hit them before it hit us. This further tended to scramble the fleet and might well have changed the position of many boats, including certain of those in classes A-2 and C. Consequently, the position in which they actually finished might well differ considerably from the position in which they might have finished had they been far enough along to finish within the time limit. This whole situation strikes me as being something like if your uncle was your aunt.

Whatever action is decided upon by the majority will be very much all right with me. This is one of the most fun yacht clubs I know of, and to quote from a comment made to me by one of my good friends this past weekend, "If I could only participate in one race each year, it would most definitely be an Off Soundings Club race".

Sincerely,

GWBW:sm

c. c. Mr. H. B. du Pont  
Mr. John R. Fales  
Mr. Robert L. Hall  
Mr. J. William Jones, Jr.  
Mr. J. Franklin Norcross  
Mr. Paul K. Rogers, Jr.  
Mr. M. D. Southworth  
Mr. A. A. Young, Jr.