



OFF SOUNDINGS CLUB

RICHARD H. ROBERTS, Race Secretary
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865
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October 25, 1997

TO: Commodore Allen N. Anderson
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 members and guests on October 10th, as scheduled.
2. Continuing the statistical work began when you were Race Secretary, I've added 1997 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.
3. I have attached a tabulation of the dates for Off Soundings Club events, showing the dates approved for 1998 and the proposed dates for 1999. Those 1999 dates are scheduled for review and approval at the Board meeting on January 16, 1998. Looking at the dates for 1999, you'll note that the first Saturday in April is Easter Eve. At our Board meeting on April 6, 1996, you noted the diminished attendance at our dinner and suggested that we should avoid Easter Eve in the future. So, I continue my recommendation made a year ago that we should plan on having the Annual Dinner and Meeting on April 10, 1999, and that the Board approve that date, now. Then, arrangements can be made to lock-up, early, the banquet hall reservation. The first Saturday in April won't cause a problem again with Easter Eve until April 7, 2007.
4. We have been following the new Guest Invitation policy approved by the Board. I accepted "Early-Decision" Guest Invitation Applications up to April 3rd (the Thursday prior to the April Board meeting), in lieu of a mid-March date, and at that meeting distributed the proposed guest list to the Board for its review and approval. The Guest Invitation Cut-Off is now two weeks prior to the race entry closing (either Spring or Fall). The resulting additions to the guest list were then circulated to the Board, with objections to be raised by any Board member on the eighth day prior to the race entry closing. (None was raised.) Race entry packages were then mailed to those guests seven days before the race entry closing.

For our 1997 races, these are the Guest Invitation Application statistics:

Received prior to April 3*	14	Entered:	11 (Spring)	5 (Fall)
Received April 4 - May 8*	9	Entered:	6	4
Received May 9 - August 7*	5	Entered:		4

*Does not include Membership Committee invitees. Does not include the Service Academies.
Does not include the 12-Metre owners.

5. This year we continued with an Alternative Penalty scheme, where the penalty is 10 minutes added to the yacht's Corrected Time. No skippers elected to accept an Alternative Penalty in 1997.
6. Invitations to join our Race Series were sent to those on the 12-Metre Association list provided by Fred Van Liew. That list has eight names and represents nine 12-Metre yachts. The Spring Race Series had one entry -- from FIDDLER (Van Liew) -- which was returned. For the Fall Race series, no 12-Metre entries were received. It is recommended that we cease issuing invitations to the 12-Metre Association to race with us.
7. This year saw the introduction of the new rulebook: *The Racing Rules of Sailing -- 1997 - 2000*. Most contestants seemed to cope with this pretty well. There were a few protests in the Spring Race Series, and we tightened up the protest procedure a bit for the Fall and, as it turned out, there were no protests in the Fall.

8. This year, a High Performance Class was established and assigned as Class C-3. This class, with a PHRF range of 83 to 129, contains such boats as Tripp 37, Quest 30, Evelyn 32-2, J 80, J-29, J 27, Santana 30/30 and the like. Petitions to be added to or removed from this class are reviewed by the Classification Committee Chairman. Most thought this new class to be a good thing. We next could consider establishing a High Performance Class with higher (slower) ratings, to ease the pressure on Class C-5. Perhaps, in the long run we could have three C Classes and also three D Classes (for High Performance)-- but it is doubtful that we'd have enough boats for that in the near future.

9. In the Fall Race Series, FUN, a J-24 in Class CR-2, performed some questionable antics. FUN was observed under power and approaching Mark "N" from the direction of Shelter Island at about the same time as the rest of her class was racing in the opposite direction toward Mark "N" on the first leg of their Saturday race. FUN was then observed to secure her engine and enter the race course and begin racing. CELEBRATION and STARCHASER, also of Class CR-2, have complained that FUN interfered with them, in the vicinity of Mark "N" for the former, and on the leg between Mark "S" and Mark "P" for the latter. FUN was neither recorded as a starter nor as a finisher in that race. A letter has been sent to Paul D'Arcy, Master of FUN, on September 19th, outlining these observations and requesting an explanation or rebuttal. The enclosed reply has just been received which, in effect, says "Oops," and admits a violation of Rule 22.1. However, FUN cannot be DSQ from the race because she was not racing in that race. So, no protest action against her is possible, except perhaps under Rule 69 (Allegations of Gross Misconduct), which requires reporting any action taken to US SAILING. I suggest that these matters are better kept in-house and that disciplinary action by the Board of Governors under Article VII, Section 3, of our Constitution, while possible, not be undertaken.

10. I remain concerned about the decrease in participation by the full-keel boats, particularly Classes A-2 and B. The following table illustrates that:

CLASS ---->	<u>ENTERED</u>				<u>STARTED</u>			
	<u>A-1</u>	<u>A-2</u>	<u>B</u>	<u>Total</u>	<u>A-1</u>	<u>A-2</u>	<u>B</u>	<u>Total</u>
1992 S	14	12	12	38	13	9	12	34
1992 F	13	12	13	38	13	12	11	36
1993 S	15	13	13	41	15	11	12	38
1993 F	15	11	16	42	12	8	13	33
1994 S	16	8	15	39	16	8	14	38
1994 F	15	9	15	39	14	8	13	35
1995 S	17	12	8	37	17	10	8	35
1995 F	12	11	8	31	11	11	8	31
1996 S	17	11	11	39	15	11	10	36
1996 F	15	8	11	34	13	7	10	30
1997 S	15	8	10	33	14	7	8	29
1997 F	10	10	12	32	10	8	9	27

It seems to me that we have enough A/B boats to make two classes, say Class A and Class B, of about 14 to 20 boats, depending upon where the rating split falls. (At the moment, it looks as though the division should be at 182.) I recognize that the lower part of Class A-2 would drop down to Class B and sail the short course, and that may be a good thing. That they would now be competing against those currently in Class B may be viewed by the latter as not a good thing. However, there seems to be something not quite right when we give four trophies in a class of seven to ten starters while other classes may have 13 to 20 boats competing for the four trophies. Yes, we would have to reconfigure some of the Perpetual Trophies (the Blunt White and Kenneth Millet Trophies), but I think this could fit in with the long-term developments touched on in Item 8.

Respectfully submitted,


 Richard H. Roberts
 Race Secretary

October 25, 1997

BASIS FOR SELECTION OF DATES FOR OFF SOUNDINGS EVENTS

The following describes the Basis for the Race Secretary's selection of each season's dates. This Basis table is intended only to be a guide, a starting point -- practical adjustments will have to be considered, as well, in any given year.

Following selection, the dates for a season are proposed to the Board of Governors for approval.

"Early-Decision" Guest Invitation Cut-off	Thursday, 2 days before the April Board Meeting
Annual Meeting and Shore Party	First Saturday in April. Except Easter Eve. Constitution specifies to be held in Feb, Mar or Apr.
SPRING RACE SERIES	
First Notice	Friday, 13 days after the Annual Meeting
Late Guest Invitation Cut-off	Thursday, 14 days before Closing Date
Closing Date	Thursday, 22 days before Race Friday
Final Notice	Friday before Race Friday
Race Friday	Bermuda Race minus one week, or 2nd Friday in June
Results of Spring Race Series	Friday, 4 weeks after Race Friday
FALL RACE SERIES	
First Notice	With the results of the Spring Race Series
Late Guest Invitation Cut-off	Thursday, 14 days before Closing Date
Closing Date	Thursday, 22 days before Race Friday
Final Notice	Friday before Race Friday
Race Friday	11 days after Labor Day
Final Results	Friday, 4 weeks after Race Friday
BOARD MEETINGS	
January	Third Friday in January
April	Afternoon of the Annual Meeting
October	Saturday. Set so as not to conflict with US SAILING's Annual Meeting (dates of which are set, through 2005), which involves a few Governors.

October 25, 1997

DATES FOR OFF SOUNDINGS EVENTS

	<u>APPROVED</u> <u>1998</u>	<u>PROPOSED</u> <u>1999</u>
"Early-decision" Guest Invitation Cut-off	April 2 *	April 8 *
Annual Meeting and Shore Party	April 4	April 10
SPRING RACE SERIES		
First Notice	April 17	April 23
Late Guest Invitation Cut-off	May 7 **	May 6 **
Closing Date	May 21	May 20
Final Notice	June 5	June 4
Race Dates	June 12-13	June 11-12
Results of Spring Race Series	July 10	July 9
FALL RACE SERIES		
First Notice	July 10	July 9
Late Guest Invitation Cut-off	August 13 **	August 12 **
Closing Date	August 27	August 26
Final Notice	September 11	September 10
Race Dates	September 18-19	September 17-18
Final Results	October 16	October 15
BOARD MEETINGS		
January	January 16	January 22
April	April 4	April 10
October	October 17	October 23
REFERENCE DATES		
Easter	April 12	April 4
Bermuda Race (3rd? Fri in June)	June 19	June 18??
Labor Day	September 7	September 6
Dyer Dhow Derby	October ____ ‡	October ____ ‡
US SAILING Meeting	October 21-25	October 27-31

NOTES

* Thursday prior to the Annual Meeting

** 14 days prior to the Closing Date

‡ Seaport is considering scheduling so as to avoid US SAILING meeting

Race Entry Statist.

October 25, 1997

Class	S 1991	S 1992	S 1993	S 1994	S 1995	S 1996	S 1997	X F 1991	F 1992	F 1993	F 1994	F 1995	F 1996	F 1997	
DESTINATION --->	BI	BI	BI	BI	BI	BI	BI		SI	SI	SI	SI/PB	SI	SI	SI
12-M							--					2	--	--	
A-1	19	14	15	16	17	17	15	16	13	15	15	12	15	10	
A-2	15	12	13	8	12	11	8	15	12	11	9	11	8	10	
B	11	12	13	15	8	11	10	16	13	16	15	8	11	12	
C-1	22	17	19	11	18	16	18	16	17	17	14	14	20	20	
C-2	16	17	19	11	16	17	17	18	15	15	11	12	20	18	
C-3	18	16	16	12	18	13	16*	13	15	15	15	19	12	13*	
C-4	13	16	15	14	17	14	16	12	16	14	16	15	12	20	
C-5	15	16	15	17	18	17	20	11	17	15	17	16	15	15	
CR, CR-1	27	31	15	17	11	11	17	23	26	16	19	14	10	17	
CR-2			13	15	11	16	19			15	13	15	15	17	
Totals	156	151	153	136	146	143	156	140	144	149	144	138	138	152	
Crew Count	903	891	915	791	869	855	947	805	833	869	818	844	820	902	
Crew per Yacht	5.8	5.9	6.0	5.8	6.0	6.0	6.1	5.8	5.8	5.8	5.7	6.1	5.9	5.9	
Income, yacht + crew	\$10,800	\$10,634	\$11,017	\$8,879	\$9,503	\$9,421	\$11,206	\$9,700	\$10,039	\$10,622	\$9,390	\$9,005	\$9,058	\$10,912	
\$ per yacht	\$69.23	\$70.42	\$72.01	\$65.29	\$65.09	\$65.88	\$71.83	\$69.29	\$69.72	\$71.29	\$65.21	\$65.50	\$65.64	\$71.79	
\$ Non-racers @ \$6		\$78	\$174	\$96	\$66	\$66	\$66		\$108	\$204	\$174	\$108	\$66	\$180	
Fee, per yacht	\$35	\$35	\$35	\$30	\$30	\$30	\$35	\$35	\$35	\$35	\$30	\$30	\$30	\$35	
Fee, per crew	\$6	\$6	\$6	\$6	\$6	\$6	\$6	\$6	\$6	\$6	\$6	\$6	\$6	\$6	
Scratch, boats					3	6	5					5	5	6	
Scratch, \$ refunded					\$138	0	\$168					\$162	0	\$216	
Scratch, crew					23	39	28					27	26	36	

Scratch data have not been subtracted from other statistics.

*High Performance Class

October 13, 1997

TO: Richard H. Roberts
Race Secretary
60 Dart Street
New London, CT 06320

FROM: Paul K. D'Arcy
273 Chapel Road
South Windsor, CT 06074-4165

Dear Richard:

The reason I am so late replying to your letter of September 19, 1997 is because I left for a trip to Russia on September 18th, and upon return fifteen days later, left on another trip and am only today going through my personal mail.

On Saturday, September 12th we were late leaving Dering Harbor and consequently decided not to start the race. However, we did decide to follow our class around the course; a decision that I would not make again. It was much more difficult to avoid other racers near the end of the course than I anticipated, especially on a light air day with subsequent lack of control.

I do not recollect interfering with **CELEBRATION**. Our interference with **STARCHASER** is not defensible.

When I filed the application for **FUN** the topside color was still red. However, subsequent to a repair completed just a few days before September 12th, **FUN**'s topside was painted white. I had planned to inform the race committee, before the start, of this change in topside color.

I apologize to the **RACE COMMITTEE** and the **OFF SOUNDINGS RACERS** for any inconvenience I may have caused.

Respectfully yours,


Paul K. D'Arcy

PD/dc