



OFF SOUNDINGS CLUB

OFFICE OF
THE SECRETARY
P.O. Box 203
Stonington, Conn. 06378

(203) 535-1295

ANNUAL MEETING & SHORE PARTY

APRIL 4, 1981

Our Annual Meeting and Spring Dinner will be held at Mystic Seaport Museum, Mystic, Connecticut on Saturday, April 4, 1981.

The Annual Meeting for members will be held in the Aloha Meeting House at 1800.

1. For the election of Officers and Board of Governors for the coming year.
2. To transact any business that may properly come before the meeting.

Cocktails will be served at the Seamen's Inne in the Whaler Room and the River Room at 1800 on a buy-your-own basis.

The "Rock of Ages" Dixieland Group will hold forth in the back of the River Room during cocktails (1830 to 1900).

A fine dinner of Stuffed Capon with all the trimmings will be served promptly at 1915. Members, wives and guests are cordially invited to cocktails, dinner or both. If you plan to sit with a group, come early and stake out a table. Dinner will be \$15.00 per plate if paid in advance, \$16.00 if paid at the door - so send in your reservations early.

The after dinner program, starting about 2030, will include the awarding of perpetual trophies, the movies of 1980 and a musical presentation by the "Starboard Watch" Barbershop Quartet. All members and guests are cordially invited to this program whether or not they have dinner tickets.

The Bar in the River Room will be open and after the movies the "Rock of Ages" group and the "Starboard Watch" will get together with any OSC member who have qualifying voices and wish to remain a few minutes longer for an informal sing-song.

Three hundred fifty is the maximum seating in the River Room. Any above that number may dine in the other dining rooms offered by the Seamen's Inne. To be sure of River Room seating, we recommend:

Send your check very soon made payable to the Off Soundings Club and mail it to:

Off Soundings Club
% W.L. Ames
9 Gravel Street
Mystic, CT, 06355

We will mail your dinner tickets up to March 28th. Any thereafter will be held for pick-up at the door. As long as there is room, tickets may also be purchased at the door. This is always a crowded and confused purchasing area. We heartily recommend you shop by mail early! Last year we were almost sold out.

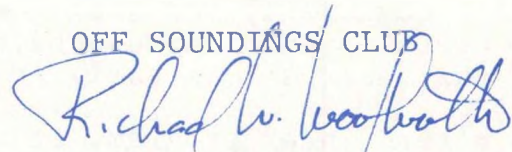
Mystic Seaport Museum again will be open to members and guests of the Off Soundings Club. As you can see from the enclosed letter from Ben Fuller, the Curator, many changes have taken place at the museum. Come early and spend the day and see the many new exhibits.

Arriving visitors please use the North Parking Lot and enter through the North Gate. As before, if you identify yourselves at the gate as Off Soundings members, you will be admitted without charge. Any who are not yet museum members are cordially invited to take out a family membership at this convenient time.

Our Governors hope as many as possible will be with us for another fine Off Soundings Annual Meeting.

Sincerely,

OFF SOUNDINGS CLUB



Richard W. Woolworth
Secretary



MYSTIC SEAPORT MUSEUM

DEDICATED TO AMERICA'S MARITIME HERITAGE

March 1, 1981

Spring 1981

There is always something new at Mystic Seaport, and this spring is no exception. I hope you will get a chance to see some of your old favorites as well as these new exhibits.

Shipyard: The CHARLES W. MORGAN is conspicuous by her absence from her regular berth at Chubb's Wharf. She is down at the Shipyard on our lift dock, hidden in a ship house. Her retopping has progressed to her stern, and we felt that it would be better for the vessel if she was shored up. Her stern is largely dismantled, but we've finished restoring her foc'sle. The complete stern rebuilding will take at least a year.

Also on the waterfront you will see our new barge and crane at work on the necessary but tedious and unromantic task of rebuilding our seawall. The project will cause us to lose temporarily some berthing space, so get your reservations in early.

On the floor of the Shipyard we are building the first of a series of ship's boats for the JOSEPH CONRAD. These are based on lines of the originals obtained from her builder in Denmark.

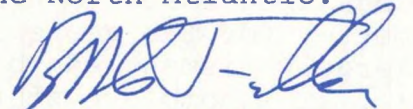
Ship Model Exhibit: At long last, our new ship model exhibit is open on the third floor of the Stillman Building. Many old favorites are again on display, including the Law collection of miniature models and the bark KENILWORTH. Bill Quincy, our model maker, has new quarters in the exhibit and is working on a model of the four-masted schooner HERBERT L. RAWDING.

Small Boat Shop: No space stays vacant long at Mystic, and into the old model restoration shop next to the small boat shop we've installed a set of models and diagrams illustrating all of the stages in building a Whitehall and explaining lines drawings. The space itself is being used as a spot to paint and store small boats produced in the shop which are awaiting pickup. The shop itself is again producing Rangeley Lake boats,

a series of five. We hope to be finished with these by summer and begin building several Delaware River tuckups, a 15', transom sterned, lapstrake boat for oar and sail.

Schaefer Gallery: "The Artist Who Might Have Been" is the title of the current Schaefer Gallery show, covering the work of a Rominer Lovewell. Lovewell was an artist active in the Chelsea area of East Boston in the 1880's. His father, a foundry owner, disapproved of his son's chosen career, and Lovewell became a machinist shortly after his marriage. His work ranges from fine small drawings to etchings and watercolors. We were fortunate to be able to borrow it from a granddaughter. It's the first showing of his work in a century, and provides a fascinating look at the East Boston waterfront.

If you have a chance to visit the Seaport later this summer, we will have a number of additional new exhibits, including a redesigned Visitors' Gallery in the Shipyard, a new Ropewalk exhibit, and the summer Schaefer show on the Blue Riband ocean liners of the North Atlantic.



Benjamin A. G. Fuller
Curator

BAGF:jhm

ORC MINIMUM EQUIPMENT & ACCOMMODATION STANDARDS - CATEGORY 4
(as adapted by the Off Soundings Club for its use)

STRUCTURAL FEATURES:

1. (6.1)* Hatches, companionways and ports must be essentially watertight, that is, capable of being strongly and rigidly secured. Cockpit companionways, if extended below main deck level, must be capable of being blocked off to main deck level. When such blocking arrangements are in place the companionway, or hatch, shall continue to give access to the interior of the hull. Hatches shall be permanently fitted so that they can be closed immediately. Centerboard and daggerboard trunks shall not open into the interior of the hull.
2. (6.21) Cockpits shall be structurally strong, self-draining and permanently incorporated as an integral part of the hull. They must be essentially watertight, that is, all openings to the hull below the main deck level must be capable of being strongly and rigidly secured.
3. (6.23) The maximum cockpit volume below lowest coamings shall not exceed 9% LOA times Beam times Freeboard in way of the cockpit. The cockpit sole must be at least 2% LOA above the waterline. If you are unsure of meeting this requirement, ask your measurer to verify it.
4. (6.31) Cockpit drains adequate to drain cockpit quickly but not less in combined area (after allowance for screens, if attached) than the equivalent of two one-inch diameter drains.
5. (6.51) Sea cocks or valves on all through-hull openings below LWL, except integral deck scuppers, shaft log, speed indicators, depth finders and the like, shall be provided. Does not apply to yachts built before 1-1-76.
6. (6.52) Soft wood plugs, tapered and of various sizes.
7. (6.54) Sheet winches shall be mounted in such a way that no operator is required to be substantially below deck.
8. (6.6) Lifelines and pulpits:

Yachts of 35 feet LOA and above shall have bow pulpits and 24-inch double lifelines in accordance with Paragraphs (6.61) and (6.62).

Yachts less than 35 feet LOA shall have bow pulpits and at least 18-inch single lifelines in accordance with Paragraphs (6.61) and (6.63).

Yachts whose shrouds are so placed that genoas must be sheeted outside lifelines when closehauled may drop forward lifelines to a lower attachment point.

Note that stern pulpits are not required, provided that lifelines of the required height and construction as above are carried aft to at least the mid point of the cockpit and thereaft are arranged as to substitute adequately for a stern pulpit.

ACCOMMODATIONS:

9. (7.12) Toilet, securely installed, or fitted bucket.
10. (7.2) Bunks, securely installed.
11. (7.42) Galley facilities.
12. (7.53) Suitable containers for water.

GENERAL EQUIPMENT:

13. (8.1) Fire extinguishers, readily accessible and of the type and number required by the country of registry, provided there be at least one in yachts fitted with an engine or stove.
14. (8.23) One manual bilge pump.
15. (8.24) Two buckets of stout construction suitable for bailing.
16. (8.32) One anchor and cable.
17. (8.42) At least one flashlight, water resistant, with spare batteries and bulb.

GENERAL EQUIPMENT (continued):

18. (8.5) First Aid Kit and manual.
19. (8.6) Foghorn.
20. (8.7) Radar reflector.
21. (8.9) Shutoff valves on all fuel tanks.

NAVIGATION EQUIPMENT:

22. (9.1) Compass, marine type, properly installed and adjusted.
23. (9.6) Lead line or echo sounder.
24. (9.8) Navigation lights, to be shown as required by the International Regulations for Preventing Collision at Sea, mounted so that they will not be masked by sails or the heeling of the yacht.

EMERGENCY EQUIPMENT:

25. (10.22) Heavy weather jib of suitable strength and size, and reefing equipment for the mainsail.
26. (10.23) Any heavy-weather jib if designed for a seastay or luff-groove device shall have an alternative method of attachment to the stay or a wire luff.
27. (10.24) No mast shall have less than two halyards each capable of hoisting a sail.
28. (10.4) Tools and spare parts, including means to disconnect or sever the standing rigging from the hull in case of need.
29. (10.62) Radio receiver capable of receiving weather bulletins.

SAFETY EQUIPMENT:

30. (11.1) Life jackets, one for each crew member.
31. (11.51) Life ring(s), at least one horseshoe-type life ring equipped with a waterproof light and drogue within reach of the helmsman and ready for instant use.
32. Visual distress signals to be stowed in a waterproof container, and meeting the following requirements of U. S. Coast Guard Regulations effective January 1, 1981:
Any one of the following:

Number marked on device	Device description	Accepted for use	Quantity required to be carried
160.021	Hand red flare distress signals	Day and night (1)	3
160.024	Pistol-projected parachute red flare distress signals	Day and night (2)	3
160.036	Hand-held rocket-propelled parachute red flare distress signals	Day and night	3
160.066	Distress signal for boats, red aerial pyrotechnic flare	Day and night (3)	3

 - (1) These signals must have a date of manufacture of October 1, 1980 or later to be acceptable.
 - (2) The signals require use in combination with a suitable launching device approved under 46 CFR 160.028.
 - (3) These devices may be either self-contained or pistol launched, and either meteor or parachute assisted type. Some of these signals may require use in combination with a suitable launching device approved under 46 CFR 160.028.
33. (11.7) Heaving line (50 foot minimum length) readily accessible to cockpit.

* Numbers in parentheses refer to Paragraphs in the Offshore Racing Council's "Special Regulations Governing Equipment and Accommodation Standards" dated January 1, 1980.