

**Minutes
of the
Board of Governors
of the
OFF SOUNDINGS CLUB
January 22, 1999**

A meeting of the Board of Governors of the Off Soundings Club was held at the Lighthouse Inn, New London, Connecticut, at 1200 on January 22, 1999. Commodore Anderson presided. Other Governors present were:

Frank Bohlen	D. Richard Magovern, DMD
CMDR John F. Brooks, USCG	H. Wes Maxwell
Carl D. Fast	Peter W. McFadden
Carleton A. Granbery	Neal H. O'Connell
William G. Gunther	Norman E. Rabe
John H. Lockwood	Richard H. Roberts

Present by invitation were:

William L. Ames	Robert G. Geary
R. Brin Ford	Neal S. O'Connell

Absent were:

Edward C. Dieckerhoff	J. Philip Smyth
Steven M. Purdy	Warren F Woodworth. MD

The meeting was called to order at 1237.

The minutes of the previous October 31, 1998 meeting were VOTED approved.

Vice Commodore Bohlen reported that the Annual Meeting and Dinner at the Coast Guard Academy on April 17, 1999 is set and we are penciled in for 2000. However, final reservations can not be made until 12 months before the function. At that time a deposit must be made to secure the reservation.

A budget will be finalized in April. Income was slightly less than expenses in 1998 and it does not appear necessary to adjust race entry fees for 1999.

Rear Commodore Maxwell noted that perpetual trophies are beginning to come back and will be properly engraved for the annual meeting.

The reinstatement of Raymond Pride was VOTED accepted.

The following resignations were VOTED accepted with regret:

David B. Conron	Robert P. McManus, DDS
Robert A. Rosenblum	Ronald S. Walker
Peter M. Stanford	

The Board stood for a moment of silence for the following members whose deaths were reported since the last meeting:

Bruce C. Lebeau	Paul C. van Dyke
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With these changes membership stands at 517 members.

Treasurer Fast presented a financial report for the 1998 year. A copy is attached to these minutes. Activities this year resulted in a 1998 deficit of about \$2,000, which gives us a total year end surplus of \$18,521.91. This is at the high end of our goal to maintain a cushion of \$15,000 to \$18,000.

Both income and expenses were down due largely to reduced participation in events. Race entry income has been lumped rather than split between race activities and party fees. A minus has been shown in royalty income as we purchased ties this year. Royalty income from Club House for 1998 sales has not yet been received and will be reported in 1999 income. If this had been included in 1998 income, 1998 really becomes a wash.

As the Treasurer is still chasing \$200 we will wait to approve the Annual Financial Report until April.

A budget for 1999 was presented. We are to use it as a guideline until it is finalized in April. If you have comments make them to the Treasurer well before it is finalized for the April meeting. In the discussion that followed it was noted that the Treasurer will require some a bulk printing of forms this year, video expense still needs attention and Race Committee equipment expenses are not hard numbers. It was agreed that expense incurred by the Race Committee for equipment that can best be called capital equipment should be allocated to the General Race Management expense category.

The following donations were **VOTED** approved:

\$400	Coast Guard Academy (1998 & 1999 donations)
\$250	Block Island Health Services
\$600	Mystic Seaport Video Department
\$400	Mystic Seaport Library
\$250	Mystic Seaport Dyer Dhow sail

Historian Ames explained the reasons for the limited video coverage we will have of the 1998 races. He believes that there is enough material for a satisfactory video for the 1999 Shore Party. Ken Mahler will not be available for 1999 filming. Professional filming appears prohibitively expensive. Ken plans to put together something about Off Soundings in the 20th century based on information in the film and video library archives. This probably can be used at the year 2000 Shore Party. However, neither Ken or the Seaports equipment will be available to us in the future and alternative plans will be required.

Race Secretary Roberts presented several reports. A listing of A1, A2 and B boats showing how they probably will be split as we collapse A2 into A1 and B was discussed. Until boats actually enter the spring race a final PHRF split is not possible. It was **VOTED** that Class A1 will be known as class A.

Trophies will be reallocated as follows:

- . The Stan Bradford A1 trophy will be used for Class A.
- . The Kenneth Millett A2 trophy will be shelved.
- . The Blunt White trophy will be used for the Class A & B two-year combined trophy.

The dates listed below, copy attached to October 1998 minutes, were **VOTED** accepted:

2000 Off Soundings Events

Board Meeting (Friday)	January 21
Guest Invitation Early Decision cut-off	April 6
Annual Meeting and Shore Party	April 8
First Notice - Spring Series	April 21
Guest Invitation Late Cut-off	May 4
Closing Date - Spring Series	May 18
Final Notice - Spring Series	June 2
Race Dates - Spring Series	June 9 & 10
Results of Spring Series & First Notice - Fall Series	July 7
Guest Invitation Late Cut-off	August 10
Closing Date - Fall Series	August 24
Final Notice - Fall Series	September 8
Race Dates - Fall Series	September 15 & 16
Final Results	October 13
Board Meeting (Saturday)	October 28

Last fall Race Secretary Roberts requested that member comment on our racing activities. Among other items, this was motivated by our drop in race participation. Rodney Johnstone wrote a letter that argued that preset courses using government marks were more attractive to the majority of people who would be apt to participate in our racing. The letter was discussed by the Board and proved that our Board is representative of our diverse sailing population. Discussion ranged from support of going back to preset courses using only government marks to probably no change. What came out of the discussion was that there was a need to get to Block Island or Shelter Island the first day of each series that gives us very few course alternatives. Further, the Club's membership strongly expressed the desire to go around the island the second day at Block Island in our poll about race venues. Thus, the question boiled down to what do we do if weather conditions do not make a race possible using preset courses and what do we do the second day at Shelter Island. The consensus was that the Race Committee should endeavor to use preset courses, largely government marked, that can be identified on the committee boat by a code flag. However, they should retain the flexibility to set a course using the course board. This use should be generally restricted to those situations where weather probably would not allow race completion if courses identified by a course flag were used. The Commodore will address this matter in his Winter News Letter.

A copy of Sailing Worlds editor's letter was distributed. It spoke to the same general situation that two groups of racing sailors - Ultimate Racers and Fun Racers - have evolved.

The Long-Range Planning Committee's current analysis and activities concerning this and related matters was interwoven

throughout the discussion. They endorse the simplification of our sailing instructions. They also agree with the use, in most instances, of a course flag signal to identify course selection while retaining the flexibility of setting courses using the course board. Finally they feel that the Commodore, Vice Commodore and Rear Commodore need to be in agreement on these matters to preserve future continuity. They handed out a chart that showed a significant drop from 1997 to 1998 in the percentage participation of eligible boats. They will pursue finding out why this has happened for 1996 through 1998.

Race Secretary Roberts reviewed with the Board some of the changes being made to simplify the Sailing Instructions. They included such items as eliminating the restrictions on use of radar, deleting the description of cruising canvass and eliminating Off Soundings requirements that can be covered by the racing rules (sail numbers and general recalls). Changes that might cause confusion will be highlighted in the first notice of our races. Further, the Commodore will address the subject in his Winter News Letter. We will review how these changes worked at the October 1999 Board meeting.

With the US Sailing rules on flotation devices now finalized, incorporation of them into our "Off Soundings Club Minimum Equipment and Accommodation Standard" was discussed. Generally the concern that peer pressure, the macho attitude of many contestants and current boat design favor implementing this rule were pitted against the reluctance to dictate what many believe to be an individual decision. A motion to incorporate the Ocean Racing Council Special Regulations, Category 4 for Pfd's into the Off Soundings Club Minimum Equipment and Accommodations Standard was VOTED upon and defeated. An alternative motion to have a statement in the Off Soundings Club Minimum Equipment and Accommodation Standard that the Off soundings Club strongly recommends that participants follow the Ocean Racing Council Regulations, Category 4 for Pfd's was VOTED approved.

Clerk Magovern indicated that there was nothing to report.

Measurer Rabe indicated that he was working with ECSA on the ratings for several boats. He and the Deputy Race Secretary are reviewing the separation of regular and high performance boats. Also literature on Time on Time handicapping is being reviewed to see if there is anything new.

Race Committee Chairman Granbery gave his report a copy of which is attached. Henry duPont will be with us in the spring and expects to be in the fall. He believes that it is necessary to search out an Assistant Director of MIS to keep us current on this subject and act as a stand in for Maryann. For purposes of evaluation, a new computer program may be run in parallel with our current system in the spring. More will be reported about this at the spring Board meeting. Commodore Anderson has suggested that he seek an appropriate momento for Henry duPont who does so much for the Race Committee and the Club. Kim Granbery will contact Jean Harding, Nor'easter's first mate, and see what might be appreciated in the \$300 range.

Membership Committee Chairman Brooks reported that we only have two candidates in the pipeline. He does not expect a posting until spring. A Mystic winter get together will be held, probably, in mid February. A comment was made that all these

winter gatherings should be advertised as a forum for discussion of issues of interest to Club members.

Measurement Rule Chairman Brooks had nothing to report.

Classification Committee Chairman Neal S. O'Connell indicated that he had nothing to report.

Protest Committee Chairman Smyth was absent.

Entertainment Chairman Dieckerhoff was absent.

Shelter Island liaison Co-chairman Lockwood commented that the new manager at Shelter Island worked out well and everything is fine. He stressed that having the Commodore contact the manager was key to how well everything went these past 2 years and that the practice should be continued.

Block Island Liaison Chairman Purdy was absent.

Public Relations Committee Chairman Ford indicated that there will be a lunch in Branford on February 24th at Lenny's Indian Head Restaurant.

Fleet Surgeon Woodworth was absent.

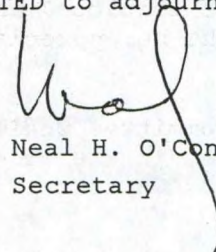
Long Range Race Planning Committee Chairman Gunther's written report, a copy of which is attached, was covered during the discussion surrounding the Race Secretary's report.

Vice Commodore Bohlen nominated and it was VOTED that Past Commodore John E. English be placed before the membership at the next Annual Meeting for election to Honorary membership.

Treasurer Fast suggested a change to the rule that at least one of the persons in whose name a boat is entered (master) must be on board for each race and in command for each race. He cited a personal situation in which it appeared he would not be able to race. However, he had a late crew addition who was a Club member and thoroughly qualified to be in command. After discussion the consensus was that we should modify the Notice of Race to provide for an alternate to the master in whose name/mames the boat was entered. However, notice of the change must be given to the Race Committee prior to the first warning gun for the day's races. As this is not a precedent setting decision, this change will be handled by the Race Secretary along with other changes currently being made to the Sailing Instructions.

Measurer Rabe asked that the matter of allowing guests to enter cruising canvass classes be discussed in the April Board Meeting. He feels such a change would encourage potential new members. He was charged with bringing a specific proposal to the April meeting.

There being no further business it was VOTED to adjourn at 1531.



Neal H. O'Connell
Secretary