

Minutes  
Regatta Committee Meeting  
4 July 1959

On the afternoon of the above date a meeting of the Regatta Committee was held to clarify the intent of the Committee in regard to recommendations discussed at the Winter and Spring meetings. All clubs with the exception of Lavallette were represented and agreed to the provisions as hereinafter set forth.

1. Acceptance of Entries by Patrol Boat

*Rudy* It was voted unanimously that the Rear Commodore will assign the responsibility of accepting registration to one and only one Patrol Boat with instructions to hover in the vicinity of the Regatta Committee area, accept entry cards and fees, supply registrants with copies of the course chart and delivery to the Regatta Committee such entry cards and fees after the start of the last morning and afternoon race.

2. A and B Class Lightnings

There will be a consolidated start for both Lightning Classes as per the time designated in the Regatta Schedule. Flags and Prizes will be awarded for both A Class and B Class yachts.

3. Pre-entries at Member Yacht Clubs

It was affirmed that pre-entries were approved for the sole benefit of the skippers, and that the adoption or non-adoption of this procedure is wholly within the jurisdiction of the various Member Clubs.

However, if adopted, Member Clubs must specifically assign the responsibility of delivering entry cards and fees to the Host Club, and obtain and deliver to their skippers and crew the applicable number of luncheon tickets.

Respectfully submitted,

*Clifford A. Warren*

CLIFFORD A. WARREN  
Secretary

BARNEGAT BAY YACHT RACING ASSOCIATION  
SUGGESTIONS TO REGATTA COMMITTEES

Yacht racing on Barnegat Bay has been successful due to the unity of purpose and the cooperation of member Clubs.

Even though we have been successful, no enterprise can afford to remain static. Therefore, the Association, in order to further standardize our equipment and procedure, presents the following suggestions as a guide for the individual Clubs. By all the member Clubs following a standard guide for equipment and procedure we feel sure that many loose ends and irregularities can be eliminated. This is not intended to take the place of the Rule Book, but merely as a reminder of the things we all know.

Permanent Equipment

White cone or ball with rings or loops top and bottom.

Black cone or ball as above.

Red cone or ball as above.

Line barrel, 30 gal. min. painted bright yellow, with letter "L" on both ends.

Class designating letters (ACDEJKT) and course numbers (to suit Club Course Sheet).

Above to be 24" high black or red letters numbers on light background made of self-supporting material (plywood, masonite, plastic, metal, etc.)

Rack for mounting above letters to be erected near Committee station. When committee operates from a boat this rack should be portable and equipped with 30' of light line for lashing.

Signal cannon, preferably 10 gauge.

Regatta Committee Flag, blue field with white anchor and letters R.C. - Code Flags P, O, C, M, R, Q, S.

One Patrol Flag belonging to local Club, additional patrol flags available from Association Committee.

Turning markers as assigned by the Association to the individual Club shall be 50 gallon drums painted bright yellow with black numbers or letters on each end and secured by a suitable mooring such as 25 lb mushroom anchor or concrete block 18"x18"x6".

Two or more clipboards to hold entry sheets, etc.

Table or tables suitable to seat three committeemen taking entries.

Cash box for entry fees.

Regatta Committee Requirements on Day of Race

200 Course Sheets	50 Blank Signal Shells
17 Entry Sheets	3 or more power boats
2 Finish Forms	1 small skiff or power boat
1 Box of thumb tacks	for ferry service
200 Entry Cards	Committee Boat
5 Protest Forms	

Preparation

Establish a suitable place to accept entries by 9:00 A.M. removed from the Committee starting the races.

Entry Committee of three men, two from the local Club, and one from the B.B.Y.R.A. Committee.

When taking entries it is necessary to obtain full names and not accept nicknames or initials. Be sure that all spaces are filled in on the entry blank. Any Captain offering irregularities in entries should be told to report same to Official Measurer of the Association, or in his absence to some member of the B.B.Y.R.A. Committee.

Determine from records what Rooster flags are to be returned and receive same or apply the penalty prescribed.

As soon as possible after the preparatory signal for the last morning race is given, the entry sheets should be delivered to the officer in charge of starting the races in order that other necessary information may be added and be available in checking the boats.

The same procedure should be followed for afternoon races, the entry committee being on duty at 1:00 P.M.

One member of the local Committee should be detailed to determine that all racing buoys are in their proper locations and that the starting area is cleared of all moored or anchored boats and that as far as possible the Club dock be kept clear of power boats not involved in the Regatta. This work should be accomplished by 9:00 A.M. Power Boat to place Line Barrel under direction of R.C. Committee. Remove immediately after last start.

Protest committee of three, two appointed by local Club and one B.B.Y.R.A. Committee member to be designated by Association Vice Commodore.

When the Regatta Committee operates from a boat it should be equipped with a mast and cross arms in order to display Committee Flag and have hoist available for raising cone or ball signal. When boat is used, a portable frame should be set up on deck facing the starting line and visible from back of the line.

A boat serving as Committee boat should display the Race Committee flag at main truck from the time she leaves the dock until the end of the Regatta and discharge of Committee, or until such time as another boat takes over the Committee. The mast from which it is flown shall be considered one end of the starting and finish line. The Committee Boat should have established its position and the starting line before the warning signal is given.

The Committee Boat must never be dressed, but carry only minimum flag requirements - ensign, burgee, committee flag.

Committee Boat must never give nor return salutes while acting in that capacity.

The part of the Committee appointed to starting the races should consist of at least five men (Timer, Gunner, Signal Man, Course Man, and Line Observer). During the period of starting the races all instructions should come from the timer. As each Class is started, the spaces on the finish form should be filled in as to mileage, starting time, time allowed for first boat to finish, and number of boats started.

In connection with display of Class designating letters and course numbers, when a Class is to sail over a different course from the Fleet preceding it, the course numbers should be removed completely before changing the Class designating letter.

When a race involves repeating the course or portion of it, the sail numbers should be checked on the entry sheet if they return and round the starting point.

In taking finishes, the sail numbers and time should be entered on the finish form rather than on the entry sheets, and have an additional man to take down sail numbers in the order of crossing the finish line regardless of Class or time. This will be an excellent check against the finish sheet. Ample time will be found to transfer the information from the finish form to the entry sheets before the last Class finishes. The completed entry sheets then go to the Scorer as soon as possible.

A record of the order of finishes will be forwarded to each Club as soon as feasible for posting on Club Bulletin Board for consideration of all Skippers. If no exception is lodged with the Association Committee before the end of the following regatta, this record will be considered final.

Daily trophies should be packed in envelopes marked for the several Clubs and given to their representatives.

Rooster flags should be given to the Skippers of the winning boats after the finish of the morning and afternoon races only if he applies in person.

At least one local and one Association Committeeman is to remain on duty until the last boat, morning and afternoon, crosses the finish line or is reported safe.

BARNEGAT BAY YACHT RACING ASSOCIATION

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