

BARNEGAT BAY YACHT RACING ASSOCIATION

Office of the Secretary
69 Tuttle Road
Watchung, Plainfield, N. J.

Winter Meeting of Regatta Committee
Saturday, February 6, 1960
at
Riverview Hotel

Meeting was called to order by Vice Commodore George Nelson. The Secretary called the roll. Representatives or alternates present and voting were:

Bay Head Yacht Club	- Philip R. Van Duyne
Beachwood Yacht Club	- Edward Feirer
Island Heights Yacht Club	- Homer F. Dennis
Lavallette Yacht Club	- R. Lord
Mantoloking Yacht Club	- No representatives
Metedeconk Yacht Club	- William C. Kalning
Normandy Beach Yacht Club	- William E. Whited
Ocean Gate Yacht Club	- Burton Wright (BBYRA Fleet Captain)
Seaside Park Yacht Club	- F. Thompson Brooks
Shores Acres Yacht Club	- William Alznauer (BBYRA Scorer)
Toms River Yacht Club	- Frank J. Ewart

Also present: Commodore Frank D. Peltier, Vice Commodore George E. Nelson, Rear Commodore H. Irving Dunn, Treasurer Edward Snyder, Assistant Scorer Herbert Angen, Secretary Clifford A. Warren

Beachwood Yacht Club	- Thomas L. Chapman
Ocean Gate Yacht Club	- Edgar Cronheim
Seaside Park Yacht Club	- Daniel Clayton
Toms River Yacht Club	- John C. Fellows, Jr.

Minutes of the Regatta Committee meeting held February 28, 1959 were approved as read by the Secretary with the following corrections:

1. Page 4 - delete the word NATIONAL for the comet races at Seaside Park.
2. Correct the order of starts in morning races with 17' CAT preceding Jr. Jets.

Commodore Peltier announced that Rear Commodore H. Irving Dunn had been appointed by him to be Liaison Officer with the various fleets sailing in the BBYRA races. A request was made to send fleet captains names and addresses to Rear Commodore Dunn and he indicated he would arrange to attend their meetings if possible. Commodore Chapman of Beachwood Yacht Club noted that the E Sloops were very appreciative of such a channel for communicating their suggestions to the BBYRA.

Rear Commodore Dunn - No Report

Fleet Captain Wright - No Report

Treasurer Edward Snyder submitted the following report:

Report of the Treasurer - October 3, 1959 to February 6, 1960

Cash on hand October 3, 1959	\$3,531.69
Interest on Saving Account	33.75
Receipts for 1960 Dues	<u>560.00</u>
	\$4,125.44

Disbursements

Collegeville Flag Co.	- 3.80
Grest Head & Woodruft for changes in I.H. course charts	- 41.00
NAYRU dues 1960	- <u>100.00</u>

	<u>144.80</u>
Cash on Hand	\$3,980.64

NAYRU

Edward O'Malley who was unable to attend transmitted to the Secretary minutes of the Middle Atlantic Sailing Committee Meeting which were distributed.

Appointments

It was announced that Mantoloking Yacht Club would sponsor the Midget Championship for 1960. Mantoloking representatives were not present at the meeting but it was later announced that Commodore Edmund W. Ill, Jr., of Mantoloking Yacht Club would be Chairman of the Midget Races.

Other appointments were:

F. Thompson Brooks - Chairman Flags and Pennants
Donald C. Horter - Chairman for Trophies

Regatta Schedule

The following Regatta schedule for 1960 was approved:

June 25	- Bay Head
July 2	- Island Heights
July 9	- Mantoloking
July 16	- Toms River
July 23	- Normandy Beach
July 30	- Ocean Gate
August 6	- Shore Acres
August 13	- Open Date
August 20	- Beachwood
August 27	- Lavallette
September 3	- Seaside Park

Vice Commodore Nelson checked the special trophies and dates for the 1960 Season. Subsequent to the meeting this information was requested in writing from each Yacht Club.

The Lavallette Club announced a Eli-VanLette Trophy starting the 1960 season would go to the club with the highest number of contestants at the Lavallette Regatta.

Scorer William Alznauer announced that he would provide a perpetual trophy starting this year for the E Sloop winner at the Shore Acres Regatta.

Discussion of Extra Races

The question of extra races for the senior class fleets was discussed. F. Thomas Chapman asked that a decision be delayed for a few months for class decision. Mr. Wright indicated that the clubs need the schedule and the program could not be delayed that long.

The following motion for extra races was then moved by Mr. Brooks and seconded by Mr. Van Duyne:

"Two extra races would be provided during the 1960 season for the Senior Jets, Senior Comets, A Lightnings and the Flying Dutchman... With the two extra races, three cuts for these classes would be allowed for season except no cut allowed at the ~~last races~~ ^{regatta}. Dates for the two extra (morning) races would be worked out with Liaison Officer H. Irving Dunn by respective captains of classes, except they must not be scheduled for last two regattas of season. Also a skipper cannot qualify for both Senior and Junior classes. He can sail in both classes but must indicate on card for the first race which class (Junior or Senior) he will qualify for. (The boat, however, could qualify in both Junior and Senior classes.)"

On the motion Island Heights voted no and ^{other} all clubs present voted yes. (Island Heights representative Homer Dennis felt we should still continue as the 1959 season with five extra races.)

The above motion was amended by Mr. Philip Van Duyne and seconded by William Kalning as follows:

"A and B Lightnings can both sail in the extra morning races and will be scored separately. However both divisions of the Lightnings would start together in the extra morning races."

Mr. Chapman asked what the BBYRA would do with recommendations on extra races and other suggestions that would be worked out at their class meetings this year. Mr. Wright felt that some of the suggestions would probably have to be worked into the following year.

Scoring

William Alznauer made the following motion seconded by William Whited:

"Junior Jets, Junior Comets and B Lightnings must fly a Burgee at leech of boom to separate Junior and Senior classes."

Motion passed unanimously.

Mr. Buz Chapman representing the E Sloops asked that consideration be given to splitting the season races into two parts with prizes and scoring divided accordingly. H. Irving Dunn suggested that the E Sloops split the season on their own if they wished for 1960 season. However, Mr. Chapman indicated they would want BBYRA recognition.

The following motion was then made by Mr. Philip Van Duyne and seconded by William Alznauer.

"H. Irving Dunn and Burton Wright will meet with the E Sloop class and work out a proposed method of scoring for 1960 Season."

The motion was carried unanimously.

Application for "M. Scow" Class in Morning Races

Burton Wright made a motion seconded by Philip Van Duyne that the "M. Scow" application for sailing as a morning class be accepted.

Motion passed unanimously.

Consideration for Dropping 17' CAT. Class

P. Van Duyne made a motion seconded by Jack Fellows that the 17' CATS be dropped for 1960 Season.

Mr. R. Lord said that they expected three of Lavallette's five 17' CATS to sail this year and Lavallette wanted class to continue. Mr. Chapman said he felt BBYRA should still encourage class.

The motion was defeated 6-2 and thus 17' CAT would continue to be a class in 1960.

Morning Races

On motion by P. Van Duyne seconded by W. Alznauer the following classes and order of starts were recommended:

Motion passed unanimously.

- Warning	9:50
17' CAT PREP	9:55
17' CAT START	10:00
M. Scow	10:05
Jr. Jet	10:10
Jr. Comet	10:15
B Sneakbox	10:20
A Sneakbox	10:25
Penguins	10:30

Sr. Comets	} Extra races when scheduled would follow at 5 minute intervals
Sr. Jets	
Lightnings A & B	
Flying Dutchman	

Afternoon Races

On motion of W. Kalning and seconded by H. Irving Dunn the G Sloops and Lightnings were moved in front of the Jets and Comets thus making the following order:

Warning	2:20
E Sloop Prep	2:25
E Sloop Start	2:30
Flying Dutchman	2:35
A Cats	2:40
Lightnings	2:45
G Sloops	2:50
Comets	2:55
Jets	3:00

Motion was carried unanimously.

The ^{SENIOR} "B" Sneakbox class requested that afternoon races be re-established for its class. However, Mr. P. Van Duyn made a motion, seconded by F. Thompson Brooks that the request be denied because of past years experience of very poor attendance. Motion carried.

Discussion of Complaint from Max Culpepper Regarding Alleged Change in Scoring

The primary question centered around a failure of Max Culpepper's equipment after he registered and before he crossed the starting line. All agreed that although not specifically clear in Blue Rule Book it has been known and followed for years that a "DNS Boat" should have "starting boats (contenders) for day" scored against him. By mistake the scorer Mr. Alznauer in one of the interim scoring summaries failed to score the Jet boats that day against Max Culpepper who did not start. This was corrected by

later editions of the scoring. For further clarification a motion was passed at the August 29, 1959 meeting formally putting into the Regatta Committee records this method of scoring. The motion was seconded by Mr. Brown of the Beachwood Club.

Mr. Clayton suggested that possibly the Blue Rule Book should be revised. Burton Wright pointed out, however, that rules can be added by Regatta Committee and become official even though they are not in the Blue Book.

It was the unanimous opinion of those present that the Scoring at the end of the Season should stand.

Should Regatta Committee Discourage Haul-out of "B" Sneakboxes

The Regatta Committee decided this was not practical to police.

A Communication from Ocean Gate Yacht Club Relative to Action to Correct Unsportsmanlike Conduct Found in 1959 Season

This matter was referred to Delegates Meeting in May.

Use of Synthetic Sails for Sneakboxes

It was pointed out that the Final or End use size was the important consideration. All sailmakers are within 1" of specifications. The only practical way to police would be to measure the spar length.

Communications

A communication received from Coast Guard was referred to the Secretary for advising them of 1960 Regatta Schedule.

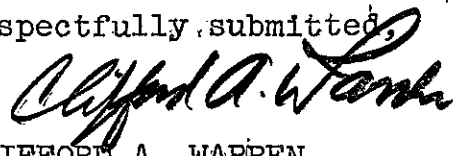
Racing Signals

The motion was made by Homer Dennis that each representative advise his club to use the Visual Signal Shapes, hoist and Signal Boards available by the BBYRA. It would be the duty for each club representative to pick up this equipment at the end of the Regatta preceding his club's Regatta. The motion was seconded by Daniel Clayton and carried.

F. Thompson Brooks indicated he would provide the proper identification for the Patrol Boat assigned to anchor near the Committee Boat.

A motion was made thanking Vice Commodore Nelson for his cocktail party and the meeting adjourned at 11:30 P.M.

Respectfully submitted,



CLIFFORD A. WARREN
Secretary