

REPORT OF SPECIAL COMMITTEE OF CLASS REPRESENTATIVES OF THE

REGATTA COMMITTEE OF THE B.B.Y.R.A.

This meeting was held at the Riverview Hotel, Toms River, New Jersey, on February 18, 1961; weather - pea-soup fog. Prior meeting scheduled for February 4, 1961, postponed due to blizzard. Those attending included Calvin Engle, Richard Terhune, Leonard Egee, Donald Tubbs, Vice-Commodore Nelson and Rear Commodore Dunn. All were duly authorized to represent their Classes. Communications from several of those unable to attend were submitted. Class Measurers were designated as follows:

"B" Sloop, Gordon Kempton, Ocean Gate, New Jersey  
"M" Sloops, Gordon Kempton, Ocean Gate, New Jersey  
Flying Dutchmen, Richard Terhune, 1597 Ramapo Way, Scotch Plains, New Jersey  
Jets, Howard McGready, Island Heights Yacht Club, Island Heights, New Jersey  
Comets, George Doscher, Belmont Road, Belle Mead, New Jersey  
Sneak-boxes,  
Lightnings, James G. Carson, 5344 Magnolia Street, Philadelphia 44, Penna.  
G Boats, John Wardell, Bay Head, New Jersey  
A Cats  
Penguins, Runyon Colie, Jr., 7307 Winston Road, Philadelphia 18, Penna.

Other items of interest for the good of racing on the Bay included the following:

1. Continued differentiation of junior <sup>Junior Perimeter</sup> and senior class sailboats.
  - A. Junior jets and junior comets will at all times carry a freely flying pennant on the roach of the sail or after section of the boom, measuring at least 2 by 10 inches and of a contrasting color except red.
  - B. B-Class lightnings will continue to fly the usual burgee on the after-stay.
2. No progress was reported on long-term study for the improvement of course markers.
3. It was recommended that penalties be applied to sailboats interfering with starts from the beginning of the season. In this regard, warning signs at the registration desk were recommended.
4. As the result of informal inspections carried on during the past year, the Chairman recommended that safety inspections be carried out on the first 4 finishing boats in each class either on a spot check or routine basis. Many boats were found without Class-designated equipment or adequate safety equipment.

As a corollary to the above, the Committee unanimously favored a flyer being issued by the Regatta Committee advocating at first and requiring later the wearing of safety flotation jackets on heavy weather days and on the hoisting of a red flag on the Committee Boat hoist. Such a designation of heavy weather day will be a discretion of the Regatta Committee.

5. It was the sentiment of the Committee that a great deal more interest would be fostered in Bay activities if more frequent results were issued for posting by the member Clubs. In this regard, it was recommended that these be mailed directly to the Club Secretary for posting, since they seem to get lost when the Club representatives acted as couriers. Perhaps three or more such mailings would be an objective.

6. Discussion of the projected schedule for the Cup Races was carried out; as well as designation of extra race days for Flying Dutchmen, Lightnings, Senior Comets and Senior Jets. Final determination of these dates will depend upon finalizing the proposed regatta schedule.
7. Appreciation was expressed for the enlargement of the Class Representatives group to include all Classes racing under B.B.Y.R.A., since so many problems involve all Classes rather than a special Class only. In this regard, a suggestion was offered that this Committee plan to meet midway during the racing season for the purpose of considering contemporary problems and planning for the future.

H. Irving Dunn  
Rear Commodore

February 18, 1961.

*Dates regatta Aug 5 open - Dec 1 late to 7/29*