

BARNEGAT BAY YACHT RACING ASSOCIATION

Office of the Secretary
34 Washington Street
Toms River, New Jersey.

WINTER MEETING OF REGATTA COMMITTEE
Saturday, February 24, 1962,
at Toms River Yacht Club

Meeting was called to order at 8:00 p.m. by Vice Commodore H. Irving Dunn. The Secretary called the roll. Representatives or alternates present and voting were:

Bay Head Yacht Club	-	Philip R. Van Duyne
Beachwood Yacht Club	-	Norman Brown and Edward Feirer
Island Heights Yacht Club	-	Donald C. Horter
Lavallette Yacht Club	-	Arthur A. Lange, Thomas F. Watson
Mantoloking Yacht Club	-	(Commodore William DeCamp)
Normandy Beach Yacht Club	-	Herbert R. Angen
Ocean Gate Yacht Club	-	Burton Wright
Seaside Park Yacht Club	-	F. Thompson Brooks
Shore Acres Yacht Club	-	Thomas Keenan
Toms River Yacht Club	-	John M. Petit, Jr.
Metedeconk River Yacht Club	-	Eugene Brooks

Officers present were: Commodore George M. Nelson, Vice Commodore H. Irving Dunn, Rear Commodore Clifford A. Warren, Secretary, Joseph J. Summerill, III, Treasurer, Homer F. Dennis, Fleet Captain, Burton Wright, Assistant Scorer, Herbert R. Angen.

Minutes of the Regatta Committee Meeting held February 25, 1961, were read and approved.

At the request of Vice Commodore Dunn, those present at the meeting paused for a moment to pay their respects to the late Commodore Frank Peltier whose great assistance and influence will be sorely missed in years to come.

The Secretary then read a communication received from the Commodore of Seaside Park Yacht Club naming Thomas J. Waldron as Delegate and Edwin L. Sutton as Alternate Representative in the place of the late Commodore Frank Peltier.

Reports

Vice Commodore Dunn then asked for committee reports:

Fleet Captain Burton Wright: No Report.

Treasurer Homer Dennis:

October 7, 1961 to February 24, 1962

Cash on Hand

Howard Savings Institution	\$2,232.36	
Jenkintown Bank & Trust Co.	<u>747.17</u>	\$2,979.53

Receipts

Howard Savings Institution - Interest		<u>19.53</u>
		\$2,999.06

Disbursements

Lloyds Register of American Yachts-Registration	\$ 20.00	
NAYRU - Dues	<u>100.00</u>	<u>120.00</u>
		\$2,879.06

Howard Savings Institution	\$2,251.89
Jenkintown Bank & Trust Co.	<u>627.17</u>
	\$2,879.06

Vice Commodore Dunn submitted a report as Delegate to the annual meeting of the NAYRU held at the New York Yacht Club on January 17, 1962. The full report is given below.

"Preceding the Annual Meeting a regional meeting was held to allocate the dates of the semi-finals in the

National Cup Regattas. The results of this preliminary study is summarized below with the finals. The grouping of Associations in the Region will remain the same as last year. The principle of rotation of semi-final events through the various Associations was reaffirmed.

At the Annual Meeting of the N.A.Y.R.U. numerous reports were heard and a change of watch took place in which President J.A. Jeffries was succeeded by George R. Hinman. Among other items of interest it was stated that no major rules changes were contemplated until after the next Olympics and further that several Finn-type boats were being purchased for use in conjunction with Olympic try-outs.

The following Cup dates were announced:

Adams Cup. Finals to be sailed in Lightnings at the Coral Reef Yacht Club, Miami, Florida, beginning August 27.

Semi-Finals to be sailed in Lightnings (5 boats) probably at the Nyack Yacht Club about August 5 - 7.

Mallory Cup. Finals to be sailed in Schock 25's (a 25 foot keel sloop) September 10 at the Balboa Yacht Club, Newport Harbor, California.

Semi-Finals to be held by the Chesapeake Bay Yacht Racing Association at Annapolis, Maryland, in a boat to be selected and at a time to be announced.

Sears Cup. Finals to be sailed in 210's at the Pleon Yacht Club, Marblehead, Massachusetts, August 27.

Semi-Finals to be sailed at Rumson, New Jersey, about August 6 probably in Arrows with spinnaker and a crew of three.

Midgets. Finals to be sailed under the auspices of the B.B.Y.R.A. (7 boats) probably in jets during the week of August 29.

Further definition of time and craft will be announced as this information becomes available."

Vice Commodore Dunn submitted a BBYRA Class Report as Liaison for BBYRA with Class Fleet Captain. The full report is given below.

"1. Those in attendance included Co-Chairman Rear Commodore Clifford Warren , William Woods, Louis Burke, Cal Engle, Alfred La Fountain, Jr., James Carson, Harry Sindle, Gordon Kempton and Vice Commodore Dunn.

2. The designation of representatives and measurers are as follows:

<u>Class</u>	<u>Representative</u>	<u>Measurer</u>
Jet	Calvin J. Engle	Joseph Jones
Comet	Alfred La Fountain, Jr.	George Doscher
Lightning	James G. Carson	Louis Burke
Flying Dutchmen	Harry R. Sindle	
E-Sloop)		Gordon Kempton
M-Sloop)		
Penguin	James B. Godshalk, Jr.	James B. Godshalk, Jr.
C-Sloop		John Wardell
Sneakbox		Edwin J. O'Malley, Jr.
A-Cat		Donald Sayia

3. National Classes' preferential dates for extra races are as follows, based on the assumption that this coming year's schedule will in general approximate last year's order:

- Jets - Island Heights and Shore Acres
- Comets - Island Heights and Shore Acres, but not 7/28 or 8/4
- Flying Dutchman - Island Heights and Toms River
- Lightnings - one upper Bay and one in lower Bay, except Beachwood and except 7/28 and 8/4

4. Lengthy discussion took place on matters of general interest and specific application, highlights of which follow:

- A. In a communication from the representative of the Penguin Class two points were emphasized; first, the need to have early indication of the area of the start of the race particularly when there is low wind velocity, in order to give boats a chance to arrive in the starting area on time; second, the representative recommended common starts and finishes for the Junior and Senior penguins. After considerable discussion, it was felt that encouragement of Junior sailors would best be served by keeping the starts separate and

encouraging the more capable Junior sailors to compete in the Senior Fleet in keeping with their abilities. Class designation should be maintained for the season.

- B. No meeting of the E or M Sloop Fleets has been held since last year. However, the Class Measurer assures that a complete set of rules will be available.
- C. In the interest of greater equanimity, the Lightning skippers have firmed a specific definition of what constitutes an A and a B boat and request that the 1962 Regatta Schedule include the following:
'The Lightning Class will race in two divisions, the "B" division being for yachts weighing more than 775 pounds. Lightnings will sail in Class "A" unless certified eligible for Class "B" by the Class Measurer. Each Lightning in "B" division must display her Club burgee at the after stay.'

The Class Measurer will designate to the Bay the proper division of these boats.

- D. Application of safety equipment specifications and encouragement of inspections were discussed.
- E. It was suggested that consideration be given to the setting up of the Regatta Schedule and publication of the dates during the fall so that Member Clubs would have an earlier opportunity to formulate their programs.
- F. Attention was invited to a communication from the Lightning Class Association suggesting that Regatta Committee scheduling take into consideration July 28 and 29th for the Central Atlantic District Championship and August 4 and 5th for the Atlantic Coast Championship, events to be sailed on the Green Island Course."

Appointments

Vice Commodore Dunn made the following appointments:

- Chairman of Midget Championship,
Sectional Finals at BBYRA,
August 29, 1962 - Donald C. Horter
- Chairman of Flags and Pennants - F. Thompson Brooks
- Chairman of Trophies - George M. Nelson
- Chairman of Regatta Schedule - Clifford A. Warren

Chairman of Historical Committee - Homer F. Dennis;
Philip R. Van Duyne
in advisory
capacity.

Regatta Schedule

A general discussion followed concerning the proposed Regatta Schedule for 1962. Vice Commodore Dunn stated that he had received a communication from Beachwood Yacht Club requesting that it be assigned a regatta date which would not conflict with the Little Egg Harbor Open Regatta to be held August 18, 1962 and would not be the third from last regatta of the season which is the last race that may be cut by the sailors, as well as other communications from Toms River Yacht Club and Island Heights Yacht Club concerning their regatta dates. Vice Commodore Dunn suggested that much of the poor showing at the Beachwood Regatta might be a result of poor courses and that any consideration by the Regatta Committee to Beachwood's request should be met by Beachwood's willingness to provide "Bay" courses for the afternoon races in the future.

Upon motion duly made and seconded, the following Regatta Schedule was adopted for the 1962 season:

June 23	Bay Head Yacht Club
June 30	Island Heights Yacht Club
July 7	Mantoloking Yacht Club
July 14	Toms River Yacht Club
July 21	Normandy Beach Yacht Club
July 28	Beachwood Yacht Club
August 4	Ocean Gate Yacht Club
August 11	Shore Acres Yacht Club
August 18	Open
August 25	Lavallette Yacht Club
September 1	Seaside Park Yacht Club

Classes, Order of Starts, etc.

Vice Commodore Dunn stated that he saw no reason to change the order of starts. He stated that the 1962 schedule should include the definition of what constitutes an "A" or "B" boat for the Lightning Class per its request as set forth in his report of the meeting with the various

class representatives, namely, that the "B" division will be for the yachts weighing more than 775 lbs., and that the class measurer will designate those boats eligible for that division.

There then followed a general discussion as to the advisability of continuing the Junior Penguin Class which had been established during the 1961 season on a trial basis. Upon motion duly made and seconded, it was unanimously decided that the Junior Class for Penguins be continued for another year.

Commodore William DeCamp of Mantoloking Yacht Club requested the Regatta Committee to include scheduled races for Bullseyes for those regattas held north of the Bay Bridge. A discussion followed as to the past conduct of the sailors interested in that class. Upon motion duly made and seconded, it was moved that races would not be included for the Bullseyes in the 1962 schedule, but that if a class representative would advise the Regatta Committee well in advance of a desire to race at a particular regatta, then the committee would schedule a race at the close of the morning races.

Vice Commodore Dunn then announced there would be the following extra races for classes designated:

June 29	(Island Heights)	Flying Dutchmen
July 7	(Mantoloking)	Jets, Comets and Lightnings
July 14	(Toms River)	Flying Dutchmen
August 11	(Shore Acres)	Jets, Comets and Lightnings

It was suggested that during the 1962 season the Course Committee assemble as early as possible in the general region in which the race is to start. It was also suggested that the various class representatives be encouraged to hold meetings during the season.

Open Regattas:

Each representative from the various yacht clubs was requested to collect all data pertinent to special races and trophies and forward same to Rear Commodore Clifford A. Warren, Chairman of the Regatta Schedule, 69 Tuttle Road, Watchung, Plainfield, New Jersey, so that same would be in his hands prior to April 1, 1962.

Courses:

Vice Commodore Dunn requested all representatives to review their courses, bring their charts up to date, etc.

Change in BBYRA Rules:

Fred E. Scammell, Chairman of the Committee to study differences between BBYRA and NAYRU sailing rules made a report of his committee consisting of himself, Thomas L. Chapman, James G. Carson and Burton Wright. The full report is as follows:

"Existing Racing Rules of the BBYRA - Part 1; titled Definitions and Part 2; titled Right of Way Rules be substituted by:

Part 1 and Part 4 of the Racing Rules of the International Yacht Racing Union as adopted by the North American Yacht Racing Union in 1961.

That the existing rules not be changed to allow a yacht, which was disabled by another yacht fouling her, to be granted any scoring other than a D N F.

That consideration and thought be given to the practice that has been adopted by other Clubs and Associations whereby as in the case of our Association, a yacht's best 80% of the total races scheduled in one season be scored for her championship participation.

It is further suggested that this procedure might be given a try for one season in one class of yachts.

Adopting Part 1 and Part 4 of the N.A.Y.R.U. rules would be a great assist to many of our sailors who take part in intersectional races and this would in no way change the procedures or existing rules of the BBYRA as to management of races."

It was moved and seconded that the above report be filed and received for further consideration by the Association. Mr. Scammell and his committee were thanked for a job well done.

Fiberglas Hull for Sneakbox:

Burton Wright, Chairman of a special committee to consider the advisability of a fiberglas hull for the sneakbox reported that Beaton Boat Works was in the process of building a prototype sneakbox hull out of fiberglas in an effort to minimize the ever increasing cost of building this class of boat on Barnegat Bay. Upon motion duly made and seconded, it was agreed that any prototype fiberglas sneakbox which conforms in shape, displacement, gear, and weight with the existing wooden hulls will not be ineligible to compete in Bay Races of that class until further information is available.

New Business:

F. Thompson Brooks stated that Seaside Park Yacht Club was very desirous of having a Midget championship sailed at its yacht club; that this year Seaside Park Yacht Club would dedicate a perpetual trophy for "M" Sloops and that the Stanger Trophy would be placed back in competition for "E" Sloops.

It was suggested by Burton Wright that during the next season each yacht club should have a representative at the preceding regatta for the purpose of receiving instructions, observing the responsibilities of the host club, picking up equipment, etc.

Vice Commodore Dunn asked the representatives who had assumed responsibility for printing the equipment and safety signs to make sure that same would be available and on hand during the 1962 season.

Rear Commodore Warren reported that he was in the process of obtaining a voice hailer.

Discussion arose as to how the Coast Guard Auxiliary might be better informed of their responsibilities. It was suggested that a copy of the regatta schedule should be forwarded as soon as same was available. It was the opinion of all that the Coast Guard Auxiliary had received adequate instruction as to what was expected of it and if it thought it out of communication with the Regatta Committee and Host Club, it was its own fault. Thomas F. Watson assumed the responsibility of forwarding a regatta schedule to the appropriate authority.

Vice Commodore Dunn stated that the theme of the year should be that every Regatta Committee member assume the responsibility of encouraging at least one new qualifying boat in the Bay races.

Vice Commodore Dunn requested the Secretary to extend the Association's appreciation to the Toms River Yacht Club for the use of its facilities at this Mid-Winter Meeting.

F. Thompson Books thanked the Vice Commodore for the social hour.

The meeting was adjourned at 10:30 p.m.

Respectfully submitted,

/s/Joseph J. Summerill, III
Secretary