

**BARNEGAT BAY YACHT-RACING ASSOCIATION.**  
Office of the Secretary  
34 Washington Street  
Toms River, New Jersey

**FALL MEETING OF DELEGATES OF BBYRA**  
Saturday, October 5, 1963, at  
Bay Head Yacht Club

Meeting was called to order at 8:00 P.M. by Commodore George M. Nelson. Delegates and guests present were asked to bow their heads in a moment of silent prayer for the late Commodore Frank D. Peltier.

Roll Call. The Secretary called the roll. Delegates present were:

Bay Head Yacht Club	H. Irving Dunn, Philip R. Van Duyne
Beachwood Yacht Club	Thomas L. Chapman, Norman S. Brown
Island Heights Yacht Club	Homer F. Dennis, William M. Wood
Lavallette Yacht Club	Thomas F. Watson, Frederick W. Winkelman, Frederick E. Radcliff
Manasquan River Yacht Club	Harry Wardell
Mantoloking Yacht Club	Henry Tomlinson, Sumner W. White, III, Edwin J. O'Malley
Metedeconk River Yacht Club	James G. Carson
Normandy Beach Yacht Club	Herbert R. Angen, Clifford A. Warren, David Karner
Ocean Gate Yacht Club	Edward Yuhl, Philip May, Burton Wright
Shore Acres Yacht Club	John E. Coffin, William G. Alznauer
Toms River Yacht Club	Joseph J. Summerill, III, Fred E. Scammell

Others present were Commodore George M. Nelson and Carroll Badeau of Bay Head Yacht Club.

Commodore Nelson introduced Carroll Badeau who had been asked by Commodore J. Westford Cutler of Bay Head Yacht Club to act as host in his absence. Mr. Badeau welcomed the Delegates and invited them to call upon Bay Head Yacht Club for any help they might need in the second half century of its activities.

Reading and Approval of Minutes. Reading of the minutes of the Spring Meeting of Delegates held on Saturday, May 25, 1963, was dispensed with inasmuch as same were mailed to all Officers and Delegates of the Association. It was moved and seconded that the minutes be accepted as published.

Communications. The Secretary reported that he had no communications.

Report of Officers and Chairmen of Committees.

Vice Commodore H. Irving Dunn, Chairman of the Regatta Committee for 1963, reported as follows:

"The past racing season was remarkable for its variety if distinguished in no other fashion. The host clubs were splendid in their cooperation and did, in general, an outstanding job in providing for our competing sailors. Of especial merit was the adherence to the outline for holding regattas. This resulted in only one regatta being late for reasons within their control. A special vote of thanks and praise should be given to the distaff side for their always generous hospitality.

Last year your Regatta Committee provided starts for 1305 boats. However, 1963's racing season put 1353 boats across the line. This small change in total caused your Chairman to do a statistical analysis, the details of which are noted on the accompanying sheet. It might be worthwhile to review the average number of boats per race by class. They follow:

M Sloop	8.9	E Sloop	14.4
Junior Jet	13.2	Flying Dutchman	7.3
Junior Comet	5.4	A Cat	4.0
B Sneakbox	9.5	Lightning	12.0
A Sneakbox	5.9	G boat	2.8
Senior Penguin	13.2	Comet	5.1
Junior Penguin	18.5	Jet	6.75
Finn	1.5		

These figures should be borne in mind during our meetings with representatives of the racing classes held during the mid-winter season. It will be seen that the 15 starting classes averaged 128.5 boats per regatta.

Much ammunition was utilized during the season for postponements. These included four occasions due to light air, one occasion when the committee boat was tardy in leaving the dock, one occasion when a racing barrel was not in and one occasion for the review of a Jubilee Boat Parade.

Of the seven items designated as problems in last year's report, only one appears to have been a repeater, this having to do with special cuts for some of our peregrant sailors. Continued excellent coverage by the press was noted. Perhaps this too was a factor in helping to increase the number of competing yachts. In the same vein of praise-worthy accomplishments, mention and emphasis must be made of the loyal and dedicated jobs done by the numerous committee members. Without these devoted members, little could have been done.

As a result of the past season's experiences and with due regard for prior seasons' occurrences, the following recommendations are made:

1. For assistance in procuring boats for National Cup events - it will be the duty of each Club representative to provide a yacht in racing condition of the class designated when he forwards his Club's entry in B.B.Y.R.A. elimination races for National Cup events.
2. For improved visibility - adopt a uniform fluorescent flame-red or flame-orange painting for all racing barrels, numbers to remain unchanged.
3. For better courses - overhaul and update all courses for B.B.Y.R.A. competitions by the member clubs. Especial attention to be given to having long, medium and short courses in each wind direction. In this regard, Clubs of the upper Bay and those of the River might each consider a common or consolidated type of chart for uniformity and economy.
4. For increased participation - emphasis and encouragement of Bay Class yachts in Clubs and Bay participation. Again, our motto should be "every Club representative and delegate assume responsibility for bringing one additional qualifying yacht into Bay competition".

5. To decrease the weekly meetings to consider special cuts - invite attention of liaison committee to need for

a) properly programming extra races to allow for National Class competition;

b) in conjunction with advisoral committee, to reappraise and publicize uniform rules for cuts.

6. To avoid argument - itinerant competitors with multi-club memberships in the Bay be required to designate Club affiliation at season's start.

7. Consider adopting a standard frequency or channel for all walkie-talkie units used by the member clubs of the B.B.Y.R.A.

In closing, my personal thanks to each and every one of the members of the Committee who helped to make this a fine and successful year."

Number of yachts entered in each B.B.Y.R.A. Regatta 1963

	<u>Bay Head</u>	<u>Island Heights</u>	<u>Mantoloking</u>	<u>Toms River</u>	<u>Nor-mandy Beach</u>	<u>Beach-wood</u>	<u>Shore Acres</u>	<u>Ocean Gate</u>	<u>Lavallette</u>	<u>Sea-side Park</u>	<u>Total</u>	<u>Ave.</u>
M Sloop	5	8	8	9	7	15 15	5	8	7	10	97	8.9
Jr. Jet	15	13	18	14	13	4	14	13	13	15	132	13.2
Jr. Comet	3	6	8	8	4	4	3	8	5	5	54	5.4
B Sneakbox	7	6	11	11	11	10	9	7	11	12	95	9.5
A Sneakbox	5	6	7	7	6	6	5	5	6	6	59	5.9
Sr. Penguin	14	10	16	15	17	8	12	11	14	15	132	13.2
Jr. Penguin	9	13	21	19	23	21	23	16	20	20	185	18.5
Finn	<u>2</u>	<u>2</u>	<u>5</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	15	1.5
Total A.M.	60	67	100	106	81	70	71	70	76	83		

	<u>Bay Head</u>	<u>Island Heights</u>	<u>Mantoloking</u>	<u>Toms River</u>	<u>Nor-mandy Beach</u>	<u>Beach-wood</u>	<u>Shore Acres</u>	<u>Ocean Gate</u>	<u>Lavallette</u>	<u>Sea-side Park</u>	<u>Total</u>	<u>Ave.</u>
E Sloop	10	11	14	17	16	21	2	17	18	18	144	14.4
Fly.Dutch.	8	10	6 10	11 15	1	0	6	6	7	9	89	7.3
A Cat	4	4	4	4	4	4	4	4	4	4	40	4.0
Lightning	8	15	14	10 15	15	7	12 13	7	17	12	145	12.0
G boat	4	3	3	3	3	0	4	2	3	3	28	2.8
Sr. Comet	4	2 7	5 6	5	6	4	2	8	6	7	62	5.1
Sr. Jet	4	1 7	12	8	7	4	4	8	7	8	81	6.75
	—	7	—	—	—	—	11	—	—	—		
Total P.M.	42	57	63	67	52	55	58	52	62	61		
Grand Total	102	124	163	173	133	125	129	122	138	144	1353	128.5

Rear Commodore Clifford A. Warren stated that he had no report as such, but that he would appreciate receiving schedule data as soon as possible so that the proof would be available at the February meeting. This would permit the final schedule to be available at the Spring meeting.

Fleet Captain - No Report.

Treasurer, Homer F. Dennis, submitted his annual report for the period October 6, 1962, to October 5, 1963.

"Annual Financial Report"  
October 6, 1962, to October 5, 1963

Cash on Hand (October 6th, 1962)

Howard Savings Institution	\$2,320.11	
First Trenton National Bank	671.15	\$2,991.26

Receipts (Including \$250.00 entry fees for Mallory Cup Semi-Finals)		<u>3,545.63</u>
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\$6,536.89

Disbursements

Lloyd's Register	20.00	
North American Yacht Racing Union-Dues	100.00	
Flags	1178.18	
Trophies	1252.60	
Printing	206.95	
Insurance	270.00	
BBYRA pocket Patch Emblems	53.94	
Equipment	40.00	
Refunds - Mallory Cup Semi-Final Entry Fees	200.00	
Secretary's Expense (October 1961 thru May 1963)	71.39	
Treasurer's Expense	4.30	<u>3,397.36</u>
		3,139.53

October 5th, 1963 - Cash on Hand

Howard Savings Institution	\$2,366.74	
First Trenton National Bank	<u>772.79</u>	<u>\$3,139.53</u>

Upon motion duly made and seconded his report was accepted.

Chairman, Scoring Committee, William G. Alznauer reported for the final standings and delivered all scoring sheets to the Secretary for filing. Mr. Alznauer paid tribute to other members of his committee, particularly William D. Donohue and Philip R. Van Duyne, for their assistance in the final computations at the Seaside Park Regatta.

Chairman, NAYRU Events, Vice Commodore H. Irving Dunn, reported as follows:

"The year 1963 was an extremely successful one for Barnegat Bay in National Cup events. Not only were the races characterized by keen competition but also were favored with more competitors in each of the elimination events.

The Bay eliminations for the O'Day Cup were sailed for the first time in Finn Class single-handed boats. Under the able direction of Henry Tomlinson, Mantoloking Yacht Club ran the races. Daniel Hurley of Mantoloking won the Bay eliminations, the semi-finals and went on to become a finalist.

Shore Acres Yacht Club, under the direction of Commodore William Donohue, hosted the Bay eliminations for the Adams Cup. In a closely contested series, Mrs. Louise C. Miller of Bay Head was the winner.

The Mallory Cup Bay eliminations were held at Toms River with an excellent number of competitors. Frederic Scammel was chairman of this event which saw Harry Sindle of the host club the winner. The Mallory semi-finals were sailed on the Green Island Course under the direction of your Chairman with the Bay Head Yacht Club acting as host. The winner again was Harry Sindle by 1/4 of a point.

The Sears Cup elimination races were hosted by the Island Heights Yacht Club with Edward Snyder and your Chairman in charge. Again this year Carl Van Duyne of Mantoloking won not only this series but also the semi-finals. He placed fourth in the finals held at Newport Beach, California.

Under the direction of Norman Brown the Barnegat Bay Championship for Midgets was held on August 9th at Seaside Park Yacht Club. The winner was Bill Bonn.

It would appear from the foregoing that while numbers of competing yachts were not as great as we would like to see, the quality of the competitors more than made up for this. With these encouraging results, it should be obvious that our duty is to encourage more active participation in the Bay so that Barnegat Bay will continue to be represented by top quality competitors in the Finals of National Cup Races."

Commodore George M. Nelson reported as follows:

"It has been a privilege and a pleasure to serve as your commodore. I extend my most sincere gratitude and appreciation to the officers and committees for their cooperation and fine efforts. I would like to emphasize the division of work and responsibilities freely assumed by our officers.

Vice Commodore Irving Dunn has devoted much time and service to the N.A.Y.R.U. meetings and bay events, attending each local elimination regatta. With his committee and the R.C. flag flying from his own cruiser, he personally conducted the Mallory semi finals at Bay Head. As Vice Commodore heading up the regatta committee, he has been most able and proficient running well organized races.

Your Rear Commodore Clifford A. Warren has been of great assistance, always willing and able to carry out any and

all assignments. He acted as liaison officer to the national classes, with suggestions and understanding of their problems. With the assistance of Commodore Arthur Lange, they prepared and published our 1963 racing schedule.

Our Treasurer, Homer F. Dennis, took on an extra large assignment as BBYRA 50th Anniversary Historian which he has and will devote much of his time.

Joseph J. Summerill, has been most efficient as our Secretary with endless reports and correspondence. This is one of our most important and thankless assignments. Jack, as we know him, also heads up our regatta Protest Committee and with his legal mind and sailing experience, has filled a very important post.

For 8 years never missing a regatta, William G. Alznauer has been chairman of the Scoring Committee. It is not generally known that he spends 6 to 8 hours each week computing racing results.

Commodore Philip R. Van Duyne has devoted 36 years of service and this year on his 79th birthday was awarded the BBYRA 50th Anniversary Trophy in the form of a Stein.

Commodore Burton Wright has ably served as measurer and Fleet Captain.

Commodore F. Thompson Brooks has purchased all pennants and flags for our regattas. These men are the backbone of our staff and with years of service and loyalty continue to give their time and experience each regatta day. I would also like to extend my thanks to all other men of the BBYRA and to the member yacht clubs of the Bay.

I would like to list some of the changes and events which have taken place:

1. The Manasquan River Y.C. was welcomed as an associate member.

2. The Seaside Park Y.C. entertained the BBYRA on its 50th anniversary, a gala affair.

3. Enforcement of Rule 12, Part III (class yachts keeping clear of starting area before preparatory signal).



4. Endeavoring to start all races on scheduled time.
5. Establishing line boat with late entries taken on board.
6. Bay Commodore with local Club Commodore awarded trophies for the day (morning races at noon, afternoon races at end of day).
7. Appointed active course committee to review and improve local courses.
8. Appointment of Committees 1962-1963 to study BBYRA racing rule changes.
9. Appointment of assistant scorer who also distributed weekly Pennants.
10. Accepted application of new racing classes only on a first year probation schedule.

My association with the BBYRA for the past 10 years has been a rewarding and gratifying experience and I wish much success to the incoming officers of the Association."

Election of Officers. Philip R. Van Duyne assumed the chair and announced that nominations for the 1963-64 season were open.

Commodore - Norman S. Brown nominated H. Irving Dunn for Commodore. The nomination was seconded. Upon motion duly made and seconded the nominations for Commodore were closed. Upon motion duly made and seconded the Secretary was instructed to cast a ballot for the nominee.

Vice Commodore - Frederick W. Winkelman nominated Clifford A. Warren for Vice Commodore. The nomination was seconded. Upon motion duly made and seconded nominations for Vice Commodore were closed. Upon motion duly made and seconded the Secretary was instructed to cast a ballot for the nominee.

Rear Commodore - Edwin J. O'Malley nominated William G. Alznauer for Rear Commodore. The nomination was seconded. Upon motion duly made and seconded nominations for Rear Commodore were closed. Upon motion duly made and seconded the Secretary was instructed to cast a ballot for the nominee.

Commodore H. Irving Dunn assumed the chair and thanked the Delegates for the honor that they had bestowed upon him. He assured them that a successful season for BBYRA would involve a team effort and that he would need the help and cooperation from each and every man in the room. The Commodore directed that nominations were now in order for Treasurer, Secretary, Measurer and Executive Committee.

Secretary - Sumner W. White, III, nominated Joseph J. Summerill, III for Secretary. The nomination was seconded. Upon motion duly made and seconded nominations for Secretary were closed. Upon motion duly made and seconded the Secretary was instructed to cast a ballot for the nominee.

Treasurer - Herbert R. Angen nominated Homer F. Dennis for Treasurer. The nomination was seconded. Upon motion duly made and seconded nominations for Treasurer were closed. Upon motion duly made and seconded the Secretary was instructed to cast a ballot for the nominee.

Measurer - William M. Wood nominated Burton Wright for Measurer. The nomination was seconded. Upon motion duly made and seconded the nominations for Measurer were closed. Upon motion duly made and seconded the Secretary was instructed to cast a ballot for the nominee.

Executive Committee - Upon motion duly made and seconded the following were nominated as members of the Executive Committee: The six Flag Officers nominated above, and:

Bay Head Yacht Club	J. Westford Cutler, Philip R. Van Duyne
Beachwood Yacht Club	Edward Feirer
Island Heights Yacht Club	<del>Justice C. Brick</del> <i>Paul F. Middlebrook</i>
Lavallette Yacht Club	Thomas F. Watson, Frederick W. Winkelman
Mantoloking Yacht Club	Henry Tomlinson, Edwin J. O'Malley
Normandy Beach Yacht Club	Herbert R. Angen
Ocean Gate Yacht Club	Edward Yuhl

Seaside Park Yacht Club	James H. McKee, F. Thompson Brooks
Shore Acres Yacht Club	John E. Coffin
Toms River Yacht Club	Jack M. Petit, Jr.

Nominations were seconded. Upon motion duly made and seconded nominations for members of the Executive Committee were closed. Upon motion duly made and seconded the Secretary was instructed to cast a ballot for the nominees.

Appointments by Commodore. Commodore H. Irving Dunn made the following appointments for the 1963-64 season.

Fleet Captain	Burton Wright
Scorer	Herbert R. Angen
NAYRU <del>Special</del> <sup>Delegate</sup> Committee	H. Irving Dunn
Liaison Officer with Yacht Classes	William G. Alznauer, Chair- man, Clifford A. Warren, to assist
Historian	Homer F. Dennis, Chairman, Thomas Jobson, Philip R. Van Duyne
Flag Committee	F. Thompson Brooks
Trophy Committee	George M. Nelson

Report of Committee to Revise Racing Rules. William M. Wood, Chairman, reported that his committee, consisting of Burton Wright, Fred E. Scammell, James G. Carson, Joseph J. Summerill, III, Secretary, had diligently studied both the BBYRA and the NAYRU racing rules, considered the advantages of uniformity against the special conditions that exist on Barnegat Bay and were unanimously agreed that the BBYRA Racing Rules be amended in accordance with those published and circulated in the report of the Secretary to the Delegates, with one exception, Page 9 (C. Protest, Disqualification and Appeals, Item 3), be changed to read "try to notify". The Management of Races Rules would remain as they now are.

Mr. Wood continued by saying that the primary advantage of the proposed rule changes would be to bring about uniformity

with those of NAYRU which are used extensively throughout this country and abroad. By appropriate wording, as those rules are amended from time to time, so would our rules be kept up to date. The availability of many reference books, decisions of appeals, discussion of rule changes, etc., concerning the NAYRU rules are available. A new BBYRA Rule Book need not be printed, a mimeographed sheet similar to that distributed by the Secretary could be mailed to all member yacht clubs and the change could be noted in the 1964 Racing Schedule.

George M. Nelson moved that the report of the committee be accepted and that the Commodore call a meeting of the Executive Committee as soon as reasonably possible to study the proposed rule changes so that the matter can be finally decided at the Spring Meeting of Delegates and if favorably acted upon be put into effect for the 1964 racing season. The meeting of the Executive Committee should be held within the next several months. The motion was seconded by Edwin J. O'Malley. The motion was un-animously passed.

Commodore George M. Nelson Honored. Commodore H. Irving Dunn turned the meeting over to Burton Wright who, on behalf of the BBYRA Delegates, presented to retiring Commodore George M. Nelson an eight inch brass Chelsea Ship's Clock duly inscribed in token of their appreciation for his long years of outstanding service to BBYRA, its member clubs and the sailors of Barnegat Bay. In particular, Mr. Wright praised his virtues of fairness and patience. By no means was he soft, but understanding. Mr. Wright concluded by saying that the Island Heights Yacht Club had presented Commodore Nelson with a companion piece, a barometer, in appreciation for his long service to that organization.

#### Other Business:

Purchase Authorization. Motions were duly made and seconded authorizing purchase during the 1964 season of the following: trophies - \$1,300.00; flags - \$1,200.00; NAYRU Dues - \$100.00; Lloyd's Register of American Yachts - \$20.00; Boat insurance for NAYRU and Midget Events - \$300.00

1964 Racing Schedule. Commodore H. Irving Dunn presented the 1964 Racing Schedule which had been previously prepared and accepted by the Regatta Committee. Upon motion duly made and seconded the schedule was adopted.

Saturday, June 27	Bay Head Yacht Club
Saturday, July 4	Island Heights Yacht Club
Saturday, July 11	Mantoloking Yacht Club
Saturday, July 18	Toms River Yacht Club
Saturday, July 25	Normandy Beach Yacht Club
Saturday, August 1	Beachwood Yacht Club
Saturday, August 8	Ocean Gate Yacht Club
Saturday, August 15	Open
Saturday, August 22	Shore Acres Yacht Club
Saturday, August 29	Lavallette Yacht Club
Saturday, September 5	Seaside Park Yacht Club

Commodore H. Irving Dunn instructed the Secretary to file the necessary report with the U. S. Coast Guard to obtain its clearance and approval of the scheduled races.

NAYRU Events. A general discussion was had concerning the problem of obtaining a sufficient number of competitive boats for the sailing of NAYRU events on Barnegat Bay. In the past, responsibility for obtaining the necessary boats fell upon the committee in charge of the affair, generally its chairman. Because of recent increase of interest in these national events the burden of running same has increased. The job of finding personnel to run the regatta, arranging lunches, lodging, etc., is more than enough without the additional burden of finding boats. While it would be unfair to refuse a participant because he could not locate a boat in which to compete, it was the considered opinion of all those who had had past experience with the problem that the primary responsibility of locating boats should be upon those who wish to race. In this regard, the participant should seek the assistance of his own yacht club and its BBYRA representative. Upon motion duly made and seconded, it was decided that for the 1964 season it would be the responsibility of each participant in any of the BBYRA elimination races for NAYRU events to locate and bring to the scheduled races

*Correct*

a competitive boat of the selected class in which said races are to be held. The BBYRA representative of his yacht club is to assist in all ways possible.

The above motion does not apply to the BBYRA Midget Championship because of the great number of boats needed and the fact that they must all be competitive. This should be the responsibility of the host club.

Commodore Henry Tomlinson of Mantoloking Yacht Club stressed the responsibility of each BBYRA representative to ensure the willingness and ability of those participants from his yacht club to compete in any further NAYRU events if successful on Barnegat Bay.

Turning Markers. Commodore H. Irving Dunn stated that the orange painted barrel of Normandy Beach Yacht Club had proved very successful during the 1963 races and suggested that all barrels be painted a similar color for the 1964 season. The Commodore stated that he had made a very thorough investigation concerning different types of turning markers, their cost, size, color, etc. Upon request of the member clubs the Commodore would make this information available. Upon motion duly made and seconded it was decided that all barrels for the 1964 season would be painted "flame orange", the use of styrofoam or other type of flotation would be up to each individual club. Commodore H. Irving Dunn appointed a committee consisting of Edwin J. O'Malley, Chairman, and David Karner of Normandy Beach Yacht Club to decide upon a uniform color, etc.

Courses. Commodore H. Irving Dunn asked the member clubs to review their various courses to make certain that there were appropriate courses for light, medium and heavy winds from each direction. During the 1963 season it was noted that there was a shortage of courses for light winds. The commodore suggested that the member clubs consider a consolidation of courses for upper and lower bay.

Walkie-Talkies. It was decided that Channel 10, 16, and as an alternate 13, were good for BBYRA use. Special channels voluntarily set up by Citizen Ban, civilian defense, motels, hotels, and service stations should be avoided.

Voice Hailers. Commodore H. Irving Dunn announced that Vice Commodore Clifford A. Warren had donated an amplifier for the

voice hailer and that it worked very satisfactorily. The Delegates expressed their appreciation to Vice Commodore Warren for his contribution.

New Ideas. The following suggestions were made by the various Delegates for further consideration: (a) Special consideration for sailors who participate in all races, possibly the elimination of his worse race in final scoring; (b) Reduction of week-day inter-club racing to promote Saturday BBYRA races; (c) Racing A and B Sneakboxes together; (d) Deeds of gift of Dale and Powell Trophies to be amended to provide that a permanent remembrance of the award be provided by BBYRA. *Person out!*

Fiberglass Hulls for M Sloops. Harry B. Wardell of Manasquan River Yacht Club announced that his club was trying to promote the class M Sloop and would be interested in learning whether BBYRA would accept a fiberglass hull. Upon motion duly made and seconded it was decided that if the fiberglass hull met with the requirements of the National M Class organization it would qualify for BBYRA races.

Amendment to By-Laws. Sumner W. White, III, of Mantoloking Yacht Club, moved that BBYRA By-Laws be amended to provide that the immediate past Commodore of BBYRA should automatically become an ex-officio member of the Executive Committee of BBYRA. Motion was duly seconded and passed.

17 Ft. Cat Boats. Thomas L. Chapman of Beachwood Yacht Club inquired whether BBYRA would be interested in scheduling races for a group interested in reviving the 17 ft. Cat boat. It was the general opinion of the Delegates that interest in this class should not be encouraged since new boats could not be built at a reasonable price.

Data for 1964 Schedule. Vice Commodore Warren asked the Delegates from the member clubs to make certain that he had all information concerning their special races, etc., to be included in the 1964 schedule as soon as possible so that a "proof" of same could be available at the Regatta Committee meeting in February.

Payment of Bills, Upon motion duly made and seconded, the Secretary's bill of \$37.05 for supplies, stamps, etc., since the May meeting of Delegates be paid.

Acknowledgments. A vote of thanks was extended to Commodore George M. Nelson for the refreshments served at the social hour prior to the meeting, and also the Bay Head Yacht Club for its facilities. It was moved and seconded that the meeting be adjourned at 10:40 P.M.

Respectfully submitted,

JOSEPH J. SUMMERILL, III  
Secretary