

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

WINTER MEETING OF REGATTA COMMITTEE
Saturday, February 23, 1963
at Toms River Yacht Club

Meeting was called to order at 8:00 P.M. by Vice Commodore H. Irving Dunn.

Roll Call.

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, Donald C. Horter
Lavallette Yacht Club	- Thomas F. Watson, Fred Radcliffe
Manasquan River Yacht Club	- Harold Hayes, Reginald Hyde
Mantoloking Yacht Club	- Sumner W. White, III, Edwin J. O'Malley
Normandy Beach Yacht Club	- Peter Grygotis
Ocean Gate Yacht Club	- Burton Wright, Edward Yuhl
Seaside Park Yacht Club	- F. Thompson Brooks
Shore Acres Yacht Club	- J. E. Coffin
Toms River Yacht Club	- George P. Bauman

Others 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, Scorer, William G. Alznauer, and Arthur Lange from the Lavallette Yacht Club.

Vice Commodore H. Irving Dunn extended a warm welcome to the Representative and Alternate from Manasquan River Yacht Club.

Reading and Approval of Minutes.

Minutes of the Regatta Committee Meeting held February 24, 1962, were read and approved.

Communications.

The secretary reported that he had no communications.

Report of Officers and Committee Chairmen.

Commodore George M. Nelson - No Report.

Fleet Captain Burton Wright - No Report.

Treasurer Homer F. Dennis submitted an interim financial report for the period October 6, 1962, and February 23, 1963:

Cash on Hand (Oct. 6, 1962)

Howard Savings Institution	\$2,320.11	
First Trenton National Bank	<u>671.15</u>	
		\$2,991.26

Receipts

Manasquan River Yacht Club- 1962 dues	\$ 200.00	
Interest-Howard Savings Institution	<u>23.20</u>	<u>223.20</u>
		\$3,214.46

Disbursements

North American Yacht Racing Union - 1963 Dues	\$ 100.00	
Lloyd's Register of Amer- ican Yachts - 1963	<u>20.00</u>	<u>120.00</u>
		\$3,094.46

Cash on Hand (February 23, 1963)

Howard Savings Institution	\$2,343.31	
First Trenton National Bank	<u>751.15</u>	\$3,094.46

Rear Commodore Clifford A. Warren, BBYRA Liaison with National Class Representatives, reported on a recent meeting held at the Riverview Hotel, Toms River, N. J., on February 9, 1963:

"1. Those in attendance besides Rear Commodore Clifford Warren and Past Commodore William Wood were:

- James Carson - Lightning Class Representative through Winter Meeting
- John S. Orelup - Newly elected Lightning Class Representative following winter meeting.
- Ralph W. Jones - Secretary of BBYRA Flying Dutchmen Fleet who attended meeting for Class Representative Walter Zwarg.
- James Dunn - Class Representative "G" Sloops.
- F. C. Grigg - Class Representative "E" Sloop.

2. Those not in attendance but who communicated wishes to Rear Commodore prior to meeting were:

- Calvin J. Engle - Jet A Class Representative
- Alfred LaFountain, Jr. - Comet Class Representative

No communications from Penguin Class with James B. Godshult, Jr., representing Downer Penguins fleet.

No known representative from M Sloops or Sneakboxes to advise of meeting.

3. The known designation for Classes are as follows:

<u>Class</u>	<u>Representative</u>	<u>Measurer</u>
Jet	Calvin J. Engle	Joseph Jones
Comet	Alfred LaFountain, Jr.	George Doschen?
Lightning	John S. Orelup	James G. Carson

<u>Class</u>	<u>Representative</u>	<u>Measurer</u>
Flying Dutchmen	Walter Zwarg	Walter Zwarg
E Sloop	Fred. C. Grigg	W. Harjes
Penguin	James B. Godshult, Jr.	James G. Godshult, Jr.
G. Sloop	James Dunn	James Dunn
Sneakbox	-----	Ed. O'Malley, Jr.
A Cat	-----	Donald Sayia

4. National Classes' preferential dates for extra races are as follows:

Lightning	Saturday, July 13 Toms River Yacht Club Saturday, August 3 Shore Acres Yacht Club
Flying Dutchman	Saturday, July 6, Mantoloking Yacht Club Saturday, August 10, Ocean Gate Yacht Club
Jet Class	Fall on days of Island Heights Regatta and Shore Acres Regatta
Senior Comet	Island Heights - Down Bay Shore Acres or Mantoloking - Up Bay

Must not be last week in July or 1st week in August.

5. General Discussion

- a. Lightning - Same rules as last year of 775 lbs. dividing A and B Classes.
- b. G Sloops - James Dunn reported that they hope to have five G Sloops racing this summer.
- c. John Orelup is anxious to have a Finn Class. He was advised that this would be decided at the February Regatta Meeting and he would be advised of the decision.
- d. Fred Grigg of E Sloop Class asked whether BBYRA shouldn't take lead in recommending a range of boats best technically suited to fill gaps in Bay sailing classes. He felt without this leadership people will buy various new type boats and not have sufficient number in any one class for starting a new competitive class.

- e. James Dunn of G Sloop Class felt there should be more inspection of boats. Perhaps a roving inspection prior to and after races could be inaugurated for 1963. Rear Commodore Warren took the opportunity to tell the representatives present that on matter of safety and inspection we looked to the senior skippers to set examples to the younger skippers. He felt that poor examples were observed last season during such inspections.
- f. A review of the BBYRA markers was suggested. Greater visibility could be achieved by new type markers with elevated flags. As a minimum they recommended a change to the brilliant orange fluorescent color. The problem of sinking barrels was discussed. A Mr. John Herkvaer of Marine Safety at Point Pleasant was given as a person having experience in filling buoys with a polystyrene type material.
- g. The Inland Lake Yachting Association Yearbook for 1962 was provided for Burton Wright as official class measurements. Everything in book applies except racing rules.
- h. Class representatives felt that all participants in a given class should be notified when time had run out for a given class. At the Toms River Regatta some skippers found no committee when they finished yet had received no notification of end of race.
- i. Some of members of E Fleet had raised questions of number of people aboard the Committee boat on a typical race day. Fred Grigg was informed that this of course was not a question for the E Sloop skippers to concern themselves with as long as the races were properly run. Some of the long range philosophy of the BBYRA and the need for each club to have representatives to look after interest and maintain interest was passed on to Fred Grigg for communicating back to his fleet.

6. Specific Requests.

- a. The Flying Dutchman would like to have outside participants on their double racing days of July 6 and

August 10th. They estimate that a maximum of 15 to 20 additional Flying Dutchman boats would race on those days. They would pay the entrance fee and be eligible for days flags but of course would not qualify for season.

The reason for this request to encourage greater class competition and to reciprocate to outside clubs where they have been invited.

b. The E Sloop class made the following specific requests.

1. 'Strict adherence to NAYRU Rules'.

'It is felt that the intent of the BBYRA is to adhere to these rules as closely as possible, however, the NAYRU rule book has gone through several revisions during the last few years and the BBYRA rule book has not been brought up to date. At this point even the paragraph numbering of the rules does not coincide. This has caused considerable difficulty in preparing written protests.'

- Reference could be made to NAYRU Rules in Red Book racing rule section.

- NAYRU rules will be stabilized until 1964 after Olympics.

- With large number participating outside of BBYRA need to have common NAYRU rules.

2. 'The right to appeal to the NAYRU in principle and in practice. Trophies may be awarded subject to appeal.'

'The principal advantage of being able to appeal a ruling all the way to the NAYRU is the fact that their ruling then becomes a matter of record and to an extent establish a precedent for future rulings. It is felt that the BBYRA appeals committee does not maintain this kind of record nor are their decisions ever published so that they may establish precedent for future use'.

- Don't want a higher court but want publication of decisions as precedent for future decision.
- 80% of feelings might be satisfied by publication by BBYRA of rulings of appeals for future reference.

All representatives were appreciative of opportunity of meeting to communicate their suggestions to the BBYRA racing committee."

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

"The Annual Meeting of the N.A.Y.R.U. was held at the New York Yacht Club on January 16, 1963. The following is a summary of highlights of the meeting.

Schedule of finals of National Cup Races are as follows:

Mallory - Monday, September 9, Chesapeake Bay Y.R.A. at Annapolis in Mobjacks.

Adams - Monday, August 26, Manchester Yacht Club, Manchester, Mass. in 210s.

Sears - Monday, August 26, Newport Harbor, Cal., in Electra Ensign Sloops.

O'Day - Thursday, July 17, Alamitas Bay Y.C., Long Beach, Cal., in Finns.

Other business transacted besides election of officers included:

- 1) No new rules change until 1965. However, suggestions are receivable.
- 2) International and North America Y.R.A. emphasized "No pumping of sails".
- 3) Association in the red last year due to increased publication costs.
- 4) New Rules of Road worked out with I.Y.R.A. at London conference to go to Congress and be effective in January, 1965.
- 5) Mallory crew may be made up of members from different clubs but from same yacht racing association.

At Regional Meeting preceding annual meeting area semi-final assignments included:

Adams - Under direction of North Jersey at Rumson in Arrows about August 6th.

Mallory - Under BBYRA at Bay Head in Lightnings.

Sears - Under auspices of South Jersey Y.R.A. at Ocean City Yacht Club in 110's or at Brigantine Yacht Club in Lightnings.

O'Day - Under auspices of Hudson River Y.R.A. in Penguins about June 29th.

Midget Championship - Under auspices of Chesapeake Bay Y.R.A. at Severn Sailing Club, Annapolis, August 26th in two man boat without spinnaker."

Vice Commodore H. Irving Dunn reported that there had been little or no progress in the development of a group on Barnegat Bay to organize ocean racing for the coming season. The Barnegat Bay Sailing Squadron is now non-existent and there appears to be no other group on the scene willing and able to fill the vacuum. He hopes that such a group will come forward in the near future.

Historian Homer F. Dennis reported that the BBYRA 1914-1952 minutes had been located in tact. In the near future he will be calling upon members of the various yacht clubs comprising BBYRA for information concerning their history, activities, etc. Thereafter, he will synthesize same and have final draft ready by the time of the first regatta for June 22, 1963.

Appointments.

Vice Commodore H. Irving Dunn made the following appointments for the 1963 season:

Chairman, Midget Championship - Norman F. Brown, Donald C. Horter to assist.

Chairman, Flags and Pennants - F. Thompson Brooks

Chairman, Trophies - Commodore George M. Nelson

Regatta Schedule for 1963.

The Regatta Schedule for 1963 previously has been determined and circulated.

Classes, Order of Starts and Changes from 1962 Schedule.

A general discussion followed as to whether Junior Penguins should be continued as a separate class. William G. Alznauer, Scorer, reviewed his report submitted to the Delegates at their annual meeting on October 6, 1962, to the effect that in 1962 25 boats had participated in the Junior Penguin races, 12 qualified. In 1961 6 had qualified. As to Senior Penguins 25 boats participated in the 1962 season, 12 qualified. In 1961 9 had qualified. Rear Commodore Clifford A. Warren stated that there was a very strong Junior Penguin fleet at Normandy Beach and that there was no indication that it would not continue as such in the future. Joseph J. Summerill, III, of Toms River Yacht Club, reported that Penguins were being considered as part of the junior program at the Toms River Yacht Club. Upon motion duly made and seconded, it was unanimously decided that the Junior Penguin Class should be permanently scheduled as a racing class sponsored by BBYRA.

Vice Commodore H. Irving Dunn reported that he had received an application from Carl Van Duyne of Mantoloking Yacht Club asking that races be scheduled by BBYRA during the 1963 season for the new Finn class. Mr. Van Duyne supplied the names and addresses of six participants, other data, including brochure, specifications, general rules, etc., of the Finn class. A general discussion followed as to the merits of the class, namely, that it was an Olympic Class boat and appears to be very fast in reasonable wind. Upon motion duly made and seconded it was decided that the Finn class be accepted for one year on a trial basis, that it would be scheduled for starting after the Junior Penguins in the morning. It shall be considered as an open class, thus requiring a \$2.00 registration fee. The course committee was requested to make suggestions as to an appropriate class signal.

Open Regattas.

Vice Commodore H. Irving Dunn asked all representatives to forward data as to regattas, trophies, etc., as soon as possible to Rear Commodore Clifford A. Warren since the preparation of the Regatta Schedule for 1963 season is already in process.

Howard Hayes, Representative from Manasquan River Yacht Club, stated that its Wardell Trophy, invitational series of 2 races for sneakboxes would be scheduled for Saturday, August 10, 1963, at 11:00 A.M.

Courses - Correction to Course Sheets.

Vice Commodore H. Irving Dunn reported that there were three items to be mentioned:

1. It is the responsibility of the host club to check each and every marker on its course sheet prior to its regatta and to replace any lost marker. The Secretary shall remind each club as to the markers for which it is responsible. Henceforth, such a list shall appear on the course sheets.

2. New course sheets are in process for Bay Head Yacht Club.

3. Normandy Beach Yacht Club should revise its course sheet to include additional courses of varying lengths for southwest winds.

Report of Committee to Study Request to Reduce Size of Synthetic Sails for Sneakbox Class.

Edwin J. O'Malley, Chairman, reported that since the fall meeting of Delegates on October 6, 1962, he has learned that there are a great many more of the so-called larger sails being used in BBYRA races than originally estimated that that it would be impractical to purchase the larger sails as originally considered. Mr. O'Malley stated that he would make a further study of the situation with the assistance of Burton Wright and others interested in the sneakbox class and make a full report at a later date.

New Business.

Vice Commodore H. Irving Dunn announced that Bay Head Yacht Club would celebrate its 75th anniversary year at its regatta on June 22, 1963. The celebration will take place at the end of the day rather than at mid-day.

Vice Commodore H. Irving Dunn, Chairman of the NAYRU Events, reported the following dates and events:

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| Sears Cup | - BBYRA Elimination at Island Heights Yacht Club on July 17, 1963. |
| Adams Cup | - BBYRA Elimination to be held at Shore Acres Yacht Club on July 24, 1963. |

- Mallory Cup - BBYRA Elimination to be held at Bay Head Yacht Club on July 10, 1963.
- O'Day Trophy - Semi-finals to be sailed on June 29, 1963 thus BBYRA Elimination must be sailed prior to that time. Maybe Bay Head race serve dual purpose.
- Midgets - BBYRA Elimination to be held at Seaside Park in mid-August, date to be set.

Vice Commodore H. Irving Dunn lead a discussion involving several of the points mentioned in the report of Rear Commodore Clifford A. Warren, Liaison Officer with National Class Representatives, arising out of the meeting held at the Riverview Hotel on February 9, 1963:

1. BBYRA will not publish a list of the recommended sailing craft for Barnegat Bay. Assumably, classes for which they schedule races are recommended.
2. Orange markers may be superior to yellow markers but before proceeding with such a change approval of the Coast Guard should be obtained. The approximate cost of stirofoam would be \$25.00 a marker. Any change in type or color of markers should be a two or three year objective.
3. While it might be desirable to publish BBYRA decisions on appeals from protests by the various local regatta committees such a practice would place an unwarranted burden on the volunteer services of those comprising the Regatta Committee of BBYRA. Were a paid staff available, lengthy reports could be published and circulated to all those interested.
4. At the time of the next revision of the BBYRA By-Laws and Racing Rules (red book) consideration should be given to the adoption of NAYRU rules of the road separate from those involving the conduct of races, local procedures, etc.

Vice Commodore H. Irving Dunn read a communication from Walter Zwarg, President of the International Flying Dutchman Class Association of the U. S. A., requesting BBYRA to schedule one or two Bay races as open invitational races for all Flying Dutchmen, the purpose of which would be to attract a larger fleet and to return hospitality of other organizations which have sponsored open regattas attended by BBYRA Flying Dutch-

men sailors. It was decided that BBYRA would have no objection to such a practice if 80% of the BBYRA boats comprising the class in question approve the request that outsiders be invited. Requests would have to be received from appropriate officers representing the class for each and every race when outsiders are to be included. BBYRA is not the host, it is only starting the race.

Vice Commodore H. Irving Dunn read a communication from James G. Carson dated October 3, 1962, addressed to the Secretary of BBYRA making his annual appraisal of the last season's race.

Vice Commodore Dunn stated that he had recently read articles urging the use of life jackets rather than cushions as life preservers and stated that this should receive our further thought. It was also suggested that BBYRA might consider the adoption of a "signal system" for donning of life preservers.

Rear Commodore Clifford A. Warren stated that he had completed his investigation concerning the best available voice hailer for use at BBYRA activities. He approximated the cost at \$60.00 and stated that he and other persons interested in BBYRA would contribute two-thirds of the cost. Upon motion duly made and seconded authorization to spend up to \$20.00 of BBYRA funds was granted.

A vote of thanks was extended to Vice Commodore H. Irving Dunn for refreshments served at the social hour prior to this meeting and also to the Toms River Yacht Club for its facilities. It was moved and seconded that the meeting be adjourned at 10:30 P.M.

Respectfully submitted,
JOSEPH J. SUMMERILL, III
Secretary