

p. 11

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

FALL MEETING OF DELEGATES OF BBYRA
Saturday, October 3, 1964, at
Bay Head Yacht Club

Meeting was called to order at 8:00 P.M. by Commodore H. Irving Dunn. John M. Wittke, substituting for Commodore J. Westford Cutler of Bay Head Yacht Club, welcomed the Delegates and praised all those associated with the BBYRA for their many years of dedicated service to the sailors of Barnegat Bay.

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 Jobson
Island Heights Yacht Club	- Homer F. Dennis
Lavallette Yacht Club	- Thomas F. Watson
Manasquan River Yacht Club	- Harry W. Wardell
Mantoloking Yacht Club	- Henry P. Tomlinson, Sumner W. White, III, Edwin J. O'Malley, Sr.
Metedeconk River Yacht Club	- James G. Carson
Normandy Beach Yacht Club	- Joseph Abbott, Clifford A. Warren, Herbert R. Angen
Ocean Gate Yacht Club	- Edward J. Yuhl, Jr., Burton Wright
Seaside Park Yacht Club	- F. Thompson Brooks
Shore Acres Yacht Club	- William G. Alznauer
Toms River Yacht Club	- George P. Bauman

Others present were Joseph J. Summerill, III, Secretary, Edward Feirer of Beachwood Yacht Club, John M. Wittke of Bay Head Yacht Club and Allen Z. Bogart of Mantoloking Yacht Club.

Reading and Approval of Minutes. On behalf of the Secretary, Sumner W. White, III read the minutes of the Spring Meeting of Delegates of BBYRA held on Saturday, May 23, 1964 at the Toms River Yacht Club. Upon motion duly made and seconded the minutes were accepted as read.

Communications. The Secretary reported that he had no communications.

Report of Officers and Chairmen of Committees.

Vice Commodore Clifford A. Warren reported as follows:

"This year 1964 was the year we took pictures of the moon but it was also the year that the Barnegat Bay Yacht Racing Association completed its 51st successful season of sailing. We were exposed to the full wind spectrum with winds ranging from zero mph during the morning at Lavallette to 20-40 mph at Normandy Beach which resulted in cancellation of the Normandy Beach morning races.

Totals for the number of starters at each club were as follows:

Bay Head	130	Ocean Gate	140
Island Heights	150	Shore Acres	123
Mantoloking	165	Lavallette	165
Toms River	146	Seaside Park	<u>139</u>
Beachwood	124		
Normandy Beach	2 ⁰ (morning races cancelled)	Total for Season	1311 Starts

You will note that the maximum starts (165) for the year occurred at the Mantoloking and Lavallette Regattas. The grand total of 1311 compares favorably with other years taking into account the cancellation at Normandy Beach.

Tardiness in the start of some of the races was due entirely to the lack of wind or late finishes in the morning races holding up the start of the afternoon races. All clubs with few exceptions were well equipped and ready to start on time including the Regatta Committee members. . . . a further improvement from previous years.

Regardless of a successful season there is always room for improvement. I have therefore listed below some suggestions for consideration by the Regatta Committee for the 1965 season.

1. Better patrolling of the fleets in terms of numbers and organization is required if the individual clubs are to fulfill their obligation for the safety of the fleet. Although the responsibility does rest with the individual clubs, the BBYRA should assist by designating a chairman for safety patrols and the associated communications who would serve in this capacity the full summer. All local patrol skippers would report to him at 9:00 A.M. and receive specific instructions on areas to patrol, etc. Also no patrol would be released for lunch or for the day without reporting back to this chairman. Patrol flags (BBYRA) would also be assigned and collected by this safety chairman. With over 1300 starts in a season it has become difficult to account for those failing to finish or report back DNF.

2. As an aid to the safety patrol it is recommended that the Delegates authorize the purchase of three additional trans-receivers for use by the safety patrol chairman.

3. Full enforcement of the penalties for failing to report back when a yacht skipper does plan to finish. A notice with respect to this rule should be passed out at the first two regattas.

4. Skippers and crew under 14 should be compelled to wear appropriate life jackets. All participants should wear life jackets when the winds are over 20 mph.

5. Greater emphasis should be placed on sportsmanship by bringing to the attention of all skippers the spirit of corinthianism. We have seen examples that have concerned many regatta members that the spirit of sportsmanship and good ethics have been lacking. I believe the teaching of good sportsmanship should take priority in our sailing program over the desire to win under any conditions. A proper notice to this effect should be prepared for distribution at the first regatta.

Also no patrol would be released for lunch or for the day without reporting back to this chairman. Patrol flags (BBYRA) would also be assigned and collected by this safety chairman. With over 1300 starts in a season it has become difficult to account for those failing to finish or report back DNF.

6. For the initial trial in the 1965 season, a triangle course should be prepared for use at the P.M. races at Mantoloking, Normandy Beach and Shore Acres. Suggestion here is for the BBYRA to prepare a common chart for these regattas with the expenses equally shared by the three clubs.

7. As an aid to the safety patrol it is recommended that the Delegates authorize the purchase of three additional trans-receivers for use by the safety patrol chairman.

8. Full enforcement of the penalties for failing to report back when a yacht skipper does plan to finish. A notice with respect to this rule should be passed out at the first two regattas.

7. Consideration be given to splitting the Junior Penguin class into two parts, namely, one sub-junior class 14 or under, and a junior class 18 and under. This will reduce the number at the start and encourage the smaller skippers by reducing the age spread.

8. The performance and participation of the 17' Cats should convince even their most staunch supporter that this class be dropped in 1965. I therefore make that recommendation.

9. Evidence of split loyalty in some of classes was disturbing. This raised serious questions whether the BBYRA was simply another stopover in their barnstorming plans. I would encourage BBYRA to maintain the rules set up for those primarily interested in our bay sailing program.

In summary, I would like to thank all members of the Regatta Committee who gave me such excellent support during the summer. In particular the very fine work of our Scorer, Herb Angen, and his assistants. Also Jack Summerill who continued to provide the fine coordination for BBYRA as our Representative on the Protest Committee. The advice of Commodore Dunn was also very much appreciated as was his work in coordinating the North American Yacht Racing events."

Rear Commodore William G. Alznauer - No Report.

Fleet Captain Burton Wright - No Report.

Treasurer Homer F. Dennis submitted his financial report for the period October 5, 1963 to October 3, 1964.

"Cash on Hand (October 5, 1963)

Howard Savings Institution	\$2,366.74
First Trenton National Bank	772.79

\$3,139.53

Receipts:

3,227.76
\$6,367.29

Disbursements:

Lloyd's Register	\$ 20.00
North American Yacht Racing Union	
Dues	100.00
Flags	1,202.83
Trophies	1,101.95
Printing	341.75

Insurance	\$	225.00	
Equipment		95.00	
Flowers-Funeral of Commodore Nelson		26.15	
N.A.Y.R.U. Rule Books-50 copies		37.50	
Secretary's expenses - May 1963 to Oct. 5, 1963		37.35	
Treasurer's Expense - October 5, 1963 to Oct. 3 1964		<u>3.50</u>	\$ <u>3,191.03</u>
			\$ 3,176.26

Cash on Hand (October 3, 1964)

Howard Savings Institution	\$	2,512.31	
First Trenton National Bank		<u>663.95</u>	\$ 3,176.26

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

"During the past season Barnegat Bay Yacht Racing Association elimination races were held in all National Cup events. In general the competition was keen and well sailed. The following regattas were held on a round robin basis.

O'Day. Under the able management of Commodore Fred Winkelman, eliminations were held using finn-type sailing dinghies on June 13, 1964 at the Lavallette Yacht Club. There were three entries. The winner was Andy Schoettle representing Mantoloking Yacht Club. No doubt the earliness of the race contributed materially to the fewness of the entries. However, this was dictated by the extremely early date set for the semi-finals. It is hoped that this can be modified in another year.

Sears Cup. The Normandy Beach Yacht Club, under the chairmanship of Walter Haggerty held the Bay elimination races with entrants from seven yacht clubs on July 15, 1964 using Lightnings. The winner was Bruce Badeau and his crew from the Bay Head Yacht Club.

Adams Cup. Using M-Sloops, the Beachwood Yacht Club held the Bay eliminations for the women's championship. These were held on July 14, 1964 under the chairmanship of Norman Brown and William Hornidge. The participants numbered five, with Bonnie Wiencke of Beachwood winning the event and going on to place third in the semi-finals.

Mallory Cup. With Shaw Boswell as Chairman and Bob Sayia running the events, the B.B.Y.R.A. eliminations for the North

American men's championship was held at Seaside Park Yacht Club on July 22, 1964, in Lightnings with four boats participating. The winner was Arthur Lange of Lavallette.

Midgets. The Bay Championship was held by the Ocean Gate Yacht Club using Prams on August 5, 1964. Twenty-one participants contested under the chairmanship of Commodore Melvin Marple. The winner was Robin Brown of Beachwood. This able junior went on to win the Atlantic Coast Championship in a series held on Chesapeake Bay.

From the past season's experience it would appear that certain recommendations were in order in the furtherance and insuring the interest in participation in the above enumerated events.

A. Greater participation by members of the Regatta Committee and Flag Officers of the Host Club. These events are an honor and a privilege and should be so treated.

B. The necessity for careful inspection of participating yachts to avoid the delay attendant to and the need for subsequent insurance claims. This year evoked a rash of these, some of which are still receiving investigative attention by our insurance carrier.

C. Emphasis by and understanding of the responsibility of the Regatta Committee representative when submitting his Club's entry in the Bay elimination races."

Commodore H. Irving Dunn reported as follows:

"It is proper to review the year to see what sort of a year 1964 was on the Bay.

First. Junior Penguins led the parade with a total of 312 entrants, for an average of 34.8 boats per race versus 18.5 for 1963.

Second. Total boats for the season was less than 1963 due to high winds and postponement at Normandy Beach.

Third. It was a year of light air with many postponements for this reason.

Fourth. It was in general a smooth running year - a tribute to the fine cooperative work of the Regatta Committee. Fewer Regatta Committee meetings were necessary.

Fifth. It was a year that saw a major revision of the section on Management of Races of our By-Laws and Racing Rules.

Sixth. Contributing to lessened need for meeting was the published and standardized policy for special cuts worked out during the pre-season meetings.

Seventh. Early formulation, editing and publication of Regatta Schedules allowed more sailors and clubs to make plans easier. Some clubs failed to send them out promptly and thus robbed their sailors of notice so they could compete in early National Cup Event eliminations.

Eighth. Excellent public relations were maintained with continued improvement in Press coverage.

Many other aspects could be commented upon but time forbids. We are not so perfect that further improvements are not in order. Some that come to mind include:

(1) Emphasis on safety, equipment, drop out reporting and more frequent inspections.

(2) Need for presence of host club flag officers and Regatta Committee representatives at Bay National Cup elimination events. This is encouraging to clubs and sailors alike.

(3) Publication of revised By-Laws and Racing Rules.

(4) Continual review of courses with objective of having short, medium and long courses for each wind direction.

No report would be complete without paying tribute to the fine work of the Committee as a whole and especially to our Scorers, Herb Angen and his assistants, Ed Feirer and Karl Polch. To the host clubs and their splendid hostesses, orchids for the tops in hospitality. To committee boat skippers, plaudits for a grand job very much appreciated. To Bay Head, thanks for the use of the Club house."

Edwin J. O'Malley, Sr., complimented the Commodore for a job well done during the 1964 season. Thomas F. Watson complimented the Commodore in particular for the early availability of the season schedule. The Commodore stated that an early schedule depends upon early receipt of the pertinent data for the schedule from the member clubs. Rear Commodore William G. Alznauer will be in charge of the 1965 schedule.

Election of Officers. F. Thompson Brooks assumed the chair and announced that nominations for the 1964-65 season were open.

Commodore - Thomas Jobson 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 - Edward J. Yuhl, Jr. nominated Clifford A. Warren for Vice Commodore. The nomination was seconded. Upon motion duly made and seconded the 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 - Sumner W. White, III nominated William G. Alznauer for Rear Commodore. The nomination was seconded. Upon motion duly made and seconded the nominations for Rear Commodore were closed. Upon motion duly made and seconded the Secretary was instructed to cast a ballot for the nominee.

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

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

Measurer - Edward Feirer 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 and Philip R. Van Duyne
Beachwood Yacht Club	- William Hornidge

Island Heights Yacht Club	- Paul F. Middleton, William Wood
Manasquan River Yacht Club	- Harry B. Wardell
Mantoloking Yacht Club	- Henry Tomlinson, Edwin J. O'Malley, Sr., Summer W. White, III
Normandy Beach Yacht Club	- Joseph Abbott, Herbert R. Angen
Ocean Gate Yacht Club	- Edward J. Yuhl, Jr.
Seaside Park Yacht Club	- James H. McKee, F. Thompson Brooks
Shore Acres Yacht Club	- Albert E. Burlsem, William D. Donohue
Toms River Yacht Club	- George P. Bauman, Fred E. Scammel

The nominations were seconded. Upon motion duly made and seconded the 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 1964-65 season:

Fleet Captain	- Burton Wright
Scorer	- Herbert R. Angen, Assistants: Edward Feirer and Karl Polch
Liaison Officer with Yacht Classes	- William G. Alznauer, Chair- man, Assistant, Clifford A. Warren
Historian	- Homer F. Dennis

Other Business:

Purchase Authorization. Motions were duly made and seconded authorizing purchases during the 1964-65 season of the following: Trophies - \$1300.00; Flags - \$1200.00; NAYRU Dues - \$100.00; Lloyd's Register of American Yachts - \$20.00. In addition, the Secretary's bill of \$51.25 for the period October 5, 1963 to October 3, 1964 was approved.

Reprint of Constitution and By-Laws. Burton Wright, Chairman, F. Thompson Brooks and Joseph J. Summerill, III were appointed to a committee to review, consolidate and bring current the Constitution and By-Laws of BBYRA to be available at the May meeting. It was decided that it was not necessary that the book be waterproof. The committee was authorized to spend the necessary funds to have the booklet reprinted.

1965 Racing Schedule. Commodore H. Irving Dunn presented the 1965 Racing Schedule which previously had been prepared and accepted by the Regatta Committee. Upon motion duly made and seconded the schedule was adopted.

Saturday, June 26	Bay Head Yacht Club
Saturday, July 3	Island Heights Yacht Club
Saturday, July 10	Mantoloking Yacht Club
Saturday, July 17	Toms River Yacht Club
Saturday, July 24	Beachwood Yacht Club
Saturday, July 31	Normandy Beach Yacht Club
Saturday, August 7	Ocean Gate Yacht Club
Saturday, August 14	Open
Saturday, August 21	Shore Acres Yacht Club
Saturday, August 28	Lavallette Yacht Club
Saturday, September 4	Seaside Park Yacht Club

Past Commodore's Trophy. Commodore H. Irving Dunn announced that at the conclusion of the 1964 racing season the family of the late Commodore George M. Nelson had presented to BBYRA a trophy in honor of the Past Commodores of BBYRA to be awarded annually to the Member Yacht Club fostering the greatest participation in yacht racing on Barnegat Bay. The trophy was an 18 inch sterling silver punch bowl duly inscribed. At a special meeting of the Executive Committee of BBYRA held on Saturday, September 5, 1964 a motion was duly made and seconded accepting the trophy on behalf of BBYRA and the various conditions

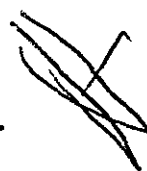
set forth in the Deed of Gift. Two conditions of importance were that BBYRA assume the annual cost of adequate insurance and engraving. Commodore Dunn announced that Beachwood Yacht Club had received the award for the 1964 season having had the greatest number of qualifiers, namely 20 out of 112. Other results were:

Beachwood Yacht Club	20	Manasquan River Yacht Club	8
Lavallette Yacht Club	16	Bay Head Yacht Club	6
Mantoloking Yacht Club	14	Island Heights Yacht Club	6
Seaside Park Yacht Club	11	Normandy Beach Yacht Club	6
Ocean Gate Yacht Club	9	Toms River Yacht Club	5
Shore Acres Yacht Club	8	Metedeconk River Yacht Club	3

Upon motion duly made and seconded the action of the Executive Committee was affirmed. A copy of the Deed of Gift shall be included as a part of the minutes of this meeting. Upon motion duly made and seconded a committee shall be appointed to arrange adequate engraving and the placement of adequate fire and theft insurance for the Past Commodore's Trophy, the annual premium of which shall not exceed \$40.00.

Burton Wright stated that the action just taken should not be construed as general acceptance on the part of the Association of the cost of engraving and insuring other trophies such as the Powell and Dale Trophies, etc.

Marking of Barrels. Commodore H. Irving Dunn announced that during the summer he had had several meetings with representatives of the U. S. Coast Guard concerning the location, color and marking of the BBYRA racing barrels. Henceforth, a few changes will be necessary; namely, on the top of each barrel there must be a black square with the responsible member club designation printed thereon (four inch square for single letter designation, six inch square for two letter designation); exact location of all barrels will have to be supplied to the Coast Guard; and the Coast Guard must be advised as to which club is responsible for each barrel. The reporting will be done by the Secretary after the Winter Meeting of the Regatta Committee.



Report of Committee to Investigate New Racing Class. Joseph J. Summerill, III reported that he was one of a committee of H. Irving Dunn, Fred Scammel, Norman Brown, Sumner W. White and himself to investigate and report upon the characteristics of 17-19 ft. multi-manned, fiberglass, headsail, spinnaker, family-racing national class boats which might become a new class on Barnegat Bay. Mr. Summerill announced that during the summer

various members of the committee had sailed at least once, and sometimes more, the following class boats: Mob-Jack, Flying Scott, Roads 19 footer and Barnegat Bay Sailer, and while they had an enjoyable time they were unable to unanimously agree upon any one boat because of many reasons, such as, price range difference of \$1700.00 to \$3000.00, personal preference for different sailing characteristics, appearance, etc. It was the unanimous opinion of the committee that no recommendation one way or the other could or should be made. If any officer or member of one of the member yacht clubs wishes to speak with any member of the committee concerning their personal observations all members indicated a willingness to cooperate.

Up-Bay Down-Bay Course. Commodore H. Irving Dunn announced that there seemed to be no pressing need at this time for a consolidated up-bay down-bay course clear of motor boat traffic. He added, however, that the day might come when pressure from the Coast Guard would necessitate same. F. Thompson Brooks stated that the finding of such a course would not be difficult, the problem would be one of logistics, namely, how to register boats, feed the sailors, hear protests, arrange patrol, etc. It was suggested that the Delegates begin thinking about this problem and to check out the practice in other areas.

Communications, Walkie-Talkies. Commodore H. Irving Dunn stated that Channel 10 had worked satisfactorily last year and until the FCC had completed its study and promulgated rules and regulations concerning the various channels we would continue to use Channel 10.

Manasquan River Yacht Club Accepted as Active Member. Commodore H. Irving Dunn announced that an application had been made by Manasquan River Yacht Club for active membership in the Association. The requirement of being an associate member for a period of two years prior to active membership had been completed. The Secretary announced that the By-Laws required favorable action by 3/4 of the Executive Committee. Commodore H. Irving Dunn immediately called a meeting of the Executive Committee. Upon motion duly made and seconded the application of Manasquan River Yacht Club for active membership in BBYRA was unanimously approved.

Harry Wardell, Delegate from Manasquan River Yacht Club, thanked the members of the Executive Committee and Delegates present for their strong vote of confidence. He announced that his yacht club would like to sponsor a regatta during the 1965

season. A general discussion followed concerning same. Mantoloking Yacht Club offered its facilities for such an occasion. It was finally agreed that the 1965 schedule should not be changed. The mere fact that Manasquan River Yacht Club is now an active member does not necessarily mean that it need or may schedule a regatta in 1965.

Acknowledgements. A vote of thanks was extended to Commodore H. Irving Dunn 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 10:15 P.M.

Respectfully submitted,

JOSEPH J. SUMMERILL, III.
Secretary, BBYRA