

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

WINTER MEETING OF REGATTA COMMITTEE
Saturday, February 22, 1964
Manasquan River Yacht Club

Meeting was called to order at 8:00 P.M. by Vice Commodore Clifford A. Warren.

Roll Call. The Secretary called the roll. Representatives or Alternatives present and voting were:

BAY HEAD YACHT CLUB	Philip R. Van Duyne
BEACHWOOD YACHT CLUB	William Hornidge
ISLAND HEIGHTS YACHT CLUB	Donald C. Horter
LAVALLETTE YACHT CLUB	Frederick E. Radcliffe
MANASQUAN RIVER YACHT CLUB	Reginald Hyde
MANTOLOKING YACHT CLUB	Summer W. White, III
METEDECONK RIVER YACHT CLUB	Everett Howell
NORMANDY BEACH YACHT CLUB	Carl Peterson
OCEAN GATE YACHT CLUB	Burton Wright
SEASIDE PARK YACHT CLUB	Robert Sayia
SHORE ACRES YACHT CLUB	John E. Coffin

Officers present were Commodore H. Irving Dunn, Vice Commodore Clifford A. Warren, Rear Commodore William G. Alznauer, Secretary Joseph J. Summerill, III, Treasurer Homer F. Dennis. Others present were Arthur Lange and Charles F. Reade of Lavallette Yacht Club, William M. Wood and Paul Middleton of Island Heights Yacht Club, Philip May of Ocean Gate Yacht Club, Edward W. Feirer of Beachwood Yacht Club and Carl J. Polch of Bay Head Yacht Club, and R. C. Wight of Manasquan River Yacht Club.

Vice Commodore Clifford A. Warren expressed the appreciation of the Regatta Committee of BBYRA to Reginald Hyde, appearing for Thomas W. Mason, Commodore of Manasquan River Yacht Club, for the use of its facilities for this meeting, the dinner arrangements and particularly the after dinner drink, for which we were their guests. Reginald Hyde extended a warm welcome to BBYRA and introduced Vice Commodore R. C. Wight of Manasquan River Yacht Club who gave a short history of that organization.

Commodore H. Irving Dunn spoke of the recent loss of George M. Nelson, immediate past Commodore of BBYRA, who died at his home on January 13, 1964. All those who knew him as a friend or worked with him in BBYRA will know what a great loss his passing will mean. At all times he was receptive and open minded, always willing to discuss and talk over any apparent problem. If a change seemed fair and in order he was willing to lend himself wholeheartedly to it. Many recent changes were a result of this procedure. He was always tolerant, yet a no-nonsense man. He was a complete devotee to BBYRA. It was characteristic at the time of his death as it had been during his life that he was doing what he felt was his duty. Having cleaned the front sidewalk once with a snow blower during a severe snow storm with high winds, an aged visitor was preparing to leave his house when it was realized that the snow had drifted and recovered the walk. Commodore Nelson died while recleaning the walk. His vitality lasted to do his job as he saw it. It was a privilege to have known him. The officers, representatives and guests were asked to stand and bow their heads in a moment of silent prayer.

Upon motion duly made and seconded the Secretary was directed to record in the minutes that the Regatta Committee had honored its late Commodore, George M. Nelson, and reflected upon his demise. The Secretary was instructed to send a copy of same to Mrs. George M. Nelson.

Communications. The Secretary reported that he had two communications: (a) letter of Walter Zwarg dated September 9, 1963, appealing the decision of the Regatta Committee refusing him an extra cut for the Beachwood Yacht Club Regatta on July 27, 1963, so that he could attend the North American Championship Regatta of Flying Dutchmen at Lavallette Yacht Club on July 24-27, 1963. (b) Letter of E. V. Patterson dated February 6, 1964, advising that he had recently purchased a fiberglass "M" Sloop and has in his possession a certificate of measurement from Inland Lake

Yachting Association to the effect that it conforms in every detail with existing wooden "M" Sloops. Photostatic copy of the certificate was attached. Mr. Patterson inquired as to what sail identification had been assigned to Manasquan River Yacht Club.

Report of Officers and Chairmen of Committees.

Vice Commodore Clifford A. Warren - No Report.

Rear Commodore William G. Alznauer, BBYRA Liaison with National Class Representatives, reported on a recent meeting held at the Riverview Hotel, Toms River, N. J., on February 15, 1964:

Class Representatives present were:

Jet	- Calvin Engle	"M" Sloop	- Bud Wiencke
Comet	- John Harkraeder	"E" Sloop	- John Sangmeister
Lightning	- John Orelup	Penguin	- Runyon Colie

Class measurers appointed were:

Jet	- Calvin Engle	"M" Sloop	- Bud Wiencke
Comet	- Sam Fattenbaugh	"E" Sloop	- William Harjes
Lightning	- James Carson	Penguin	- Gaude Van Duyné
Finn	- Ulbrich		

The following suggested changes in procedure for the 1964 season were presented for the consideration of the Regatta Committee:

- (1) One down bay and one up bay starting area for all regattas.
- (2) More simplified courses.
- (3) One throw out race when determining season scoring.
- (4) Change finish area at Lavallette Yacht Club from present area to another with deeper water.
- (5) Minimum weight limit of 200 lbs. for Jr. Penguins.

Fleet Captain Burton Wright - No Report.

NAYRU Events, Commodore H. Irving Dunn, Chairman - No Report.

Committee Report on Change to NAYRU Rules, Commodore H. Irving Dunn reported that the Executive Committee of BBYRA at a special meet-

ing held this afternoon unanimously approved changes in BBYRA Racing Rules which would bring them into conformity with those of NAYRU. Management of Race Rules will remain the same as before. The proposed changes will be presented to BBYRA Delegates at their spring meeting for final approval and implementation for the 1964 season. It will be necessary to pass the word to all sailors. Appropriate notices should be included in the Regatta Schedule and posted at the registration desk. The new rules will be supplied in mimeographed form for the 1964 season. The Secretary was instructed to obtain approximately 500 copies.

Regatta Schedule.

Finn Class. Upon motion duly made and seconded it was decided that the Finn Class be continued on a probational basis for another year.

17 Ft. Cat Boat. Frederick E. Radcliffe of Lavallette Yacht Club requested the Regatta Committee to schedule morning races for 17 ft. Cat Boats. He reported that at Lavallette Yacht Club and Beachwood Yacht Club there are now five owners of boats in reasonably good condition that want to race. A general discussion followed as to the merits of the application. Some thought that BBYRA should not encourage racing in a class of limited future. Upon motion duly made and seconded it was decided that morning races be scheduled for the 17 ft. Cat Boats as a Senior Class to start with the Class "A" Sneakboxes; such inclusion to be on a one year probationary basis.

Jr. Penguins. Upon motion duly made and seconded it was decided that the Jr. Penguins be scheduled to start between the Jr. Jets and Jr. Comets.

"G" Class. Commodore H. Irving Dunn reported that there was no encouraging news for the "G" Class. During 1963 there was an average of 2.8 boats per race. Fiberglassing has been tried but with only limited success. If interest is to continue in the class, in all probability there will be modifications in the boat's measurements, lines, weight, etc. There does not seem to be sufficient activity in the class at this time for BBYRA to continue the scheduling of races. Upon motion duly made and seconded it was decided to eliminate the "G" Class for the 1964 season. The Secretary was instructed to write all 1963 Cup winners and request that all perpetual trophies be returned to the awarding yacht club.

Sr. Comet Class. Vice Commodore Clifford A. Warren stated that the Regatta Committee had received a request from the Sr. Comets that an additional third morning race be scheduled for that class. This would mean three double race days, making a total of thirteen races from which they would want four regular cuts. It was the thought of the Sr. Comet Class that such a change would afford them an opportunity to participate in out of area regattas as well to meet BBYRA qualification requirements.

Commodore H. Irving Dunn reported that in 1963 only 4 Jr. Comets and 2 Sr. Comets qualified. A possible answer to the request for additional races in the Comet Class might be the scheduling of Sunday races by the host club. These would be supervised by the host club, not BBYRA. Donald C. Horter of Island Heights Yacht Club stated that the Comet Class was advancing everywhere except on Barnegat Bay. It is the responsibility of the member clubs of BBYRA to encourage interest in this class. R. C. Wight of Manasquan River Yacht Club reported that in an investigation by his yacht club of new class it had decided not to encourage Comets due to limited interest on the Bay as a result of reported conflicts between national and BBYRA scheduling.

No action was taken on the request of an additional morning race for the Sr. Comet Class.

Other Business.

Appeal of Walter Zwarg.

The Secretary read the letter of Walter Zwarg dated September 9, 1963, appealing the decision of the Regatta Committee of August 31, 1963, refusing him an extra cut for the Beachwood Yacht Club Regatta on July 27, 1963, so that he could attend the North American Championship Regatta of Flying Dutchmen at Lavallette Yacht Club on July 24-27, 1963, including copy of attached letter dated July 17, 1963, requesting said cut.

Commodore H. Irving Dunn, Chairman of the Regatta Committee at the time reported that he had not gotten the letter dated July 17, 1963, requesting the special cut. Consequently, no action was taken.

The Secretary stated that he had not gotten such a letter either. The decision of the Regatta Committee on August 31, 1963 disallowing the special cut post facto was not on the basis that the request had not been timely, but the fact that Mr. Zwarg's

participation in the North American Championship Regatta of Flying Dutchmen was not as the result of an elimination series or as a representative of BBYRA. Nor did it appear that he was in fact a participant. Such a requirement had been consistent BBYRA policy throughout the 1964 season.

William Wood of Island Heights Yacht Club stated that he had received a copy of Mr. Zwarg's letter requesting the cut in question. He thought that since Mr. Zwarg had been granted a special cut for the same purpose in 1963 he was justified in assuming he would be allowed same in 1964 even though he had not received affirmation. *Can a policy not be modified*

Donald C. Horter of Island Heights Yacht Club reported to the Regatta Committee that there are no elimination races in the Flying Dutchmen Class. It is an open regatta.

Burton Wright stated that the burden should be on the sailor to know whether he has been granted a special cut.

Fiberglass "M" Sloops.

BBYRA will accept Fiberglass "M" Sloops if they conform with class requirements. Letter of E. V. Patterson should be referred to "M" Class measurer, Bud Wieneke.

Sail Marking for Manasquan River Yacht Club

Upon motion duly made and seconded it was decided that sail markings for Manasquan River Yacht Club be MR of the same size. It was suggested that number not be duplicate of other clubs.

Cuts for 1964 Season.

Vice Commodore Clifford A. Warren read a letter he had received from F. Thompson Brooks of Seaside Park Yacht Club on the subject of cuts. It was the thought of Mr. Brooks that there should be no such thing as a special cut. Regular cuts were made available to sailors to be used for whatever purpose they wish. The Regatta Committee never can get all the necessary information to decide whether a special cut should be granted. The sailor should make up his mind where he wants to sail. He can always make arrangements for someone else to sail his boat.

Burton Wright thought that the various classes should decide themselves what events should merit a special cut. This infor-

mation should be supplied to the Regatta Committee at its Spring Meeting.

Rear Commodore William G. Alznauer reminded the Regatta Committee that extra races have been scheduled for several years at the request of the various classes so that they could have additional regular cuts to attend other than BBYRA races.

No decision was made as to cuts for the 1964 season. Rear Commodore William G. Alznauer was requested to write the class representatives to ascertain the nature and date of national events, etc., and make a report of same at the Spring meeting.

Paint for Racing Barrels.

Edwin J. O'Malley of Mantoloking Yacht Club made a progress report on orange barrel paint. Upon motion duly made and seconded it was unanimously decided that for the 1964 racing season all BBYRA barrels be painted a flame or yellow orange color. The same color is to be used by all clubs. Mr. O'Malley was requested to make a report directly to the Commodores of the member clubs giving them all necessary information as to type of paint and where it can be purchased.

200 lb. Minimum for Jr. Penguins.

A request that a 200 lb. minimum be established for the Jr. Penguins was opposed, it being felt that this was a matter to be decided by the class itself, not BBYRA.

Safety Equipment.

Upon motion duly made and seconded it was unanimously decided that the wording in the Regatta Schedule concerning safety equipment be amended to read: All yachts must carry safety equipment as specified by their Class in addition to a paddle, bucket or pump, anchor and line, and one U.S.C.G. approved life preserver or a cushion for each member of the crew. All yachts are subject to inspection and disqualification.

Change in Signal Flags.

As a result of the change in BBYRA Racing Rules, different signals, flags, etc., will be used. These changes must be reflected in the Regatta Schedule, course sheets, etc.

Finish Line at Lavallette Yacht Club

It was suggested that a representative of Lavallette Yacht Club confer with BBYRA Course Committee concerning modification of the course to allow finish in deeper water.

Throw Out Bum Race.

This is a controversial item among sailors. More merit in case of special series rather than season schedule such as BBYRA. This item should receive further consideration.

Standard Up Bay and Down Bay Course

Increase Bay and River traffic may require same in future. Maybe for afternoon races only.

Need for New 17-19 Ft. Class

There appears to be a need for a new class of 17-19 ft. multi-manned fiberglass, head sail, spinnaker, family-racing, national class boats on the Bay. The Regatta Committee should study same and make recommendations to the member clubs. Possible considerations: Raven, Mojack, O'Day Sailor, Flying Scott, etc.

Regatta Schedule.

Regatta Schedules will be available at Spring Meeting. Member clubs are to be asked to forward same with their spring letter to membership.

Vice Commodore Clifford A. Warren again thanked the Manasquan River Yacht Club for its hospitality. He announced that there would be a special afternoon meeting of the Regatta Committee in mid-April. Upon motion duly made and seconded the meeting was adjourned at 11:30 P.M.

Respectfully submitted,

JOSEPH J. SUMMERILL, III
Secretary

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

April 27, 1964

Mr. William M. Wood
45 Burgess Avenue
Morrisville, Pa.

Dear Mr. Wood:

In reply to your letter of March 27, 1964, addressed to Commodore H. Irving Dunn concerning the request of Walter Zwarg for an additional cut of the Beachwood Regatta on July 27, 1963, for Flying Dutchman U. S. 91, please be advised that at a special meeting the BBYRA Regatta Committee on April 18, 1964, the prior decision to disallow the cut aforesaid was reaffirmed. The decision was unanimous except for the dissent of Homer F. Dennis, Representative of Island Heights Yacht Club.

As Secretary, I was instructed by the Regatta Committee to advise you, Walter Zwarg and other members of the Island Heights Yacht Club that might be interested in this matter that the basis of the decision, both now and on previous occasions when the subject was considered, is as follows:

1. An additional cut is granted at the discretion of the BBYRA Regatta Committee. It is the responsibility of an applicant to ascertain whether it has been granted. An act in ignorance of its decision is at his peril.
2. During the 1963 season, no additional cuts were granted for other than N.A.Y.R.U. events or those in which the applicant was a representative of BBYRA or was selected as a result of an elimination series within his own club or class. While the practice may have been otherwise in prior years, the recent increase in the number of requests for additional cuts has caused BBYRA to modify its policy from time to time.

Mr. Walter Zwarg

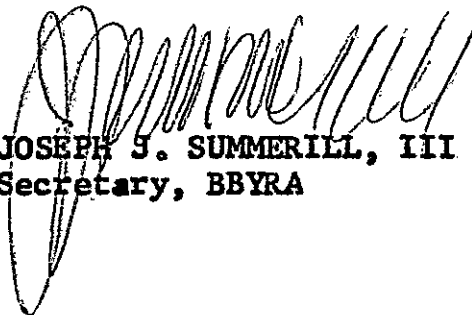
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3. A contrary decision of BBYRA at this time or on the two other occasions when it considered the request of Walter Zwarg would be inconsistent with similar decisions involving other sailors and other classes.

For the 1964 season you can be sure that the BBYRA Regatta Committee will make every effort to eliminate the many problems that arise out of the "additional cut system". Thank you for your interest.

Very truly yours,



JOSEPH S. SUMMERILL, III
Secretary, BBYRA

JJS:AMD

cc: Dr. H. Irving Dunn