

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

FALL MEETING OF DELEGATES OF BBYRA
Saturday, October 2nd, 1965 at
Bay Head Yacht Club

Meeting was called to order at 8:00 P.M. by Com-
modore H. Irving Dunn.

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

Bay Head Yacht Club	-	J. Westford Cutler, H. Irving Dunn, Philip R. Van Duyne
Beachwood Yacht Club	-	William T. Hornidge, Norman S. Brown, Thomas Jobson
Island Heights Yacht Club	-	Justus Brick, Homer F. Dennis
Lavallette Yacht Club	-	Frederick E. Radcliffe
Manasquan River Yacht Club	-	Harry B. Wardell, B. Gilbert Patterson, L. Ward Wight
Mantoloking Yacht Club	-	Edwin J. O'Malley, Sumner W. White, III, Gardner Van Duyne
Metedeconk River Yacht Club	-	William C. Kalning
Normandy Beach Yacht Club	-	David A. Karner, Clifford A. Warren, J. Pennington Warter
Ocean Gate Yacht Club	-	Burton Wright, Carl L. Bach, Sr.
Seaside Park Yacht Club	-	F. Thompson Brooks, Robert Sayia, Walter Doring
Shore Acres Yacht Club	-	William G. Alznauer, James Davison
Toms River Yacht Club	-	Joseph J. Summerill, III

Others present were Edward Yuhl, Jr., of Ocean Gate Yacht Club.

Reading and Approval of Minutes. At the request of Commodore H. Irving Dunn, Joseph J. Summerill, III, Secretary, read excerpts from the Fall Meeting of Delegates of BBYRA held on October 3, 1964. Upon motion duly made and seconded the minutes were accepted as published and read.

Communications. The Secretary reported that he had one communication, a letter from James G. Carson, Commodore of Metedeconk River Yacht Club, dated September 1, 1965 requesting election of Metedeconk River Yacht Club to Active Membership in BBYRA. Metedeconk River Yacht Club has been an Associate Member for at least two years immediately preceding this application as required by Law No. III of BBYRA. Commodore Carson stated that his yacht club now has a clubhouse, ample grounds, bulkheads, hoists and slips on the south shore of the Metedeconk River and that it is prepared to host any regatta for which it might be eligible, either on the Metedeconk River or on the Green Island course of BBYRA. Inspection of the sight was invited.

Treasurer, Homer F. Dennis, submitted his financial report for the period October 3, 1964 to October 2, 1965 as follows:

Cash on Hand (October 3rd, 1964)

Howard Savings Institution	\$2,512.31	
First Trenton National Bank	663.95	\$ 3,176.26

Receipts (Including \$235.00 entry fees for O'Day Trophy Semi-finals)

4,096.40

\$ 7,272.66

Disbursements

Lloyd's Register	20.00
North American Yacht Racing Union - Dues	100.00
Flags	1,262.63
Trophies	1,583.45

Printing (Including 2,000 copies revised By-Laws & Racing Rules)	667.26	
Insurance	297.00	
Equipment - Walkie-talkie repairs and replacements	14.10	
Secretary's expense		
Oct. 5, 1963 to Oct. 3, 1964	\$51.25	
Oct. 3, 1964 to June 5, 1965	<u>44.85</u>	96.10
Entry fees, O'Day Trophy Finals Area "C" 1st & 2nd qualifiers	50.00	
N.A.Y.R.U. Racing Rule Books - 70 copies	52.50	<u>\$ 4,143.04</u>
		\$ 3,129.62

Cash on Hand (October 2, 1965)

Howard Savings Institution	\$ 2,163.07	
First Trenton National Bank	<u>966.55</u>	<u>\$ 3,129.62</u>

Upon motion duly made and seconded the Treasurer's report was accepted.

Upon motion duly made and seconded the following disbursements were approved:

Karl J. Polch, repairs to walkie-talkie equipment		\$ 6.90
North American Yacht Racing Union, 50 copies Racing Rules		37.50
20 copies Racing Rules		15.00
George Loupassikis, insurance on boats in 5 N.A.Y.R.U. eliminations and Midget Championship		265.00
Greathead and Woodruff		
Masthead changes	39.50	
2,000 By-Laws & Racing Rules	<u>446.76</u>	486.26
Dr. H. Irving Dunn, reimbursement for batteries for walkie-talkies		7.20
Star Letter & Offset Service, Inc., 2,000 entry cards		29.00

Seattle Yacht Club, O'Day Trophy Finals - entry fees	
Area "C" 1st and 2nd qualifiers	\$ 50.00
Edward W. Feirer, Scoring Committee, reimbursement for printing 15 copies Mid-Season Championship standings	12.00
17 copies Final Championship standings	15.00
Dr. Dunn, reimbursement for trophy engraving expense	2.50
Treasurer's expense for postage from Oct. 3, 1964 to October 2, 1965	4.50

Commodore H. Irving Dunn reported that an audit committee consisting of Philip R. Van Duyne, Burton Wright and F. Thompson Brooks had been appointed to audit the Treasurer's report. Thereupon Burton Wright reported that the committee had met, examined the Treasurer's records and found everything to be in proper order, and accurate, and that the committee would certify same to be correct.

Report of Officers and Chairmen of Committees.

Vice Commodore, Clifford A. Warren, reported as follows:

"The year 1965 completed our 52nd successful sailing competition on Barnegat Bay. It was a year marked with solid and substantial growth in the number of our sailing participants and with continued improvement in the professional performance of the BBYRA Regatta Committee. All races were held as scheduled with only two late starts out of a possible 20. A comparison in number of participating boats that started in 1965 compared to 1964 is shown below. You will note that the season total was 1,804 compared to 1,311 for 1964 which is up 38%. Now we know why our good Treasurer, Homer Dennis, had that happy smile on all summer. To be fair, we should really add about 100 boats to the 1964 season because of the cancellation at Normandy Beach. However, even with this correction we were up about 30%. It also should be noted that the peak for the year was 209 at Lavallette with no extra races compared to a peak the preceding season of 165, also at Lavallette.

	<u>1964</u>	<u>1965</u>	
Bay Head	130	140	
Island Heights	150	175	
Mantoloking	165	179	
Toms River	146	168	
Beachwood	124	167	
Normandy Beach	29	204	
Shore Acres	128	198	
Ocean Gate	140	163	
Lavallette	165	209	(top for summer)
Seaside Park	<u>139</u>	<u>201</u>	
Total for Season	1,311	1,804	38%

With few exceptions all Clubs were well equipped and ready to start on time, including all our faithful Regatta Committee members.

One of the major improvements achieved this past season was better patrolling of our fleets. The credit here goes to Fred Radcliffe who was the B.B.Y.R.A. Co-ordinator for Safety Patrol, a new duty for 1965. Assignments of patrol duties, distribution and collection of communication sets and patrol flags, and the continuous radio monitoring of the patrol boats, were carried out by Fred with top efficiency. The assignment of this responsibility greatly relieves the Vice Commodore who is attempting to organize other areas of the day's activities. I believe this should be given official recognition much like Scorers, and appointed each year by the Commodore. I believe all of us have worried about the safety problem, particularly with the rapid growth in numbers in the young age groups. It is well to point out, however, that in spite of the best efforts of the Safety Patrol Co-ordinator, the B.B.Y.R.A. can be no better than the patrol boats and men assigned by the individual clubs. There is room for improvement here in some cases.

Some suggestions for consideration by next year's Regatta Committee are outlined below:

1. A repeat from last year. For initial trial in the 1966 Season, a triangle course should be prepared for use of the P.M. races at Mantoloking, Normandy Beach and Shore Acres. The B.B.Y.R.A. would prepare a common chart and instructions for this trial.

2. Consideration should be given to splitting the M-Sloop Class to a Junior (under 18 years) and a Senior Class. With the expansion of this class, Junior skippers would have a better opportunity and it would cut down the number at the starting line. The Senior Class of M-Sloops could be assigned to the afternoon.

3. A solution should be found for the confusion between the MR designation for Manasquan River and MR for Metedeconk River. A committee of Jack Summerill, Harold Hayes and W. Kalning, was assigned to come up with a satisfactory answer for both Clubs.

4. The requirement that all boats sailing in an official B.B.Y.R.A. race must be registered needs to be reaffirmed at the Winter Regatta Committee meeting.

5. As I stated at the February 20th Regatta Meeting, I am opposed to any special race where the B.B.Y.R.A. sends a member to take the finish and the race is directed by a class group. The B.B.Y.R.A. Regatta Committee cannot delegate its responsibilities. The actual event during the summer with the E-Sloops showed up this problem. Again, I recommend no special race deals without full B.B.Y.R.A Regatta Committee sponsorship.

In summary, I should like to thank once again all members of the Regatta Committee who gave me such excellent support during the past two seasons. The fine work of our Scorer, Herb Angen (whom we always manage to keep in a state of hysteria with minor changes), and his able assistants, Ed Feirer, Karl Polch and Jeffrey Connolly, are to be commended. Also, Jack Summerill, who, in between his secretarial duties, kept the protest situation well in hand as Chairman of the Regatta Protest Committees. The job of Vice Commodore was also made easy with the fine backing of Commodore Dunn and past Commodores Burt Wright and Tommy Brooks. In particular, I would like to commend our Commodore for the outstanding job he has done over the last several seasons in working out sound procedure resulting in fair selection for our NAYRU eliminations. To all the faithful members of the Regatta Committee who devote their Saturdays to Bay sailing, our B.B.Y.R.A. sailors each of them their thanks."

Rear Commodore William G. Alznauer - No Report.

Fleet Captain Burton Wright - No Report.

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

"The 1965 season in National Cup events was an active one with elimination races sailed on the Bay in all of them.

O'Day. On July 21, 1965 under the direction of the Bay Head Yacht Club and conducted by Rear Commodore Carroll Badeau, the Bay eliminations in Finn-type sailing dinghies were held over the Green Island course. The winner was Bruce Badeau of Bay Head Yacht Club with Runyon Colie of Mantoloking Yacht Club second.

Sears Cup. The Toms River Yacht Club on July 7, 1965 hosted the Bay eliminations for this event. Entrants from six member Clubs participated, utilizing Barnegat 17s as the trial boats. Dr. Morris Landemare was chairman of this event. The

winning crew from Manasquan River Yacht Club was skippered by Douglas Schwartz. It is appropriate at this time to mention that through the generosity of Mr. Gordon Adams a perpetual trophy has been donated for the winner of this event. This was presented to the winner at the Awards Day ceremony at Seaside Park Yacht Club.

Mallory Cup. On July 28, 1965 under the able direction of James Carson the Bay elimination series for this Cup were held in Lightnings on the Metedeconk River by the Metedeconk River Yacht Club. The winning crew from the Island Heights Yacht Club was skippered by David M. Siddons.

Adams Cup. Island Heights Yacht Club on July 14, 1965 hosted the Bay elimination races for the Adams Cup under the direction of Rear Commodore Leonard Egee. This was sailed in Barnegat 17's on the usual round robbin basis. The winning crew from Mantoloking Yacht Club was skippered by Miss Jan Chance. Particularly commendable was the fact that they were the winning crew in the Area eliminations as well and were a good 4th in the Finals held in Rhodes 19 sloops at Fairhope, Alabama. We are particularly pleased with the performance of this crew. In this regard, it is a pleasure to recognize the generosity of Mr. John Cattus and Family in presenting a perpetual bowl to be given to the winner of the Bay elimination series. Of course, Miss Chance is the first name engraved on this bowl.

Midgets. At the Manasquan River Yacht Club under the direction of Carl Wiedmann, the Barnegat Bay Midget Championship was held on August 18, 1965 in duckboats. The winning skipper was Peter Commette of Mantoloking Yacht Club. Of special interest is the fact that this fine young skipper went on to win the Middle Atlantic Coast Midget Championship held at the Chelsea Yacht Club on the Hudson.

O'Day Semi-Finals. With Mantoloking Yacht Club as host and Commodore Tomlinson as Chairman, a fine five race series was held by the Barnegat Bay Yacht Racing Association on August 4, 1965 in Finn-class sailing dinghies, with nine skippers competing from all Associations of Area C. The weather ranged from variable light to moderately brisk winds. The winner was James Scott of the Annapolis Yacht Club, Annapolis, Maryland.

As a result of reviewing the participation of member Clubs in Bay eliminations during the past several years, it would

appear that a greater amount of emphasis should be focused by the Flag Officers of the member yacht clubs on the holding of intra-club eliminations so that their winners may participate in the Bay elimination series. Only in this manner will Barnegat Bay be best represented by the most qualified sailors.

It would be remiss of me not to take this occasion to express my appreciation not only to the host clubs and their able chairmen but also to members of the B.B.Y.R.A. Regatta Committee for their able assistance in the O'Day Semi-Finals. For special commendation, an accolade to Irving Anthony who was aboard for every one of the races.

May we look forward to another fine competing year next year in National Cup Events."

Application of Metedeconk River Yacht Club for Active Membership.

A general discussion was had as to the application of Metedeconk River Yacht Club for Active Membership in BBYRA. In that By-Law No. III provides that Active Membership will be those clubs that are elected to this class by 3/4ths vote of the Executive Committee of BBYRA, the application will be referred to that committee for action.

Report of Special Committee re BBYRA Invitational Regatta.

At the request of Commodore H. Irving Dunn, Joseph J. Summerill, III, Chairman of a special committee appointed to investigate and report upon the feasibility of a special three race invitational regatta sponsored by BBYRA reported as follows:

"The following are some thoughts of the Committee appointed to study and investigate the advisability of a special invitational three race series under the jurisdiction of BBYRA:

A. Type of Series. Invitational Regatta consisting of three races for selected classes under the jurisdiction of BBYRA to be held over a week-end, two races on Saturday, one race on Sunday, Such a regatta to be independent of the regular BBYRA Championship Series.

B. Time of Series. Mid-season of each year. Possibly, an open week-end in mid or late July could be arranged by accelerating the regular schedule of Championship Series one week in June.

C. Sponsorship. The Invitational Regatta would be under the jurisdiction and control of BBYRA just like each BBYRA Championship Regatta. Two member clubs would be asked to sponsor the regatta and make their facilities available to the sailors, provide lunches, patrol boats, etc. Those clubs would not be required to sponsor a BBYRA Championship Regatta the same year. This would facilitate the inclusion of Metedeconk River and Manasquan River Yacht Clubs in sponsoring regattas.

D. Regatta Committee. A special committee consisting of BBYRA Delegates and/or members of the Regatta Committee would be asked to serve on the race committee.

E. Place of Regatta. It is suggested that the Invitational Regatta be held on an Up-Bay, Down-Bay alternation basis. While it might be easier if the two clubs sponsoring the regatta be from the same area it would seem preferable that they be from different areas so that there would be an even number of Up-Bay and Down-Bay regattas in the BBYRA Championship Series.

F. Classes of Boats. Races would be scheduled for only those classes in which there is local and outside interest. At this time, probably E Sloops, Lightnings, M. Sloops, Sr. Penguins and Finns; maybe Comets and Jets. As an alternative, races could be run for any fleet of five or more yachts. As classes come and go, so would a series for that class.

G. Courses. Because of the desirability of providing Olympic-type courses, the classes of yachts participating might be broken into two groups, thereby eliminating a great number of yachts using the same markers, etc. Such a breakdown would be: Group A - E Sloops, Lightnings, M Sloops; Group B - Finns, Comets, Jets, and Penguins. Two separate committee boats and overlapping patrol boats would be necessary.

H. Housing. Members of the Barnegat Bay fleets participating in the Invitational Regatta would have sole responsibility of arranging housing for guests when requested. It does not seem that housing should be as much of a problem as it has been in the past. Today, many sailors commute back and forth to their homes or make their own arrangements to stay in local motels or with friends. Such has been the experience at Little Egg Harbor Yacht Club. No housing arrangements are made for its regattas, either by the club or its own sailors.

I. Entertainment and Food. The member clubs sponsoring the Invitational Regatta would be responsible for lunches on Saturday

and Sunday afternoon, probably at no more cost than if they had sponsored a Championship Regatta (about \$400.00). Cost of Saturday evening meal and/or entertainment would be covered by registration fee. Separate evening meal and entertainment for juniors.

J. Prizes. All prizes would be supplied by BBYRA. All prizes to be permanent so that the format of the regatta could change from year to year. Cost would approximate \$50.00 per class.

It is the recommendation of this Committee that the Delegates at their annual meeting on Saturday, October 2, 1965 indicate their general approval or disapproval of the concept of an Invitational Regatta under the jurisdiction of BBYRA. If their opinion is favorable, then the existing Committee should be enlarged and directed to continue its study and make final recommendations to the Executive Committee and Regatta Committee for implementation during the 1966 season."

A general discussion followed concerning the report aforesaid. Vice Commodore Clifford A. Warren made the following observations:

1. If the BBYRA Championship Series is to be accelerated one week-end, that is start on week earlier in June to facilitate a special series during the summer, then an additional cut would probably be needed by those sailors who for various reasons are not in the shore area that early in the season.

2. Rather than accelerate the schedule, it would seem more feasible to eliminate the open week-end during the summer and schedule a Championship Regatta at that time.

3. The elimination of an open week-end would work a hardship on many members of the Regatta Committee who look forward to same for family activity or vacation. Great consideration should be given to the problem of having the committee serve an extra week-end.

4. The desires of Manasquan River and Metedeconk River Yacht Clubs to conduct Championship Regattas should be borne in mind when making any decisions concerning a BBYRA Invitational Regatta.

F. Thompson Brooks stated that there seemed to be a clear desire on the part of the sailors for increased racing on Barnegat Bay. Inasmuch as, it is the purpose of the Association

to afford sailing, it should meet this demand. The various yacht clubs provide plenty of sailing for juniors. Any special series should be limited to seniors. Possibly, the first week-end immediately following the conclusion of the BBYRA Championship Series would be a desirable date. The Delegates of the Association should determine whether they are in favor of the series; however, it should be up to the Regatta Committee to implement same.

Homer F. Dennis suggested the possibility of two separate clubs running the races, one club would run races for juniors and the other club would run races for seniors.

Upon motion duly made and seconded, the special committee was asked to continue its investigation and report to the Regatta Committee and Executive Committee for further consideration and implementation, the Delegates being in favor of the general format. One dissent.

Junior Sailing Championship Trophy of Barnegat Bay. Commodore H. Irving Dunn told the Delegates that prior to the conclusion of the 1965 Championship Series Gordon Adams and Family donated a perpetual trophy to be known as the Junior Sailing Championship Trophy of Barnegat Bay and to be awarded each year to the skipper and crew of a member yacht club of BBYRA who had won the BBYRA Elimination Series for the Junior Sailing Championship (Sears Cup). As in the case of the Past Commodore's Trophy, BBYRA was requested to assume responsibility for the trophy, arrange its engraving, insurance, etc. Upon motion duly made and seconded the Delegates accepted the trophy on behalf of BBYRA and assumed the responsibilities as set forth in the Deed of Gift, copy of which shall be set forth in the minutes of this meeting.

Women's Championship Trophy of Barnegat Bay. Commodore H. Irving Dunn told the Delegates that another trophy to be known as Women's Championship Trophy of Barnegat Bay had been donated by John C. Cattus and Family to be awarded each year to the skipper and crew of a member yacht club of BBYRA who had won the BBYRA Elimination Series for the Women's North American Sailing Championship (Mrs. Charles Francis Adams Trophy). As in the Past Commodore's Trophy, BBYRA has been requested to assume responsibility for the trophy, arrange its engraving, insurance, etc. Upon motion duly made and seconded the Delegates accepted the trophy on behalf of BBYRA and assumed the responsibilities as set forth in the Deed of Gift, a copy of which shall be set forth in the minutes of this meeting.

Election of Officers. F. Thompson Brooks assumed the chair and announced that nominations for the 1965-66 season were open.

Commodore - Sumner W. White, III, nominated Clifford A. Warren 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 - Thomas Jobson nominated William G. Alznauer 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 - Herbert R. Angen nominated Joseph J. Summerill, III 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 - Edwin J. O'Malley 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 Norman S. Brown 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 - Burton Wright nominated Dr. H. Irving Dunn 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 motions 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	-	John M. Wittke, Philip R. Van Duyne
Beachwood Yacht Club	-	William T. Hornidge

Island Heights Yacht Club	-	Justus Brick, William M. Wood
Lavallette Yacht Club	-	Frederick E. Radcliffe, Frederick W. Winkelman
Manasquan River Yacht Club	-	L. Ward Wight
Mantoloking Yacht Club	-	Edwin J. O'Malley, Gardner Van Duyn
Normandy Beach Yacht Club	-	David Karner
Ocean Gate Yacht Club	-	Philip May, Burton Wright
Seaside Park Yacht Club	-	Robert Sayia, F. Thompson Brooks
Shore Acres Yacht Club	-	James G. Davison, William D. Donohue
Toms River Yacht Club	-	Egmont Horn

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.

Report of Commodore H. Irving Dunn - 1965. Commodore H. Irving Dunn advised the Delegates that he had recently received a letter from J. Westford Cutler, Commodore of Bay Head Yacht Club, expressing his appreciation for the help and cooperation of BBYRA in working out plans for the North American National Lightning Championship Regatta held at Bay Head in August, 1965.

The Commodore continued as follows:

"It is with mixed emotions that I stand before you tonight and read this, my final report as Commodore of this fine organization. The mixed feelings are derived from two parts; one, that there remains much work to be done, and secondly, a great deal has been achieved.

Under the heading of work to be done, several points appear to be worthy of further emphasis.

1. Constant vigilance must be exercised to maintain the improvements which have been achieved, so that these accomp-

ishments become part and parcel of the high quality of our operation. In short, let's not slip backwards.

2. It is recommended that a standing committee within the structure of the Regatta Committee be appointed to assist in all matters referable to safety. This would include a continuing study with respect to personal life-preservers or jackets, assisting the measurer in more frequent inspections of racing yachts either periodically or on a spot check basis, continued emphasis on the problem of contestant dropout reporting and related safety measures.

3. The need for updating and revising of the course sheets is a continuing one. There is no better time than this winter to look at your courses and honestly appraise them so that you may have short, medium and long courses for each wind direction.

4. As discussed at prior special Regatta Committee meetings, the objective of this Association is to encourage sailboat racing on Barnegat Bay. Times change; so do skippers and their philosophies. In keeping with these general thoughts, it is urged that we consider with an open mind the feasibility study and philosophy alteration which is implied in the "race week-end" study presently under way.

It is a little difficult in defining accomplishments to specifically delineate the moment of inception and accomplishment. To that end a certain amount of poetic license of a temporal nature will be exercised. In the first place, it is realized that the Bay Association is no different than any other committee; namely, nothing is accomplished without the assistance of at least several of its members. In this regard, we take pride in the loyal dedicated personnel who have become welded into a finely disciplined organization. Of particular pride is the knowledge that many fine energetic younger members have joined us. Other highlights in passing include revision and publication of the new Constitution and By-Laws; improvement in the mechanical equipment for running the races, as well as the addition of radio communications between the committee boat and other patrol craft; improved relations with the press and the institution of a multi-copy system of records and reports; updating and indexing of a manual of instruction to host Clubs; encouragement of added participation through donor presentation of perpetual awards; participation in matters of public interest that might impinge upon sailboating on Barnegat Bay, such as, liason with U.S. Coast Guard, appearance before legislative committees in the State of New Jersey and before municipal bodies adjoining the Bay; the privilege of wel-

coming two new full members into the Association, namely, Manasquan River and Metedeconk River Yacht Clubs.

None of the foregoing would be complete without paying tribute to the fine work of the Committee as a whole and especially for our Scorers, Herb Angen and his assistants, Ed Feirer and Karl Polch. Without our committée boat skippers and the use of their craft, no regatta would be easy. Our thanks to them. The gracious and devoted hospitality of our host Clubs and their splendid auxiliaries merit the highest award for their gracious presence and delightful food.

I wish to especially express my appreciation for the dedicated and continued work of my fellow Flag Officers. I hope that Cliff Warren will have their continued cooperation and that his term in office may be as eventful and gratifying as mine has been. In this, my swan song, I wish to thank each of you individually and collectively for the privilege of our association."

Upon the conclusion of the Commodore's report - 1965, Commodore Clifford A. Warren assumed the chair and extended his many thanks to retiring Commodore H. Irving Dunn for his hard work during the many years that he served the Association. In recognition of his efforts to keep the Association legal and in good favor with the Coast Guard, particularly the new barrel markings and locations, authorization of Regatta, etc., he was very pleased to present on behalf of the Delegates and Representatives of BBYRA a compass for his new boat.

Appointments by Commodore. Commodore Clifford A. Warren made the following appointments for the 1965-66 season:

Fleet Captain	- Burton Wright
Scorer	- Herbert R. Angen, Assistant, Edward Feirer, Karl Polch and W. Jeffrey Connolly
Liaison Officer with Yacht Classes	Joseph J. Summerill, III, - Chairman, William G. Alznauer, assistant
Historian	- Homer F. Dennis
Safety Patrol and Communications Of- ficer	- Frederick E. Radcliffe

Flags - F. Thompson Brooks

Delegate, NAYRU - Dr. H. Irving Dunn

Purchase Authorization - Motions were duly made and seconded authorizing purchase during the 1965-66 season of the following: Trophies - \$1,700.00; Flags - \$1,500.00; Lloyd's Register of America Yachts - \$20.00; NAYRU Dues - \$100.00; Secretary's bill - \$27.45 for the period June 5, 1965 to October 2, 1965.

1965 Schedule - Inasmuch as no final decision has been made concerning the suggested BBYRA Invitational Regatta, the 1965 schedule cannot be finalized. This must be done by the Executive Committee at a later date.

Dredging in Barnegat Bay - F. Thompson Brooks advised the Delegates that the Corps of Engineers had not kept their promise to dispose of spoil on land areas only. There are now several new islands in the Pelican Island region. This is a matter which the Delegates and Representatives must continue to police.

Acknowledgments - 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 9:30 P.M.

Respectfully submitted,

NORMAN S. BROWN,
Secretary, BBYRA

AGENDA
BARNEGAT BAY YACHT RACING ASSOCIATION
DELEGATES MEETING
October 2, 1965

Reports

- A. 8:00 P.M. - Call to Order.
- B. Roll Call of Delegates.
- C. Reading and Approval of Minutes.
- D. Communications
- E. Reports
- | | |
|-------------------------|-----------------------|
| Vice Commodore | - Clifford A. Warren |
| Rear Commodore | - William G. Alznauer |
| Fleet Captain | - Burton Wright |
| Treasurer | - Homer F. Dennis |
| Scorer | - Herbert R. Angen |
| Chairman - NAYRU Events | - H. Irving Dunn |
| Commodore | - H. Irving Dunn |
- F. Election of Officers and Members of Executive Committee
- G. Commodore's Appointments
- Fleet Captain
 - Scorer and Assistants
 - NAYRU Special Committee
 - Chairman - Midget Championship
 - Liaison Officer with Yacht Classes
- H. Report of committee to study special three race invitational regatta
- I. Other Business, New and Old.
- J. Adjourn

REPORT OF THE COMMODORE, 1965

It is with mixed emotions that I stand before you tonight and read this, my final report as Commodore of this fine organization. The mixed feelings are derived from two parts; one, that there remains much work to be done, and secondly, a great deal has been achieved.

Under the heading of work to be done, several points appear to be worthy of further emphasis.

1. Constant vigilance must be exercised to maintain the improvements which have been achieved, so that these accomplishments become part and parcel of the high quality of our operation. In short, let's not slip backwards.
2. It is recommended that a standing committee within the structure of the Regatta Committee be appointed to assist in all matters referable to safety. This would include a continuing study with respect to personal life-preservers or jackets, assisting the measurer in more frequent inspections of racing yachts either periodically or on a spot check basis, continued emphasis on the problem of contestant dropout reporting and related safety measures.
3. The need for updating and revising of the course sheets is a continuing one. There is no better time than this winter to look at your courses and honestly appraise them so that you may have short, medium and long courses for each wind direction.
4. As discussed at prior special Regatta Committee meetings, the objective of this Association is to encourage sailboat racing on Barnegat Bay. Times change; so do skippers and their philosophies. In keeping with these general thoughts, it is urged that we consider with an open mind the feasibility study and philosophy alternative which is implied in the "race week-end" study presently under way.

It is a little difficult in defining accomplishments to specifically delineate the moment of inception and accomplishment. To that end a certain amount of poetic license of a temporal nature will be exercised. In the first place, it is realized that the Bay Association is no different than any other committee; namely, nothing is accomplished without the assistance of at least several of its members. In this regard we take pride in the loyal dedicated personnel who have become welded into a finely disciplined organization. Of particular pride is the knowledge that many fine energetic younger members have joined us. Other highlights in passing include revision and publication of the new Constitution and By-Laws; improvement in the mechanical equipment for running the races, as well as the addition of radio communications between the committee boat and other patrol craft; improved relations with the press and the institution of a multi-copy system of records and reports; updating and indexing of a manual of instruction to host Clubs; encouragement of added participation through donor presentation of perpetual awards; participation in matters of public interest that might impinge upon sailboating on Barnegat Bay, such as, liaison with U. S. Coast Guard, appearance before legislative committees in the State of New Jersey and before municipal bodies adjoining the Bay; the privilege of welcoming two new full members into the Association, namely, Manasquan River and Molebrook River Yacht Clubs.

None of the foregoing would be complete without paying tribute to the fine work of the Committee as a whole and especially to our Secretaries, Herb Angen and his assistants, Ed Feiror and Karl Polak. Without our committee boat skippers and the use of their craft, no regatta would be easy. Our thanks to them. The gracious and devoted hospitality of our host Clubs and their splendid auxiliaries merit the highest award for their gracious presence and delightful food.

I wish to especially express my appreciation for the dedicated and continued work of my fellow Flag Officers. I hope that Cliff Warren will have their continued cooperation and that his term in office may be as eventful and gratifying as mine has been. In this, my swan song, I wish to thank each of you individually and collectively for the privilege of our association.

H. Irving Dunn, M. D.
Commodore

ANNUAL REPORT OF NATIONAL CUP EVENTS, 1965

The 1965 season in National Cup events was an active one with elimination races sailed on the Bay in all of them.

D'Day. On July 21, 1965, under the direction of the Bay Head Yacht Club and conducted by Rear Commodore Carroll Badeau, the Bay eliminations in Finn-type sailing dinghies were held over the Green Island course. The winner was Bruce Badeau of Bay Head Yacht Club with Bryon Colie of Mantoloking Yacht Club second.

Sears Cup. The Toms River Yacht Club on July 7, 1965, hosted the Bay eliminations for this event. Entrants from six member Clubs participated, utilizing Barnegat 17s as the trial boats. Dr. Morris Landmann was chairman of this event. The winning crew from Monasquan River Yacht Club was skippered by Douglas Schwartz. It is appropriate at this time to mention that through the generosity of Mr. Gordon Adams a perpetual trophy has been donated for the winner of this event. This was presented to the winner at the Awards Day ceremony at the Seaside Park Yacht Club.

Mallory Cup. On July 23, 1965, under the able direction of James Carson the Bay elimination series for this Cup were held in Lightnings on the Metedeconk River by the Metedeconk River Yacht Club. The winning crew from the Island Heights Yacht Club was skippered by David M. Siddons.

Adams Cup. Island Heights Yacht Club on July 14, 1965, hosted the Bay elimination races for the Adams Cup under the direction of Rear Commodore Leonard Egoe. This was sailed in Barnegat 17s on the usual round robin basis. The winning crew from Mantoloking Yacht Club was skippered by Miss Jan Chance. Particularly commendable was the fact that they were the winning crew in the Area eliminations as well and were a good 4th in the Finals held in Rhodes 19 sloops at Fairhope, Alabama. We are particularly pleased with the performance of this crew. In this regard, it

is a pleasure to recognize the generosity of Mr. John Cuttuz and Family in presenting a perpetual bowl to be given to the winner of the Bay elimination series. Of course, Miss Chance is the first name engraved upon this bowl.

Midgets. At the Monasquan River Yacht Club under the direction of Carl Wiedmann the Bay Midget Championship was held on August 16, 1965, in duckboats. The winning skipper was Peter Commette of Mantoloking Yacht Club. Of special interest is the fact that this fine young skipper went on to win the Middle Atlantic Coast Midget Championship held at the Chelsea Yacht Club on the Hudson.

O'Day Semi-Finals. With Mantoloking Yacht Club as host and Commodore Tomlinson as Chairman, a fine five race series was held by the Barnegat Bay Yacht Racing Association on August 4, 1965, in Finn-class sailing dinghies, with nine skippers competing from all Associations of Area C. The weather ranged from variable light to moderately brisk winds. The winner was James Scott of the Annapolis Yacht Club, Annapolis, Maryland.

As a result of reviewing the participation of member Clubs in Bay eliminations during the past several years, it would appear that a greater amount of emphasis should be focused by the Flag Officers of the member yacht clubs on the holding of intra-club eliminations so that their winners may participate in the Bay elimination series. Only in this manner will Barnegat Bay be best represented by the most qualified sailors.

It would be remiss of me not to take this occasion to express my appreciation not only to the host clubs and their able chairmen but also to members of the B.B.Y.R.A. Regatta Committee for their able assistance in the O'Day Semi-Finals. For special commendation, an accolade to Irving Anthony who was aboard for every one of the races.

May we look forward to another fine competing year next year in National Cup Events.

H. Theodore Dunn, C/



BARNEGAT BAY YACHT RACING ASSOCIATION

Annual Financial Report

October 3rd 1964 to October 2nd 1965

Cash on Hand (October 3rd 1964)

Howard Savings Institution	\$2,512.31	
First Trenton National Bank	663.95	\$3,176.26

Receipts (Including \$235.00 entry fees
for O'Day Trophy Semi-finals)

4,096.40
7,272.66

Disbursements

Lloyd's Register	20.00	
North American Yacht Racing Union - Dues	100.00	
Flags	1,262.63	
Trophies	1,583.45	
Printing (Including 2,000 copies revised By-laws and Racing Rules)	667.26	
Insurance	297.00	
Equipment - Walkie-talkie repairs and replacements	14.10	
Secretary's expense		
October 5th 1963 to October 3rd 1964	\$51.25	
October 3rd 1964 to June 5th 1965	44.85	96.10
Entry fees - O'Day Trophy Finals		
Area "C" 1st and 2nd Qualifiers	50.00	
N.A.Y.R.U. Racing Rule Books-70 copies	52.50	<u>4,143.04</u>
		\$3,129.62

Cash on Hand (October 2nd 1965)

Howard Savings Institution	\$2,163.07	
First Trenton National Bank	966.55	<u>\$3,129.62</u>

Respectfully submitted,

Homer F. Dennis,
Treasurer