

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

SPRING MEETING OF DELEGATES OF BBYRA
Saturday, June 4th, 1965, at
Bay Head Yacht Club

The meeting was called to order at 8:00 P.M. by Commodore 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
Island Heights Yacht Club	- Homer F. Dennis, Paul F. Middleton, William M. Wood
Lavallette Yacht Club	- Thomas S. Watson, Frederick W. Winkelman, Frederick E. Radcliffe
Manasquan River Yacht Club	- Harry B. Wardell
Mantoloking Yacht Club	- Edwin J. O'Malley
Metedeconk River Yacht Club	- William C. Kalning
Normandy Beach Yacht Club	- Herbert R. Angen
Ocean Gate Yacht Club	- Burton Wright
Seaside Park Yacht Club	- F. Thompson Brooks, Robert Sayia
Shore Acres Yacht Club	- Robert E. Burlsem, William D. Donohue, William G. Alznauer
Toms River Yacht Club	- Fred Scammel

Others present were Joseph J. Summerill, III, Secretary.

Commodore H. Irving Dunn and Commodore J. Westford Cutler of Bay Head Yacht Club welcomed the Delegates.

Reading and Approval of Minutes. At the request of the Commodore the Secretary read excerpts from the minutes of the Fall Meeting of Delegates of BBYRA held on Saturday, October 3, 1964 at Bay Head Yacht Club. Upon motion duly made and seconded the minutes were accepted as published and read.

Communications. The Secretary reported that he had recently received a communication from the Dover Township Committee, Ocean County, N. J., advising of a pending application to the Federal Aviation Agency for a seaplane landing strip in Toms River opposite the Beachwood Yacht Club and Admiral Farragut Academy. Since immediate reply was necessary, the Secretary had directed a communication to said Agency opposing approval, which letter was read to the Delegates. Upon motion duly made and seconded the Secretary was directed to send a similar letter to Governor Richard J. Hughes, Senator Steelman W. Mathis, Assemblyman William T. Hering, Commissioner of the Department of Conservation and Economic Development, and the Navigation Bureau of the State of New Jersey.

Report of Officers and Chairmen of Committees.

Vice Commodore - The Secretary read a report of Vice Commodore Clifford A. Warren, who could not attend this meeting.

"Once again we look forward to another successful season of sailboat racing on Barnegat Bay. As with each succeeding year we should try to improve our operations by taking note of any deficiencies of the past season. In this report I will touch upon our 1965 season planning activities since our last Delegates meeting in October.

First the sailboat class changes: The lightnings for 1965 will be combined into a single class in recognition of the gradual loss of the older and heavier "B" Lightning boats. However, I am sorry to report that the Jet class will have both Senior and Juniors combined into one fleet class sailing only in the morning due to decreasing numbers last year.

The scheduling of the 17 foot Cat Boats has also been eliminated for the 1965 season due to very poor showing the past two seasons. These changes will of course be helpful to the Race Committee.

The introduction of an Intermediate Penguin Class for skippers and crew less than 18 years of age will now divide the popular Penguin class into Juniors, under 15, Intermediates and Seniors, over 18 years of age. This additional division should ease the problem of last year at the start and reduce the burden on the scorers at the finish.

I was pleased to see the adoption of a new modern class boat, the Barnegat 17, for afternoon racing particularly since the boat will be confined to BBYRA racing and not be part of a barnstorming circus.

Consideration was given to imposing wet sailing for the Sneakbox class but after hearing from the clubs concerned it was decided to reverse our earlier decision and continue as before.

The "E Scow" class have asked for a special race location and course when they invite the Little Egg Harbor Scows up bay. This will occur during the Beachwood Regatta date. Again after considerable discussion we have agreed to accomodate their wish on an experimental basis with the courtesy of the Beachwood Club and hopefully with the support of the members of the "E Scow" class.

Safety of sailors was a real concern last year. Of particular concern is adequate patrol boat coverage particularly of the Junior fleets. Toward better coverage and organization of the club patrol boats I have appointed Fred Radcliff of Lavallette Yacht Club to be Coordinator of BBYRA for the local clubs' patrol boats. Fred will assign flags and brief the patrol boats on areas to be covered. He will also be in charge of communications to keep all patrol boats under his control. I have also asked him to prepare signs bearing the notice 'Sailing Regatta in Progress' to be used by patrol boats when our sailing courses overlap on a main navigational channel. We would expect to have a patrol with such a sign at each end of the channel area where interference could occur. We are also planning to assign a BBYRA

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representative in each patrol boat to provide authority and assure proper coverage.

Consideration has been given to the wearing of a vest type life preserver by young Juniors and by all when a warning flag was raised by the Race Committee. Cost of an approved Coast Guard life jacket and other considerations has led us to conclude that further study is warranted before we establish a definite BBYRA rule. However, every encouragement should be given by Local Club Representatives on the wearing of such life jackets, particularly by Juniors under 15 years of age. Messrs. F. Thompson Brooks, Burton Wright and Joseph J. Summerill were asked to continue a study of this subject and report their recommendations concerning safety and liability of BBYRA.

In summary, I am looking forward to another summer of pleasure with our fine Regatta Committee that is providing the best in sailing competition."

Rear Commodore - No Report

Fleet Captain - No Report

Treasurer, Homer F. Dennis, submitted his interim financial report for the period October 3, 1964 to October 5, 1965.

Cash on Hand (October 3, 1964)

Howard Savings Institution	\$2,512.31	
First Trenton National Bank	<u>663.95</u>	\$3,176.26
Receipts		<u>722.99</u>
		\$3,899.25

Disbursements

Secretary's expense	
October 5, 1963 to Oct. 3, 1964	\$ 51.25
Trophies - 1964 additional	82.75
Lloyd's Register - 1965	20.00
North American Yacht Racing	
Union - 1965 dues	100.00
Past Commodore's Trophy - NEW	
Insurance	10.00
Engraving	5.50

Equipment Repairs (Walkie-Talkie)	6.90	
Flags	<u>642.70</u>	<u>919.10</u>
		\$2,980.15

Cash on Hand (June 5, 1965)

Howard Savings Institution	\$ 2,562.80	
First Trenton National Bank	<u>417.35</u>	<u>\$2,980.15</u>

The Treasurer requested authority to pay the following bills: (a) \$125.00 for 2,700 entry forms; (b) \$44.85 for Secretary's bill, October 3, 1964 to June 5, 1965.

Upon motion duly made and seconded the Treasurer was granted authority requested.

Chairman, NAYRU Events, Commodore H. Irving Dunn reported to the Delegates on the annual meeting of the North American Yacht Racing Union in January, 1965. New sailing rules for 1965 are now effective, all changes are relatively minor. The rules will remain frozen until 1969. Regrouping of associations comprising the Union is under consideration. Sailing vessels must now extend right of way to larger vessels restricted to narrow channels. In the near future, Inland and Lake Rules of the Road are to be similar to International Rules. Existing Olympic classes will remain for the immediate future. Designs are being sought for a new two-man boat and a catamaran.

Commodore. Commodore H. Irving Dunn reported that BBYRA Schedules have been distributed and that it should be posted on the quarter-deck of each club. Similarly, the representatives should make sure that Schedules are mailed to the membership.

On behalf of Bay Head Yacht Club Commodore H. Irving Dunn thanked the Delegates of Ocean Gate Yacht Club and Shore Acres Yacht Club for the change in date of their two regattas to facilitate the sailing of the National Lightning Championship in the waters off Shore Acres Yacht Club on Saturday, August 21, 1965.

Old Business.

Jets. Thomas F. Watson objected to the combining of the Junior and Senior Classes of Jets as detrimental to the wishes

and best interests of the juniors. Rear Commodore William G. Alznauer reported that the Regatta Committee had taken such action at the request of Fleet Captain Cal Engle as expressed at the Liaison Meeting in January, 1965. The idea did not originate with the Regatta Committee but with the Jet fleet. Burton Wright stated that it is too late to change the action of the Regatta Committee which had acted in good faith. If in fact the juniors do object to sailing with the seniors then they should make their wishes known so that the Regatta Committee can change this decision for next year. Combining the classes seemed to be in the best interests of all involved since in 1964 the showing of both Juniors and Seniors (Junior - 7 qualifiers; Seniors - 4 qualifiers) was poor.

New Classes for 1965. Commodore H. Irving Dunn reported that the Regatta Committee at its winter meeting had scheduled two new classes for 1965. The Penguins will now be divided into three groups; namely, Sr. Penguins (18 years or older), Intermediate Penguins (under 18 years of age), and Junior Penguins (under 15 years of age). The new class of Intermediate Penguins will fly a green pennant which has already been arranged by F. Thompson Brooks. Pennants will be available at the first regatta. The other new class is that of "Barnegat 17" which has been accepted on a conditional basis. They are to sail as the last class in the afternoon so that in the event of a poor showing they can be dropped.

Safety Equipment. Commodore H. Irving Dunn spoke at length on the subject of the vest type life preservers and the advisability of requiring same as standard equipment for all yachts participating in BBYRA events. Unfortunately, to date the Coast Guard has not approved such a life jacket which can be purchased at a reasonable price. Pressure should be kept on the Coast Guard to promote and approve such a safety device. The rule requiring the U. S. Coast Guard approved life preserver stands as is. Vest type jacket not approved by Coast Guard would not meet BBYRA requirements. When a usable and reasonably priced vest type life jacket is approved by the Coast Guard further consideration will be given to BBYRA requirements.

Marking of Barrels. Commodore H. Irving Dunn reminded the Delegates that the marking of barrels has been changed for the 1965 season. He reviewed those changes and referred

the Delegates to the fall meeting of Delegates and the winter meeting of Representatives for details of same. For clarification, the square is not to be a black solid but rather one inch black border; four inch inside measurement for single letter designation, six inch inside measurement for a double letter designation.

Special Course for E Sloop, July 31, 1965. Commodore H. Irving Dunn advised the Delegates that the Regatta Committee, on a conditional basis, had approved the sailing of a BBYRA race scheduled for July 31, 1965 by the Toms River Yacht Club as part of its three race series for Barnegat Bay and Little Egg Harbor Yacht Club E Sloops on July 31, 1965 which race will be held off Cedar Point rather than at Normandy Beach Yacht Club. The Regatta Committee was willing to cooperate with the E Sloop fleet which felt that a special olympic type course in uncrowded waters would promote interest in the series. A BBYRA Delegate will be present to record finishes, sit in on protests, etc. This action is in no way to be construed as a precedent for future years or classes.

Third Coast Guard District Marine Information. Commodore H. Irving Dunn reported upon his numerous negotiations with various representatives of the Third Coast Guard District concerning sanction of BBYRA regattas. After great procrastination, approval of the 1965 schedule has been orally granted. Confirmation in writing will follow.

This year, and henceforth, each yacht club will have to obtain approval for its own marine activities, which will include all regattas sponsored by it, its own races, including all junior activities. BBYRA will get approval of all championship regattas and all NAYRU events. Instructions and forms are available from the officer in charge of the Third District, U.S. Coast Guard, U. S. Custom House, New York, N. Y., 10004.

It is imperative that all sailors be coached, not only in the rules of the road but also in common courtesy to fellow yachtsmen. Henceforth, they cannot take the attitude that they own the Bay. Because of a number of complaints received last year concerning excessive blocking of navigable channels by vessels participating in marine events in the Barnegat Bay area, conditional approval of marine regattas was considered but not invoked. Subsequent approvals will be considered in light of this season's experience.

More complete details as to proper procedure can be found in the published minutes of the Spring Meeting of the Regatta Committee, Saturday, April 17, 1965.

Dredging of Intercoastal Route. Commodore H. Irving Dunn cautioned the Delegates to be on the alert for any future dredging of the intercoastal waterway in the Barnegat Bay area to insure that all waste is dumped on land areas and not water areas. The dredging is to be done by the federal government but the state is to supply waste areas for dumping of dredged material. State authorities have assured that they will supervise the dumping but all interested should be on the alert for any violations. Immediate reporting is imperative.

New Business.

New trophies for sailors representing BBYRA in NAYRU events.

Commdore H. Irving Dunn reported that the John C. Cattus and Family have donated a trophy to be awarded to the sailor winning the BBYRA elimination series for the Women's North American Sailing Championship, Adams Cup. Commodore Dunn hopes to have similar trophies for all winners of BBYRA elimination series of NAYRU events.

Amendment to By-Laws and Racing Rules. F. Thompson Brooks, Chairman of a committee consisting of himself, Burton Wright and Joseph J. Summerill, III, presented proofs of Amended By-Laws and Racing Rules for the consideration of the Delegates. He called attention to several typographical errors which were corrected. In addition, he suggested two changes to the proofs, namely:

1. Duties of Officers - No. 6, Section 5, Treasurer - Page 8, to be amended to include: "His accounts shall be audited prior to the annual meeting."

2. C. Protests, Disqualifications and Appeals, Section 2, Page 21, to be amended by striking the sentence, "Disabled yachts that fail to cross the finish line may make known their intentions to protest with any boat flying a numbered patrol flag" and adding in its stead, "Disabled yachts that fail to cross the finish line must make known their intention to protest with the Regatta Committee."

Upon motion duly made and seconded the By-Laws and Racing Rules as published subject to the corrections above were adopted to be effective immediately.

F. Thompson Brooks reported that he had sought bids for the publication of 2,000 copies of the By-Laws and Racing Rules to be in a booklet form similar to that printed in the past, the new publication to have a blue cover. The two prices were: (a) Eleven Hour Service - \$436.00; (b) Greathead and Woodruff - \$445.00. Upon motion duly made and seconded the bid of Greathead and Woodruff was accepted inasmuch as it has been the printer of BBYRA material for many years and has performed very good service.

New Copies of NAYRU Rule Book. Upon motion duly made and seconded the Treasurer was authorized to spend the sum of \$37.50 for 50 1965 NAYRU Rule Books to be available for resale to sailors.

Liability Insurance. Joseph J. Summerill, III reported that he had investigated the cost of securing liability insurance for the Association and members of the Regatta Committee which would cover any suits for personal injury or property damage resulting in any BBYRA sponsored events. The limits of liability would be: Personal injury, each person - \$500,000, each accident - \$1,000,000; Property damage, each accident - \$25,000, Aggregate operations - \$25,000, Aggregate protective - \$25,000, Aggregate contractual - \$25,000; for a period of three years, total premium \$66.00, \$22.00 per year. Upon motion duly made and seconded the Secretary was authorized to secure such insurance and the Treasurer was directed to pay same.

Property Insurance for NAYRU Events. Commodore H. Irving Dunn stated that the property damage insurance would be provided for all yachts used by BBYRA in NAYRU events.

Change in 1965 Masthead for Course Sheets. F. Thompson Brooks stated that as a result of new classes and change of starting times it will be necessary for the masthead to be altered for 1965. This information he would supply to the printer, Greathead and Woodruff.

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 9:45 P.M.

Respectfully submitted,

JOSEPH J. SUMMERILL, III
Secretary, BBYRA