

**RACING RULES  
Of  
BARNEGAT BAY  
YACHT RACING ASSOCIATION**

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The Racing Rules of Barnegat Bay Yacht Racing Association shall be the same as the Racing Rules of the North American Yacht Racing Union as they may be amended from time to time, except as they are inconsistent with the following:

A. Management of Races

1. General Instructions

(a) The Racing Rules of Barnegat Bay Yacht Racing Association shall govern all races held under the jurisdiction of the Association; but as no rule can be devised capable of meeting every incident and accident of sailing, it shall be the duty of the Regatta Committee to decide any questions which may arise, not covered by the rules, and to discourage all attempts to win a race by other means than fair sailing and superior speed and skill.

(b) All reference to the Regatta Committee shall be construed to mean the Regatta Committee of Barnegat Bay Yacht Racing Association unless otherwise specified as the Local Regatta Committee.

(c) Corinthianism in yachting is that attribute which represents participation for sport as distinct from gain, and which also involves the acquirement of nautical experience through the love of sport, rather than through necessity or the hope of gain.

(d) The Regatta Committee shall accept as a Corinthian a person who teaches small boat handling, sailing and yacht racing tactics in the performance of his duties as a director of junior activities during summer months and shall exclude a person both as a skipper and crew who accepts remuneration, directly or indirectly, for participating in a race, or, who obtains a major proportion of his or her livelihood by sailing or operating boats.

## 2. Ownership

(a) A yacht entered for a race must be the bona fide property of a recognized yacht club or of the person(s) in whose name(s) she is entered, who must be a member(s) of a yacht club of Barnegat Bay Yacht Racing Association or other recognized Club, upon the approval of the Regatta Committee. And further, she must be sailed by a member of the Club for which she is entered. Exception to this rule may be made for any class upon written petition to the Regatta Committee filed by 85% of its yacht owners, or in classes of less than seven yachts by all but one owner. Any exceptions allowed will be for the current season only.

(b) A member chartering a yacht shall be deemed the owner. No yacht which has been chartered shall be entered for a race unless she has been chartered in good faith for a period of not less than thirty days.

(c) Two or more yachts owned wholly or in part by the same person shall not be entered in the same class, unless one of such yachts be under charter to another person in whose name she is entered.

## 3. Racing Trim

(a) A chart of class restrictions and designations including sails, crew limitations, equipment, etc., will be found in printed form and displayed in a prominent place at all member clubs.

(b) Floors must be left down, bulkheads left standing and water tanks kept in place. Trimming by dead weight shall not be allowed after the preparatory signal. A race postponed or resailed shall, so far as regards this rule, be considered a new race. No outrigger or other mechanical device for carrying live ballast aboard shall be allowed unless sanctioned by class rules.

(c) No person shall board or leave a yacht after the preparatory signal for her class has been made except in case of accident or injury to a person on board.

(d) Each yacht must display a racing number of not less than fifteen inches in height and a letter of the same height designating its club or class above the number. Both number and letter must be clearly contrasting colors and are to be displayed on each side of the sail at different levels, preferably on the leach. Where a class is divided into more than one group, the second group shall be indicated by a horizontal strip of same material and color, twelve inches long and three inches high, attached to both sides of the sail directly below the racing number and a third group shall be indicated by a similar strip above the number.

The above paragraph does not apply to boats with registered number in a recognized national class. Where such a class is divided into more than one group, the second group shall be indicated by the flying of an approved pennant on the after-stay, roach of sail or end of boom.

#### 4. Entries

(a) All one design and restricted classes must file with the Secretary of the Association or Regatta Committee a copy of their class rules and regulations. No yacht will be entitled to start in any race in such class unless the yacht conforms to the rules and regulations of Barnegat Bay Yacht Racing Association. Skippers of national class yachts are required to be members in good standing in their respective class organizations.

(b) Entries shall be made as required by the Regatta Committee in the notice of the race.

(c) No race shall be started with less than two entries and no race shall be declared finished unless there are at least two starters in a class.

(d) The Regatta Committee may refuse to recognize any entry made after the time of closing and may, if it considers it expedient, reject any entry.

(d) A member of the Local Regatta Committee shall be on duty on the day of the race at a suitable place, prepared to receive

entries and take fees in all classes from 9 A.M. until the start of the last morning race and from 1 P.M. until the start of the last afternoon race.

(f) New entries shall not be received for any re-sailed race. A yacht which has been disqualified in the original race shall be eligible to start in the re-sailed race. A yacht which, although duly entered, did not start in the original race, may, at the discretion of the Regatta Committee, be allowed to compete in the re-sailed race.

(g) An entrance fee of Two dollars (\$2.00) shall be charged for point races in Senior Classes and a fee of One dollar (\$1.00) in Junior Classes.

(h) In Junior Classes with age limit, a contestant will be considered eligible when his age limit birthday will not have been reached on the day of the first regatta.

(i) The owner of each yacht entered for a race shall be furnished at the time of the entry, or as soon thereafter as possible, with written or printed instructions as to the conditions of the race along with a chart of the possible courses, the designating letters for the classes and key numbers for the course.

(j) A letter designating the next Class that is to start, together with the course number for that Class, will be displayed on the Signal Board after the Preparatory Signal and retained until the Starting Signal of each class.

(k) No change in the course shall be made after the preparatory signal for the race. At its discretion, the Regatta Committee may shorten or cancel any or all races at any time after the start if in its opinion foul weather might endanger the yachts or the wind has become too light.

## 5. Starting and Finishing Line Rules

(a) A yacht must be free and clear of all docks, moorings, and other boats at the time of her preparatory signal.

(b) A yacht starts when, after her starting signal, her mast crosses the starting line in the proper direction; a yacht finishes when her mast crosses the finish line in the proper direction.

(c) A yacht shall keep clear of the starting area and the first leg of the course before her preparatory signal and of the finish line and the last leg of the course after finishing.

(d) A yacht starting after the signal for the start of the next class has been made shall, in starting, keep clear of and give way to yachts starting during their specified starting intervals.

#### 6. Time Limit

(a) No race shall be declared finished where the elapsed time of the winning boat is more than the length of the course in miles multiplied by thirty minutes.

#### 7. Courses and Marks

(a) The limit of the distance for Point Races shall be fixed by the Committee in charge according to climatic conditions unless established by a Deed of Gift.

(b) The turning markers shall consist of barrels of approximately 50 gallon capacity painted bright orange with the number as designated on course sheets painted in black on both ends. No flag-pole or stick of any sort is to be mounted on the marks except for stake boats - they to display Code Flag "M". Government marks and aids to navigation are not marks of the course unless designated as such on the course sheet.

(c) Should any mark be missing or moved from its proper position during a race, the Regatta Committee shall, if possible, replace it or substitute the mark with a stake boat displaying the Code Flag "M". Failing thus to re-establish the mark, the race may be ordered re-sailed or not at the option of the Regatta Committee.

## B. Scoring

1. Each season the Barnegat Bay Yacht Racing Association will award the championship to the yacht in each class making the highest score according to the method outlined below.
2. Only those races designated for points in the championship series in the annual Barnegat Bay Yacht Racing Association Schedule of Races, and no other, will be considered in computing the record of each yacht. No new class shall be added to the race program for championship purposes after the issuance of the annual Barnegat Bay Yacht Racing Association Schedule of Races.
3. In order to qualify for championship a yacht must be classified as a starter in both of the last two season races and all but two of the other races scheduled for her class, except as specified to the contrary in the annual Barnegat Bay Yacht Racing Association Schedule of Races.
4. A skipper may not qualify the same yacht for Championship in both Junior and Senior Classes and if he sails such yacht in both Classes he must state in which Class he elects to qualify on his entry card for his first race of the season.
5. The championship record of a qualified yacht will be the percentage which the total number of points to her credit at the end of the season bears to the total number of points she would have had if she had won every race in which she started.
6. In each championship race a yacht shall be credited with as many points as the number of starters she defeats with one point added for completing the course.
7. Points shall be awarded to yachts only and not to skippers. In the event that a yacht is sold during the course of a racing season, her accumulation of points shall be disregarded and the new owner shall start as though purchasing a brand new yacht. If the original owner buys a new yacht, his former scores will not carry over to the new yacht.

8. If two or more yachts tie in a race, each shall receive full place-points for that place. Succeeding yachts not in the tie shall receive their place-points as though there had been no tie; i.e., as though the tied yachts had finished separately.

9. If two or more yachts tie for first place in a race involving a trophy the Regatta Committee may order the yachts to sail off the tie if possible, otherwise, it will be decided by the toss of a coin.

10. In the event that two or more yachts tie in the final championship standings, the yacht that has finished ahead of the other yacht the greater number of times in the championship shall be considered as being ahead of the other. If this does not break the tie the yacht that finished ahead of the other in the last championship race shall be considered as being ahead of the other in the series.

11. Starters in any class shall be such yachts that are properly entered on the day of the race and have properly crossed the starting line.

12. Upon appeal by the skipper of a properly entered yacht which is unable to start by reason of circumstances unquestionably beyond its control, such as immediate irreparable damage suffered through the action of another yacht or person, the Regatta Committee, at its discretion, may allow such a yacht to withdraw its entry and receive a special cut for that race.

13. A yacht that starts and does not finish will receive no points, but will be counted as a defeated yacht in awarding points to yachts which complete the race.

14. A disqualified yacht shall be considered as a starter, but will receive no points and will be considered as a defeated yacht in awarding points to other yachts in her class.

15. A report of each championship race giving the identities of all yachts starting therein, their order of finish, together with the entry sheets, shall be filed with the Scorer of the Regatta Committee.

16. A suitable Point Score Accumulation Sheet will be maintained by the Scorer showing in detail the record of each yacht's activity each racing season.



### C. Protest, Disqualification and Appeals

1. Any yacht that fails to observe these rules or fouls a competing yacht or a mark of the course shall be disqualified.
2. Intention of filing protest must be indicated by displaying Code Flag "B" (red) as soon as reasonably possible after the alleged foul is committed. If this signal is not plainly visible to the Regatta Committee on crossing the finish line, any subsequent protest will be disallowed. Disabled yachts that fail to cross the finish line may make known their intention to protest with any boat flying a numbered Patrol Flag.
3. A protesting yacht must give the identity of the yacht or yachts protested to the Regatta Committee immediately after crossing the finish line and must try to notify the yacht or yachts protested of its intention to protest as soon as reasonably possible.
4. All protests must be made in writing on approved forms, signed by the Skipper and must name the rule or rules alleged to have been infringed and contain a statement of the facts. They must be filed with the Local Regatta Committee within one hour after crossing the finish line. A copy of the protest should be given to the skipper of the protested yacht so that he is afforded an opportunity to prepare his defense.
5. The Local Regatta Committee will hear the protest as soon as possible and will render a decision forthwith. Failure of principals or witnesses to appear will not postpone the hearing and decision will be made on evidence at hand. The decision must be in writing and filed with the Scorer along with the original protest papers. Notice of intention to appeal the decision of the Local Regatta Committee to the Regatta Committee of Barnegat Bay Yacht Racing Association must be given at once and written appeal mailed to the Scorer, postmarked not later than seventy two hours following the decision of the Local Regatta Committee. Appeals will be received by the Regatta Committee only on the basis of interpretation of the rules or the introduction of new evidence.
6. Should the measurements of any yacht be protested, such protest must be made in writing to the duly appointed measurer of the class to which the protested yacht belongs, accompanied by a cash fee of Ten dollars (\$10.00) and a copy sent to the Secretary of Barnegat Bay Yacht Racing Association. Should this protest be

allowed, the fee will be returned and proper action taken by the Regatta Committee against the offending yacht. Should it not be allowed the fee will be forfeited and used to defray the expenses involved in the measurement. Any balance remaining to be paid over to the Treasurer of Barnegat Bay Yacht Racing Association. Appeal from the decision of the Class Measurer may be made to the duly elected Measurer of Barnegat Bay Yacht Racing Association, whose decision will be final.

#### D. Disqualification Without Protest

1. Should it come to the knowledge of the Regatta Committee, or should it have reasonable ground to believe that a competitor has infringed the Rules, it may disqualify such competitor without protest, but only after notice has been given and after a hearing by the Local Regatta Committee, at which time the skipper of the yacht involved shall have the right to be present and submit such evidence as he may deem necessary.

2. Should a gross breach of these rules be proved against any participant, he may be disqualified by the Regatta Committee from sailing in any race held by the Barnegat Bay Yacht Racing Association for such time as it may deem proper.

3. Any skipper withdrawing from a race without prompt notice to the Regatta Committee or one of the Regatta Patrol Boats flying a numbered Patrol Flag, shall, upon notification of the Regatta Committee to the Commodore or other representative of the Skippers' Club, be disqualified for the next two races. The skipper, however, shall have the right to appeal within seventy two hours to the Regatta Committee, which Committee should it affirm the disqualification, shall have the right to increase or decrease the penalty. The appellant shall have the right to continue to race pending decision by the Regatta Committee.