

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

SPECIAL MEETING OF BBYRA REGATTA COMMITTEE
JULY 17, 1965 AT TOMS RIVER YACHT CLUB

Vice Commodore Clifford A. Warren called the meeting to order at 2:50 P.M. Members of the Regatta Committee present were Commodore H. Irving Dunn, Vice Commodore Clifford A. Warren, Chairman, Rear Commodore William G. Alznauer, Vice Chairman, Joseph J. Summerill, III, Secretary, Homer F. Dennis, Treasurer, Herbert R. Angen, Scorer and the following Representatives or Alternates:

Bay Head Yacht Club	- Philip R. Van Dwyne
Beachwood Yacht Club	- Edward Feizer
Island Heights Yacht Club	- Homer F. Dennis
Lavallette Yacht Club	- Frederick E. Radcliffe
Metedeconk River Yacht Club	- Harold Hayes
Normandy Beach Yacht Club	- Walter Haggerty
Ocean Gate Yacht Club	- Burton Wright
Seaside Park Yacht Club	- F. Thompson Brooks
Toms River Yacht Club	- Irving Anthony

Vice Commodore Clifford A. Warren raised the question as to what should be done with Jan Chance, who for the second time has sailed a Finn without sail numbers. Commodore H. Irving Dunn reported that the boat is borrowed from one person and the sails are borrowed from another. Upon motion duly made, seconded and carried, Miss Chance is to be advised that she must have sail numbers by the time of the next regatta.

Commodore H. Irving Dunn presented the request of Bob Adams of Bay Head Yacht Club, owner and skipper of Lightning 8958, later to be confirmed in writing, for permission to substitute a different yacht for that used to date in 1965 BBYRA Championship for Lightnings. As a result of Mr. Adams's fourth place standing in the NAYRU Lightning Championship at San Diego, California, in August, 1964, he qualified for the

1965 World Championship to be held in September, 1965 at Naples, Italy. Last week-end he qualified for the 1965 North American Championship at Bay Head, August 21 through 27. Because of the closeness of the 1965 North American Championship and the World Championship, the International Lightning Class Association has waived a rule which will permit participants at Naples to sail a substitute yacht at Bay Head. It is impossible to sail one yacht in both events. All United States yachts must be shipped well in advance of the North American series. Mr. Adams has been sailing Lightning 8958 in the 1965 BBYRA races. That yacht will be shipped to Italy prior to the conclusion of the BBYRA races. As soon as a substitute yacht is available, Mr. Adams would like permission of BBYRA to sail it in the remaining races of the championship series without loss of points accumulated to date for Lightning 8959. He is most anxious to qualify for the season's championship. It is understood that Mr. Adams will sail one yacht for the balance of the season and will represent BBYRA and the Bay Head Yacht Club in both the North American and World Championships. He would continue to use his present sail identified as 8959. Reportedly, other BBYRA Lightning sailors have no objection to such substitution.

Upon motion duly made and seconded it was unanimously decided that upon verification of the above in writing Mr. Bob Adams, owner and skipper of Lightning 8959, be permitted to substitute a different yacht for the remainder of the 1965 Championship for the Lightning Class.

Respectfully submitted,

JOSEPH J. SUMMERILL, III
Secretary, BBYRA

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

SPECIAL MEETING OF BBYRA REGATTA COMMITTEE
JULY 24, 1965, AT BEACHWOOD YACHT CLUB

Vice Commodore Clifford A. Warren called the meeting to order at 3:10 P.M. Members of the Regatta Committee present were Commodore H. Irving Dunn, Vice Commodore Clifford A. Warren, Chairman, Rear Commodore William G. Alznauer, Vice Chairman, Joseph J. Summerill, III, Secretary, Homer F. Dennis, Treasurer, Herbert R. Angen, Scorer, and the following Representatives or Alternates:

Bay Head Yacht Club	- Philip R. Van Duyne
Beachwood Yacht Club	- Edward Feirer
Island Heights Yacht Club	- Homer F. Dennis
Lavallette Yacht Club	- Frederick E. Radcliffe
Metedeconk River Yacht Club	- William C. Kalning
Normandy Beach Yacht Club	- Frank Wilson
Seaside Park Yacht Club	- F. Thompson Brooks
Shore Acres Yacht Club	- James G. Davison
Toms River Yacht Club	- Irving Anthony

Joseph J. Summerill, III, Chairman of the BBYRA Protest Committee, presented the appeal of Hans Bonn of Lavallette Yacht Club from the decision of the Protest Committee of Toms River Yacht Club sponsoring the BBYRA elimination for the North American Junior Championship, Sears Cup, wherein Mr. Bonn had been protested by Lee De Camp of Mantoloking Yacht Club. Mr. Summerill read the appeal in full and read the report of the Protest Committee. It appeared as a finding of fact that the yacht sailed by Lee DeCamp, which previously had been on a port tack, tacked sufficiently in front of the yacht of Hans Bonn on a starboard tack to have completed her tack in sufficient time so that the yacht of Hans Bonn had an opportunity to assume the burden of keeping clear in accordance with the requirement of Rule 41(2). It appearing that there was no additional evidence to controvert same, it is not within the province of the Regatta Committee to question that finding. While it appeared that the hearing

of the local committee had been informal and many unnecessary persons favoring both sides were permitted to be present, there is no question but that the protested yacht had received a fair trial. Its skipper and crew had every opportunity to present evidence on their behalf, confront their accusers, question them, etc. To assure this right, the committee reopened the hearing.

Upon motion duly made and seconded, it was unanimously determined that the decision of the Protest Committee of the Toms River Yacht Club sponsoring the event be affirmed with the exception of the representative from the Toms River Yacht Club who abstained.

Respectfully submitted,

JOSEPH J. SUMMERILL, III
Secretary, BBYRA

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

SPECIAL MEETING OF BBYRA REGATTA COMMITTEE ON
AUGUST 7, 1965, AT SHORE ACRES YACHT CLUB

Vice Commodore Clifford A. Warren called the meeting to order at 11:15 A.M. Members of the Regatta Committee present were Commodore H. Irving Dunn, Vice Commodore Clifford A. Warren, Chairman, Rear Commodore William G. Alznauer, Vice Chairman, Joseph J. Summerill, III, Secretary, Homer F. Dennis, Treasurer, and Herbert R. Angen, Scorer, and the following Representatives or Alternates:

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| Bay Head Yacht Club | - Philip R. Van Duyne |
| Beachwood Yacht Club | - Edward Feirer |
| Island Heights Yacht Club | - Homer F. Dennis |
| Lavallette Yacht Club | - Frederick E. Radcliffe |
| Mantoloking Yacht Club | - Sumner W. White, III |
| Normandy Beach Yacht Club | - William C. Kalning |
| Ocean Gate Yacht Club | - Burton Wright |
| Shore Acres Yacht Club | - Robert Burlsem |
| Toms River Yacht Club | - Irving Anthony |

Commodore H. Irving Dunn read a letter from Commodore Robert Burlsem of Shore Acres Yacht Club dated August 3, 1965 to the effect that Mr. Ernest Dean of Island Heights, N.J., had sailed in several 1965 championship races of BBYRA as a member of Shore Acres Yacht Club when in fact he was not a member in good standing, contrary to BBYRA Racing Rule A(2) - Ownership. The Board of Trustees of Shore Acres Yacht Club had advised Mr. Dean that if his 1965 dues were not paid by July 31, 1965 his membership would be terminated. In fact, Mr. Dean had not paid his membership fees for the past three years. Since advising Mr. Dean of the aforesaid, his check for 1965 dues was received.

A general discussion followed, and the meeting was adjourned at 11:35 A.M.

The meeting was reconvened at 3:20 P.M. All of the officers and members aforesaid were present with the exception of Sumner W. White, III, of Mantoloking Yacht Club.

Commodore Burlsem of Shore Acres Yacht Club stated that during the recess he had checked the By-Laws of his yacht club wherein it is provided that during the period of non-payment of dues all rights and privileges are suspended; accordingly, up until the time Mr. Dean's dues were paid he was not a bona fide member of the Shore Acres Yacht Club. His rights and privileges having been suspended, he was not entitled to represent Shore Acres Yacht Club in any BBYRA race. Rear Commodore William G. Alznauer stated that he had spoken with Mr. Dean who agreeably withdrew from the BBYRA races in which he had participated prior to July 31, 1965.

Upon motion duly made and seconded the Scorer was directed to re-calculate the score of all participants in all races in which Mr. Dean had participated; no score for Dean, score for other participants as if Dean had not been present.

Vice Commodore Clifford A. Warren reported that a protest had been received by Runyon Colie, Jr. concerning the BBYRA Championship race for E Sloops held on July 31, 1965, which, at the request of the E Sloop fleet, had been sailed as part of a 3 race series sponsored by Toms River Yacht Club at Cedar Creek rather than Normandy Beach Yacht Club. The Vice Commodore reviewed the circumstances leading up to the unusual decision of the Regatta Committee to permit such an event. Norman Brown, BBYRA Representative from Beachwood Yacht Club, was present on the Committee Boat to record the finishes.

Commodore H. Irving Dunn read the protest of Runyon Colie, Jr. to the effect that three Barnegat Bay yachts, particularly that of Clifford Campbell (T17) had sailed in the 3 race series but had not registered as a BBYRA participant in the second race held on Saturday afternoon, July 31, 1965. Upon learning that Mr. Campbell was taking a cut for the BBYRA race, Colie attempted to withdraw his registration without success.

Joseph J. Summerill, III, Representative from Toms River Yacht Club, presented the case of Mr. Campbell as follows: During Wednesday, Thursday and Friday preceding the special series, Mr. Campbell had been competing in the Penguin Nationals at Chicago, Illinois. He did not return to the Toms River area until early Saturday morning, July 31, 1965. Prior to that time he had sold his E Sloop sails and had not been able to replace same. Because of a desire to

support the special 3 race series he was willing to borrow available sails so that he could compete but he did not want to participate in the BBYRA championship race without the best equipment since his good position might be jeopardized. Upon questioning the committee sponsoring the 3 race series he was advised that he could sail in the series and even though the second race coincided with the BBYRA race he would not have to register for that event. Accordingly, he did not register for the BBYRA race. Prior to starting the afternoon race he advised the BBYRA representative on the committee boat to that effect.

A general discussion followed. It was the unanimous opinion of the Regatta Committee that the participation of a Barnegat Bay yacht in a BBYRA championship race where it had the opportunity to cover, hinder, foul, etc., other yachts officially registered, without its standing or conduct being subject to BBYRA jurisdiction was contrary to good sportsmanship. Upon motion duly made and seconded the Secretary was instructed to advise the Captain of the Barnegat Bay E Sloop Fleet that the standing of the championship race held on Saturday, July 31, 1965 was unacceptable in its present form due to the fact that 3 Barnegat Bay yachts had participated in the race but their standing had not been included. One of two alternatives is available. Either all Barnegat Bay yachts shall be recorded in the order in which they finished regardless of whether they registered in the BBYRA event or the entire race shall be stricken and not considered in the 1965 BBYRA Championship results. The determination as to which alternative is to be chosen shall be made by 80% of the Barnegat Bay Fleet, the same percentage which was required to sanction the special circumstances under which the race was held. The report in writing is requested by 12 noon on Saturday, August 21, 1965.

The meeting was adjourned at 3:50 P.M.

Respectfully submitted,

JOSEPH J. SUMMERILL, III
Secretary

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

SPECIAL MEETING OF BBYRA REGATTA COMMITTEE
Saturday, September 4th, 1965 at
Seaside Park Yacht Club

Vice Commodore Clifford A. Warren called the meeting to order at 11:00 A.M. Members of the Regatta Committee present were Commodore H. Irving Dunn, Vice Commodore Clifford A. Warren, Chairman, Rear Commodore William G. Alznauer, Vice Chairman, Joseph J. Summerill, III, Secretary, Homer F. Dennis, Treasurer, Herbert R. Angen, Scorer, and the following Representatives or Alternates:

Bay Head Yacht Club	- Philip R. Van Duyne
Beachwood Yacht Club	- Edward Feirer
Island Heights Yacht Club	- Homer F. Dennis
Lavallette Yacht Club	- Frederick E. Radcliffe
Manasquan River Yacht Club	- Harold Hayes
Mantoloking Yacht Club	- Sumner W. White, III
Metedeconk River Yacht Club	- Everett Howell
Normandy Beach Yacht Club	- Walter Haggerty
Ocean Gate Yacht Club	- Burton Wright
Seaside Park Yacht Club	- F. Thompson Brooks
Shore Acres Yacht Club	- Robert E. Burlsem
Toms River Yacht Club	- Irving Anthony

Vice Commodore Clifford A. Warren stated that the first order of business was voting upon the award of the Powell and Dale Trophies. The Secretary was asked to set forth the particulars of the awards.

Powell Trophy. The only information which the Secretary could find in the old minutes concerning the particulars of this award were "for a Junior showing marked improvement in sailing and good sportsmanship." A general discussion followed as to what constituted a "junior". Burton Wright stated that at the time of the presentation of the award to BBYRA in 1940 or 1941, twenty years of age was the demarcation between junior and senior classes. F. Thompson Brooks stated that no age had been indicated by the donor, George Powell, of Seaside Park Yacht Club. Upon motion duly made and seconded it was unanimously decided that any sailor qualifying for any of the junior classes sponsored by BBYRA should qualify as a junior eligible to receive the Powell Trophy. This age may change from time to time. At the present time a skipper and crew less than twenty years of age may qualify to sail a Class "A" Sneakbox, thus anyone under twenty years of age would be a "junior" eligible to receive the Powell Trophy.

Dale Trophy. In general, "for a senior or junior doing the most for sailing in the Barnegat Bay area." See letter of Slade Dale to Philip R. Van Duyne dated June 4, 1936. Engraved on the trophy is the following language: "In Recognition of Outstanding Sportsmanship in the Barnegat Bay Yacht Racing Association".

A general discussion was had as to the various qualifications for the two trophies. It was pointed out that neither trophy had to be awarded each year. It was the general opinion that the Dale Trophy should only be awarded for outstanding conduct, however, not such a rigid requirement should prevail in the case of the Powell Trophy. That trophy calls for improvement, not necessarily a winner. Good sportsmanship and good conduct are also to be considered but the primary consideration should be improvement.

The following nominations were made for the 1965 award of the Powell Trophy: Peter Sayia by F. Thompson Brooks. There being no further nominations, it was moved and seconded that the Powell Trophy be awarded to Peter Sayia.

The following nominations were made for the 1965 award of the Dale Trophy: John Orelup by Philip R. Van Duyn, Robert Sayia by Frederick Radcliffe. Vice Commodore Clifford A. Warren appointed Burton Wright and Joseph J. Summerill, III to supervise the election and count the written ballots. Later the vote was reported as follows: John Orelup - 8, Robert Sayia - 3, Blank - 1. Upon motion duly made and seconded the 1965 award of the Dale Trophy to John Orelup was made unanimous.

Herbert Angen, Scorer, reported that he had received a request from a Jr. Penguin sailor for a special cut of the Seaside Park Regatta because of irreparable damage to his yacht suffered last Sunday as a result of a sudden severe storm. The sailor had tried to have his yacht repaired but it could not be accomplished by the time of the Seaside Park Regatta. Also, the sailor was not able to secure another boat.

A general discussion followed concerning the merits of the request. It was the feeling of one group that a special cut should be granted when the damages were beyond the control of the sailor. In this instance it appeared that the damage was beyond the control of the sailor. Sailing is to be encouraged, not discouraged. If the sailor had a cut available, then no special cut should be allowed. In those instances when every effort to repair or replace the boat has been made, these facts can be verified by the local representative.

The other group felt that such a special cut would be a bad precedent. It would be impossible to police each and every request. Our racing rules are equally severe in the case of fouls, etc. Present rules provide for a special cut only when irreparable damage has been caused by someone else other than the sailor between the period of registration and starting. In the past we have abided by that rule in several instances when an accident occurs before registration and after the start. Who is to say what accident is beyond the control of the individual sailor. We must avoid a double standard. It is impossible to determine what is a good excuse.

Upon motion duly made and seconded the request for a special cut was defeated 6 to 4.

The following special awards were made for the 1965 season: Past Commodore's Trophy - Beachwood Yacht Club; Junior Sailing Championship of Barnegat Bay - Douglas Schwartz; Women's Championship of Barnegat Bay - Jan Chance; Powell Trophy - Peter Sayia; Dale Trophy - John Orelup - Midget Championship - 1st, Peter Comet, 2nd, Harry Brick 3rd, Willy DeCamp; Good Sportsmanship - R. Lovender.

The meeting was adjourned at 11:45 A.M.

Respectfully submitted,

JOSEPH J. SUMMERILL, III
Secretary, BBYRA

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

SPECIAL MEETING OF BBYRA REGATTA COMMITTEE
Saturday, August 28th, 1965 at
Lavallotte Yacht Club

Vice Commodore Clifford A. Warren called the meeting to order at 2:30 P.M. Members of the Regatta Committee present were Commodore H. Irving Dunn, Vice Commodore Clifford A. Warren, Chairman, Rear Commodore William G. Alznauer, Vice Chairman, Homer F. Dennis, Treasurer, Joseph J. Summerill, III, Secretary Herbert R. Angen, Scorer, and the following Representatives or Alternates:

Bay Head Yacht Club	- Philip R. Van Duyn
Beachwood Yacht Club	- Edward Feirer
Island Heights Yacht Club	- Homer F. Dennis
Lavallotte Yacht Club	- Frederick E. Radcliffe
Metedeconk River Yacht Club	- Harold Hayes
Normandy Beach Yacht Club	- William C. Kalning
Ocean Gate Yacht Club	- Burton Wright
Seaside Park Yacht Club	- F. Thompson Brooks
Shore Acres Yacht Club	- Robert Burlson
Toms River Yacht Club	- Irving Anthony

The Secretary read a letter from John Sangmeister, Fleet Captain of the Barnegat Bay "E" Sloop Fleet in response to his letter of August 9, 1965 requesting a meeting of that fleet to determine whether all Barnegat Bay "E" Sloops that competed in

the Association's championship race conducted by Toms River Yacht Club off Cedar Point on Saturday, July 31, 1965 be scored as finished in spite of the fact that they did not register or that the entire race be thrown out. In essence, Mr. Sangmeister reported that more than 80% of the fleet requested that the race stand as is, as a second alternative that all boats be considered registered. A general discussion followed. Upon motion duly made and seconded it was unanimously decided that the three boats that had not registered were to be deemed to have registered and that their 1965 BBYRA Championship scores would reflect how they finished. It was the general feeling of all present that there would be no double race in the future and that this matter should be brought up at the mid-winter meeting for final action. The Secretary and Treasurer were further directed to collect \$2.00 from each of the three boats that had not registered.

At the request of Commodore H. Irving Dunn the Secretary read a newspaper article concerning a proposed study for a new inlet south of Seaside Park. The article stated that many organizations were behind the proposal, including the Organized Federation of Boatmen. Commodore H. Irving Dunn stated that the time to act was now, not after the matter has developed to a point when it was too late. Similarly, the Commodore called the attention of all Representatives to the fact that the U. S. Corps of Engineers has commenced dredging of the Barnegat Bay area. This operation should be supervised lest spoil might be placed in navigable waters.

Vice Commodore Clifford A. Warren asked the Representatives whether they had any nominations for the 1965 award of the Dale and Powell Trophies which are to be awarded on Saturday, September 4, 1965 at the conclusion of the championship series. The following nominations were made:

Powell Trophy	- Peter Sayia by F. Thompson Brooks
Dale Trophy	- Jack Orelup by Philip R. Van Duyne Bob Sayia by Frederick E. Radcliffe

Commodore H. Irving Dunn announced a proposed 1966 Schedule as follows:

June 25	- Bay Head Yacht Club
July 2	- Island Heights Yacht Club
July 9	- Mantoloking Yacht Club
July 16	- Toms River Yacht Club
July 23	- Beachwood Yacht Club
July 30	- Normandy Beach Yacht Club
August 6	- Ocean Gate Yacht Club
August 13	- Open
August 20	- Shore Acres Yacht Club
August 27	- Lavallette Yacht Club
September 3	- Seaside Park Yacht Club

Joseph J. Summerill, III, of Toms River Yacht Club, proposed that a special committee be appointed to investigate and report to the Delegates at the annual meeting of the Association on Saturday, October 2, 1965 as to the feasibility and advisability of BBYRA sponsoring and conducting a special three race series for a selected number of classes during an open week-end in mid-season. Upon motion duly made and seconded a committee consisting of Joseph J. Summerill, III, Chairman, Frederick E. Radcliffe, Norman S. Brown and Burton Wright were appointed for that purpose. The committee was directed to study similar types of series for the following points: economics, logistics, committee representation, types and numbers of classes, prizes, feeding, housing, etc.

Commodore H. Irving Dunn advised the Regatta Committee that both Manasquan River Yacht Club and possibly Metedeconk River Yacht Club would want to hold regattas at the earliest possible date.

Frederick E. Radcliffe read a letter from one of the captains of a Class "A" Cat requesting the committee formulate rules for the Beck Crabbe Trophy starting from anchor held at the Ocean

Gate Yacht Club each year for the A Cat Class. Upon motion duly made and seconded it was unanimously decided that the A Cat Class itself should adopt such rules, not the Regatta Committee.

The meeting was adjourned at 3:45 P.M.

Respectfully submitted,

JOSEPH J. SUMMERILL, III
Secretary, BBYRA

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

SPECIAL MEETING OF BBYRA REGATTA COMMITTEE
Saturday, August 21st, 1965 at
Ocean Gate Yacht Club

Vice Commodore Clifford A. Warren called the meeting to order at 10:45 A.M. The members of the Regatta Committee present were Commodore H. Irving Dunn, Vice Commodore Clifford A. Warren, Chairman, Rear Commodore William G. Alznauer, Vice Chairman, Joseph J. Summerill, III, Secretary, Homer F. Dennis, Treasurer, Herbert R. Angen, Scorer, and the following Representatives or Alternates:

Bay Head Yacht Club	- Philip R. Van Duyn
Beachwood Yacht Club	- Edward Feirer
Island Heights Yacht Club	- Homer F. Dennis
Lavellette Yacht Club	- Frederick E. Radcliffe
Manasquan River Yacht Club	- Harold Hayes
Mantoloking Yacht Club	- Sumner W. White, III
Ocean Gate Yacht Club	- Burton Wright
Seaside Park Yacht Club	- F. Thompson Brooks
Toms River Yacht Club	- Irving Anthony

At the request of Vice Commodore Clifford A. Warren the Secretary read a letter from Neil H. Prothers, Captain of Class "A" Cat BAT advising the Committee of an instance during the Shore Acres race when MARYANN lost a crew member overboard who later returned to that yacht by a passing motorboat. It was the position of Mr. Prothers that such constituted a violation of NAYRU Rule 59 - Outside Assistance, which reads "Except as permitted by Rules

56, Boarding, 58, Rendering Assistance, and 64, Aground or Foul of an Obstruction, a yacht shall neither receive outside assistance nor use any gear other than that on board when preparatory signal was made".

F. Thompson Brooks was asked to question the crew of the MARYANN and report to the Regatta Committee at a later date.

The meeting was adjourned at 11:15 A.M. and reconvened at 3:00 P.M. The same Officers, Representatives or Alternates were present.

F. Thompson Brooks reported that during the recess he had conferred with Warren Law, Captain of Class "A" Cat MARYANN concerning the above incident. It appears that MARYANN became disabled and was forced to anchor. A member of her crew was thrown overboard during the disabling incident, was in the process of swimming back to MARYANN when Class "A" Cat SPY passed close aboard and offered assistance. The crew member refused but the captain of SPY thought it best to take the crew member aboard. Thereupon, SPY proceeded with the race and a powerboat returned the crew member to MARYANN. Upon the return of the crew member, MARYANN weighed anchor and proceeded with the race. Upon motion duly made and seconded it was unanimously decided that no action should be taken to disqualify Class "A" Cat MARYANN in the Shore Acres race. It was thought that no outside assistance had been rendered within the meaning of the rule in that MARYANN had not proceeded with the race until the crew member had been returned. Every effort should be made to encourage safety and the rendering of assistance to boat and crew in peril. SPY and crew were praised for their assistance in this matter.

F. Thompson Brooks reported that he was invited to attend a meeting with Gov. Richard Hughes in the next several days at which time the proposed new inlet would be discussed. If BBYRA had a position concerning same he would like to make same known. A general discussion followed at which time it was unanimously decided that every effort should be made to investigate the probable results of such a new inlet and determine whether they would be in the best interests of yachting and sailing in particular on Barnegat Bay. It was the fear of all present that such an inlet

would create an increase in the boating traffic in the lower Toms River-Barneget Bay to the extent that sailboat racing as we know it now would be impossible. Also, everyone had grave doubts as to what additional rise and fall of tide would mean to the area, not only as to possible flooding but also the creation of mud flats.

Upon motion duly made and seconded, Jan Chance of Mantoloking Yacht Club and her crew were extended a special cut so that they could attend the finals of the Adams Trophy sponsored by NAYBU which is to be sailed at New Orleans, this cut to be extended for both the Lavallette and Seaside Park regattas, if necessary.

Joseph J. Summerill, III, Chairman of Protests and Appeals, BBYRA Regatta Committee, read an appeal of Steven Syman of Bay Head Yacht Club, Captain of M Sloop BH-5, from the decision of the local regatta committee at Shore Acres Yacht Club, disqualifying his yacht upon the protest of Kathy Hornidge, Captain of Jr. Penguin 7388, on August 7, 1965. Both the appeal, report of local regatta committee and pertinent rules were read and discussed in full. In brief, the foul occurred when the Jr. Penguin on starboard tack, tacked to keep away from the M Sloop on a port tack. The Captain of the Jr. Penguin had hailed "starboard tack" and when hearing no response and seeing no effort to alter course to avoid collision on the part of the M Sloop, the Captain of the Jr. Penguin tacked. Because of strong wind and a fair amount of sea, considerable damage to property or person could have resulted if the M Sloop had collided with the Jr. Penguin. The M Sloop, hearing the hail of the Jr. Penguin, did not reply but altered course very slightly, planning to pass very close aboard across its stern. Upon the tack of the Jr. Penguin, the M Sloop had to veer off very hard and did in fact slightly hit the stern of the Jr. Penguin. Protests were filed by both yachts. The local regatta committee allowed the protest of the Jr. Penguin against the M Sloop and disallowed the protest of the M Sloop against the Jr. Penguin. The decision of the local regatta committee was that a starboard tack yacht has the right as well as the duty to avoid collision, particularly when the relative size and speed of the yachts are such that a very serious damage could be done. The Captain of the M Sloop could not prove that he would have cleared the Jr. Penguin if it had not tacked. Captain of the M Sloop was passing much too close astern, and should have anticipated possible evasive efforts on the part of the Jr. Penguin, particularly since no reply had been made. The Jr. Penguin was not misleading or balking but trying to avoid an apparent collision.

of protest

Comodore H. Irving Dunn stated that the Captain of the M Sloop had spoken to him concerning this matter and was very upset at the decision, believing that the crew of the Jr. Penguin had panicked and had no reason to alter course. In fact, it was the altering of course that caused the collision. Had the Jr. Penguin kept its course, the M Sloop would have passed safely astern. Burton Wright stated that it was not necessary that both or any one of the yachts involved had to be disqualified as a result of the collision and resulting protests. If the committee felt that neither boat had been proved to be wrong, disqualification was not warranted.

Upon motion duly made and seconded the decision of the local regatta committee was affirmed, with one dissent.

Joseph J. Summerill, III, Chairman of Protests, and Appeals, BBYRA Regatta Committee, read the appeal of Richard F. Maguire from the decision of the protest committee of Levallette Yacht Club recording yachts, Lightning 7074, Lightning 4110 and Lightning 657 as DNF in a Sunday morning race held at that yacht club on July 25, 1965. The appeal, protests and report of local protest committee were read in full. In brief, the controversy involved an improper course designating the wrong side by which two markers were to be passed. The three Lightnings in question had passed the marker on the side indicated in the course sheet but they did so by a wide margin. It was the position of the local protest committee that the marker should have been passed either on the improper side as indicated in its sketch of the proper course or the yacht should have completely turned around the marker and recrossed their course.

This matter was discussed at length by the Regatta Committee, the various rules cited were read and studied. Upon motion duly made and seconded it was decided that the decision of the local protest committee recording the three yachts in question as DNF should be reversed and that the local protest committee be instructed that in fairness to all yachts participating in the race that the race should be either resailed or should be declared "no race" in that a very confusing situation had been created due to improper course and that a number of interpretations could be reasonably taken therefrom, with a resulting disadvantage to one or more yachts that participated in the race. One dissent was recorded in the above vote.

Respectfully submitted

JOSEPH J. SUMMERILL, III
Secretary