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

WINTER MEETING OF REGATTA COMMITTEE  
Saturday, February 20, 1965  
Manasquan River Yacht Club

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

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

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. Radcliff
Manasquan River Yacht Club	- Harold Hayes
Mantoloking Yacht Club	- Allen Z. Bogart
Metedeconk River Yacht Club	- William C. Kalning
Ocean Gate Yacht Club	- Burton Wright
Seaside Park Yacht Club	- F. Thompson Brooks
Toms River Yacht Club	- Joseph J. Summerill, III

Officers present were Vice Commodore Clifford A. Warren, Rear Commodore William G. Alznauer, Secretary Joseph J. Summerill, III, Treasurer Homer F. Dennis, Fleet Captain and Measurer Burton Wright. Others present were Carl Polch, Bay Head Yacht Club, Charles F. Reade, Lavallette Yacht Club, William Jeffrey Connolly, Reginald Hyde, Ward Wight, Harry B. Wardell, Gib Patterson, Carl Wiedman and Robert Schwarz of Manasquan River Yacht Club, Everett Howell, Metedeconk River Yacht Club, Philip May and Edward Yuhl, Ocean Gate Yacht Club, Samuel Garrigues, Sea-

REPUBLICAN PARTY  
OFFICE OF THE SECRETARY  
1000 PENNSYLVANIA AVENUE  
WASHINGTON, D.C.

UNITED STATES DEPARTMENT OF JUSTICE  
WASHINGTON, D.C.

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side Park Yacht Club, Justus Brick, Island Heights Yacht Club, Gardner Van Duyne and Henry Tomlinson, Mantoloking Yacht Club, and H. John Sangmeister, Beachwood Yacht Club.

Vice Commodore Clifford A. Warren expressed the appreciation of the Regatta Committee of BBYRA to Commodore Ward Wight of Manasquan River Yacht Club for its facilities and the arrangements for dinner. Commodore Wight extended a warm welcome to BBYRA and assured it of increased participation by members of the Manasquan River Yacht Club during the 1965 season. He anticipated 30 entries as follows: 9 "M" Sloops, 15 Jets, 2 Barnegat 17's, 1 Finn, 1 Penguin, 1 Sneakbox and 1 "E" Sloop.

Reading and Approval of Minutes. Minutes of the Regatta Committee meeting held on February 22, 1964 were approved as published. At the request of Vice Commodore Clifford A. Warren the Secretary read the highlights of the fall meeting of Delegates of BBYRA held on October 3, 1964.

Communications. The Secretary reported that he had received a communication from Howard S. Borden, Jr., requesting the scheduling of races for a new class of sailboats known as "Barnegat 17" which he would read in full later in the meeting when the new schedule is considered.

Report of Officers and Chairmen of Committees.

Vice Commodore Clifford A. Warren reported that he had nothing to add to his report made at the fall meeting of Delegates on October 3, 1964 which just had been read by the Secretary.

Rear Commodore William G. Alznauer, BBYRA Liaison with National Class Representatives, reported on a recent meeting held at the Riverview Hotel, Toms River, N. J., on January 24, 1965: Class Representatives present were: Comet - John Harkrader, Jr., Jets - Carl Engle, Lightnings - John S. Orelup, "E" Sloops - H. John Sangmeister.

"The first item of business was to discuss proposed changes in the 1965 racing schedule. These requested changes are summarized below:

Lightnings - Mr. Orelup requested that the A & B classifications be dropped. Normandy Beach will be requested to award

the Phillips Cup to the winner of the combined fleet. The double race days to remain as they were last year. The New Jersey State Lightning Championships are scheduled for July 18-19 on Metedeconk and the annual Bay Head Regatta for Lightnings, Comets & M-Scows is scheduled for June 19-20.

Jets - Mr. Engel requested that the Senior and Junior Jets be combined into one fleet racing in the morning. Two extra afternoon races were requested with either three allowed cuts or two cuts plus a cut for the national regatta.

It was also requested that wearable non-inflatable life jackets (called for in the Jet National Rules) be mandatory on windy days at the discretion of the BBYRA race committee. Messrs. Orelup and Harkrader indicated that the Lightning and Comet fleets would welcome such a ruling.

Comets - Mr. Harkrader requested that double races be held on July 3, July 10 and July 17. He further requested four allowed cuts to permit greater participation in the BBYRA races.

Mr. Harkrader felt that any decision to consolidate the Comet fleets should wait until the results of the proposed 1965 Jet fleet consolidation are known.

"E" Scows - Because of the continual difficulties arising during the annual Little Egg Harbor visit to the upper Bay, Mr. Sangmeister requested that the Beachwood regatta race for "E" Scows be run by the scow fleet, probably on the Cedar Creek course. The scow fleet would supply patrols, a committee boat and a committee with BBYRA to supply at least one representative to take finishes for the BBYRA boats, thus making the race official.

An alternate request if the above is denied is for the BBYRA to allow an additional cut for this date.

"M" Scows - Mr. Wiencke telephoned that the "M" Scow fleet would like the schedule unchanged.

The meeting was then turned over to general discussion on ways to improve racing at Barnegat Bay and ways to improve relations between the BBYRA and the racing sailors.

The following points summarize these discussions:

1) Additional meetings of this nature were requested. It was felt that three meetings per year would be advantageous, one

meeting as presently scheduled in January, a second meeting in May after the program schedule is printed and a third open meeting in August.

2) That the BBYRA write into the rules and appoint a standing advisory committee consisting of the class champion from each senior class. A recording secretary for the BBYRA would take and distribute minutes of the advisory committee meetings. *what for?*

(3) That protest decisions be written and cumulatively filed by the secretary of the BBYRA for general reference use. *unnecessary*

4) That every week a notable Bay sailor be appointed to serve on the protest committee.

5) That at least one member of the regatta committee be placed on each patrol boat, and additional patrol boats be sought.

6) That Lightnings be sent on longer courses, seven miles or over in normal southeast winds.

7) That action on protests, rulings and hearings be undertaken with greater dispatch.

8) That investigations into holding races on a single up-bay and a single down-bay course be continued. As a means of solving the host-club problem, everyone present felt that the seniors would gladly forego lunch for the improved courses."

Fleet Captain Burton Wright - No report as such, however, he stated that the night signals of the various member clubs would appear in the new By-Laws of the Association to be published this spring.

NAYRU Events - Commodore H. Irving Dunn, Chairman, not being present, there was no report.

Treasurer, Homer F. Dennis, presented an interim financial report, October 3, 1964 to February 20, 1965 as follows:

Cash on Hand (October 3, 1964)

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

Receipts

Howard Savings Institution, Interest Sept. 1, 1964 to Dec. 1, 1964		<u>25.12</u>
		\$3,201.38

Disbursements

Secretary's Expense	\$ 51.25	
Oct. 5, 1963 to Oct. 4, 1964		
Trophies - 1964 additional	69.60	
Lloyd's Register - 1965	20.00	
North American Yacht Racing Union - 1965 Dues	100.00	
Past Commodore's Trophy- <u>NEW</u> Insurance	10.00	
Engraving	<u>5.50</u>	
		\$ <u>256.35</u>
		\$ 2,945.03

Cash on Hand (February 20, 1965)

Howard Savings Institution	\$2,537.43	
First Trenton National Bank	<u>407.60</u>	
		\$ 2,945.03

Regatta Schedule - Rear Commodore William G. Alznauer, Chairman of the 1965 schedule, circulated a preliminary draft of same for review and correction as follows:

Executive Committee - Frederick W. Winkelman and Thomas F. Watson of Lavallette Yacht Club were added to the Executive Committee.

Change of Dates - Due to the request of Bay Head Yacht Club to schedule a tune-up race on the Green Island course off Shore Acres Yacht Club on Saturday, August 21, 1965, for the North American Lightning Championship being held at Bay Head Yacht Club between August 20 and August 27, 1965, Shore Acres Yacht Club has requested that its regatta date be changed with that of Ocean Gate Yacht Club. That would mean that Shore Acres Yacht Club Regatta would be on August 7th and Ocean Gate Yacht Club Regatta be held on August 21, 1965. The representatives of each yacht club stated that they would confer with their own regatta committees and report to Rear Commodore William G. Alznauer if the change is possible. If not, the schedule is to stay as it is and Bay Head Yacht Club will have to make other arrangements for the tune-up race. (Since the meeting the Secretary has been advised that the change in dates cannot be made.)

17 Foot Cat Boat. Frederick E. Radcliffe of Lavallette Yacht Club requested that the Regatta Committee eliminate the scheduling

1966

\$ 1,000.00

\$ 2,000.00

\$ 3,000.00

ALABAMA, the State of  
County of Baldwin

do hereby certify that the  
within and to be held

April 11, 1966  
at the County Seat  
The Board of Supervisors  
of Baldwin County, Alabama  
has approved and authorized  
the execution of this deed  
of gift in full satisfaction  
of the indebtedness of the  
Trustees of Baldwin County  
to the State of Alabama,  
in the amount of Three  
Thousand Dollars (\$3,000.00)  
as shown on the account  
book of said County, and  
has further approved and  
authorized the execution  
of this deed of gift in full  
satisfaction of the indebtedness  
of the State of Alabama to  
the Trustees of Baldwin  
County, in the amount of  
Three Thousand Dollars  
(\$3,000.00) as shown on  
the account book of said  
County.

WITNESSETH my hand and  
the seal of said County  
this 11th day of April, 1966

County of Baldwin  
State of Alabama

John W. ...

Secretary

1966

Respectfully,  
John W. ...

Trustees of Baldwin County  
Alabama

John W. ...

of races for the 17 Ft. Cat Boats due to poor showing during 1964. Upon motion duly made and seconded the recommendation aforesaid was adopted.

Jets - William G. Alznauer reported that it was the request of the Jet Class that the Juniors and Seniors be consolidated into one class to be raced in the morning, extra races in the afternoon. Entry fee to be \$2.00. Ward Wight of Manasquan River Yacht Club requested that the scores be available so that the Jet Class could make an award to the high scoring Junior. Upon motion duly made and seconded the recommendation aforesaid was adopted.

Lightnings - Upon motion duly made and seconded it was decided that the A and B Lightnings be consolidated into one class for the 1965 season as had been done after the first race of the 1964 season.

Junior and Intermediate Penguins - Vice Commodore Clifford A. Warren reported that there appeared to be a need to divide the Junior Penguin class into two groups. During the 1964 season we had as many as 43 entries with an average of 34.85 boats per race as against 18.5 for the 1963 season. Such a large class increases the burden of scoring and requires a larger starting line than might be desirable for other classes. Joseph J. Summerill, III, of Toms River Yacht Club reported that he anticipated an increase for the 1965 season of at least 10 boats from the Toms River area.

Upon motion duly made and seconded it was determined that a new class of Penguins be adopted, that of Intermediate Penguins where a skipper and crew must be less than 18 yrs. of age. Jr. Penguins to be sailed by skipper and crew less than 15 yrs. of age. Both Junior and Intermediate Penguins to be considered a junior class. Jr. Penguins are to fly an orange pennant, Intermediate Penguins are to fly a green pennant.

"M" Scow - A discussion was had as to whether the "M" Scows should race in the afternoon rather than the morning. Upon motion duly made and seconded it was decided that the scheduling stay as is, that is the "M" Scows race in the morning.

Barnegat 17 - The Secretary read a communication from Howard S. Borden, Jr., dated February 17, 1965 requesting scheduled races for the Barnegat 17, a one design sailboat developed by Siddons and Sindle, Inc., Island Heights, N. J. The following names were supplied as boat owners anxious to race this summer.



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Howard S. Borden, Jr., and James Fulmer of Toms River Yacht Club

Ward Wight and Wayne Patterson, Manasquan River Yacht Club  
Edward Worth and William Wood, Island Heights Yacht Club

Joseph J. Summerill, III, stated that a great many of these boats are owned by people living in the Toms River area and that they appear to be a very fast and stable boat, however, there appears to be some weakness in its ability to sail close to the wind. He understands that the designer and builder are working on the problem. Homer Dennis of Island Heights Yacht Club stated that this boat ought to be encouraged since it will, in all probability, remain a local boat and the sailors won't be barnstorming. Most of the owners are young and middle aged men, not children. Upon motion duly made and seconded it was decided that races be scheduled for the Barnegat 17 in the afternoon during the 1965 season on a one year probationary basis.

Sneakbox - Henry Tomlinson and Allen Bogart of Mantoloking Yacht Club requested the Regatta Committee to consider the scheduling of A and B Sneakboxes as one class in an effort to preserve interest in the class. Charles Reade of Lavallette Yacht Club suggested that interest might be increased in the class if the boat were sailed wet rather than dry, thus eliminating the haul-out problem. Burton Wright and F. Thompson Brooks agreed that it would be a mistake to eliminate the sneakbox as a training boat. Upon motion duly made and seconded it was decided that during the 1965 season A and B Sneakboxes would be sailed wet rather than dry. They may be hauled out on the day of the race for the purpose of trailing to the race.

Class Signals and Starting Times for all BBYRA Championship Regattas Were Adopted as Follows:

<u>Morning</u>	<u>Signals</u>	<u>Afternoon</u>	<u>Signals</u>
Warning-----9:50 A.M.		Warning-----2:20 P.M.	
Jr. Penguin		E Sloop	
Preparatory 9:55	A	Preparatory 2:25	
Start 10:00		Start 2:30	E
"M" Sloop		Flying Dutchman	
Preparatory 10:00		Preparatory 2:30	
Start 10:05	Y	Start 2:35	D



<u>Morning</u>		<u>Signals</u>	<u>Afternoon</u>		<u>Signals</u>
Jet			A Cat		
Preparatory	10:05		Preparatory	2:35	
Start	10:10	J	Start	2:40	A
Int. Penguin			Lightning		
Preparatory	10:10		Preparatory	2:40	
Start	10:15	X	Start	2:45	K
Jr. Comet			Comet		
Preparatory	10:15		Preparatory	2:45	
Start	10:20	C	Start	2:50	C
"B" Sneakbox			Barnegat 17		
Preparatory	10:20		Preparatory	2:50	
Start	10:25	E	Start	2:55	Y
"A" Sneakbox			<u>Extra Races:</u>		
Preparatory	10:25		Sr. Comet		T
Start	10:30	D	Jet		L
Sr. Penguin			Lightning		F
Preparatory	10:30		Flying Dutchmen		V
Start	10:35	K			
Finn					
Preparatory	10:35				
Start	10:40	O			

Open Regattas - Certain changes were made and additions included in the scheduling of other than BBYRA regattas to appear in the 1965 schedule.

Safety Equipment - A general discussion was had concerning safety equipment, the type of life preserver to be carried and the advisability of requiring all juniors and non-swimmers to wear an approved vest type life preserver at all times or upon the display of a signal by the Regatta Committee. It was the opinion of some that the Regatta Committee should not assume the responsibility of determining when a junior and non-swimmer should wear a life preserver. F. Thompson Brooks of Seaside Park Yacht Club reported that a committee consisting of himself, Burton Wright and the Secretary, Joseph J. Summerill, III, were in the process of revising and bringing up to date the publication of the BBYRA By-

General

Afternoon

10:30 AM

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Laws as instructed by the Delegates at the fall meeting. As to safety equipment, the committee suggested the following:

"(a) All yachts must carry safety equipment as specified by their class, which shall include not less than a paddle, bucket or pump, anchor and line, one U.S.C.G. life preserver for each member of the crew. All yachts are subject to inspection and disqualification for failure to carry specified equipment.

(b) It is recommended that an approved vest-type life preserver be worn by all juniors under the age of 15 years and non-swimmers when hazardous conditions prevail."

Upon motion duly made and seconded it was decided that the above statement as to safety equipment appear in the 1965 schedule. Vice Commodore Clifford A. Warren requested F. Thompson Brooks, Burton Wright and Joseph J. Summerill, III to continue their study of this subject and report further as to their recommendations concerning safety and liability of BBYRA in regard thereto.

Turning Markers - The Secretary read a recent notice to all Commodores and BBYRA Representatives concerning the painting and marking of turning markers. The Secretary was informed of several errors in the listing of turning marker numbers, namely, Upper Barnegat Bay turning marker No. 21 to be included in those assigned to Lavallette Yacht Club; Lower Barnegat Bay-Toms River turning Marker No. 31 assigned to Ocean Gate Yacht Club should be No. 21; no turning marker No. 18 in Lower Barnegat Bay-Toms River.

New Business - Edward Feirer of Beachwood Yacht Club introduced H. John Sangmeister of that yacht club who requested to address the Regatta Committee on the subject of an Up-Bay Regatta to be sponsored by the "E" Sloop sailors of Barnegat Bay. Toms River Yacht Club is to be the host club of a three race series to be run Saturday morning and afternoon and Sunday morning in the Bay area opposite Cedar Creek. Mr. Sangmeister requested that the Beachwood Regatta race for "E" Sloops be run by the Up-Bay Regatta Committee for which the bay boats would receive BBYRA credit, place standing, etc. Representatives of BBYRA would be invited to attend the race for the purpose of recording the scores. It is felt that the complicated courses of BBYRA, local waters and conditions, make it difficult for non-Barnegat Bay sailors to compete. By having an open course down bay it is hoped that outside participation can be increased. The Barnegat Bay "E" Sloop sailors are anxious to put on a good regatta to repay the great hospitality shown them at Beach Haven, etc.



Vice Commodore Clifford A. Warren replied that he would be very much opposed to such a group running a BBYRA race. It would be impossible for the local regatta committee sponsoring the BBYRA point race to conduct a hearing if a protest developed. The BBYRA Regatta Committee and/or the local regatta committee can't and shouldn't delegate its responsibilities. This request would be a bad precedent. Burton Wright inquired as to whether the request of Mr. Sangmeister represented the unanimous opinion of all "E" Sloop skippers. Mr. Sangmeister replied that it represented the unanimous opinion of those attempting to conduct the Up-Bay Regatta, then the "E" Sloop skippers attending the said regatta could request an additional cut.

Vice Commodore Clifford A. Warren suggested that any further action in this matter be delayed until the April meeting of the Regatta Committee.

Suggestions Presented at January Meeting with Class Representatives.

1. Additional Meetings. It was the general feeling that it might be helpful to schedule an additional meeting during the sailing season. Further consideration would be given to this request. *Jack*
2. Standing committee consisting of class champion for each senior class. The existence of this committee would be required by BBYRA By-Laws, thus more formal.
3. Protest decisions be written and cumulatively filed by the Secretary of BBYRA for general reference. Vice Commodore Clifford A. Warren suggested that this matter be adjourned for later consideration.
4. Notable bay sailors be appointed to serve on Protest Committee. Vice Commodore Clifford A. Warren stated that it was up to each local yacht club to select competent members to serve on its Regatta Committee, which becomes the Protest Committee. If the sailors feel that those selected are inexperienced, pressure should be put upon the local clubs, not BBYRA. BBYRA representation on the Protest Committee is to afford continuity of procedure and rulings. Burton Wright stated that it would be improper for BBYRA to appoint the other members of the Protest Committee since upon appeal the BBYRA reviews the entire proceedings. The present



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Representatives

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procedure is good in theory! If it is not working properly then it is because good men are not serving on the Protest Committee, the remedy of which is pressure upon the local clubs.

Because of the lateness of the hour Clifford A. Warren stated that the remaining items would be considered at the April meeting of the Regatta Committee.

Vice Commodore Clifford A. Warren again thanked the Manasquan River Yacht Club for its hospitality. It was announced that there would be a special afternoon meeting of the regatta committee in mid-April. Upon motion duly made and seconded the meeting was adjourned at 12:05 A.M., February 21, 1965.

Respectfully submitted,

JOSEPH J. SUMMERILL, III  
Secretary