

BARNEGAT BAY YACHT RACING ASSOCIATION  
Office of the Secretary  
302 Lyons Avenue  
Fair Lawn, New Jersey

SPRING MEETING OF DELEGATES OF BBYRA  
Saturday, May 7th, 1966 at  
Toms River Yacht Club

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

Roll Call. Joseph J. Summerill, III, Secretary Pro Tem, called the roll. Delegates present were:

Bay Head Yacht Club	- Philip R. Van Duyne
Beachwood Yacht Club	- William T. Hornidge
Island Heights Yacht Club	- Homer F. Dennis, William M. Wood
Lavallette Yacht Club	- Ronald B. Laurence
Manasquan River Yacht Club	- L. Ward Wight, B. Gilbert Patterson
Mantoloking Yacht Club	- Gardner Van Duyne
Metedeconk River Yacht Club	- William C. Kalning, James G. Carson
Normandy Beach Yacht Club	- Dr. J. Pennington Warter
Ocean Gate Yacht Club	- Karl L. Bach, Sr., Burton Wright
Seaside Park Yacht Club	- F. Thompson Brooks
Shore Acres Yacht Club	- William G. Alznauer
Toms River Yacht Club	- Joseph J. Summerill, III

Others present were Allen Z. Bogert of Mantoloking Yacht Club.

Reading and Approval of Minutes. At the request of Commodore Clifford A. Warren, the Secretary read excerpts of the Fall Meeting of Delegates of BBYRA held on October 2, 1965. Upon motion duly made and seconded the minutes were accepted as published and read.

Communications. The Secretary reported that he had received two notices from the U. S. Army Engineers concerning recent applications to construct bridges over Barnegat Bay waters; the first involved the construction of a dual bridge north of the Mathis Bridge leading from Bay Shore, Toms River, to Pelican Island. This would be a fixed span bridge having a 62 ft. clearance and 80 ft. between fenders; the second involved a drawbridge over the Manasquan River-Bay Head Canal, replacing the Lovelandtown Bridge. A general discussion followed concerning these two proposals resulting in instructions to the Secretary that he protest the two bridges with the following recommendations: as to the Mathis Bridge, increase the distance between the fenders to make it easier for sailboats to sail between the two bridges, particularly when sailing against the wind; as to the second, assurance that the drawbridge will be tended at all times to insure 24 hour passage of sailing vessels.

Treasurer, Homer F. Dennis, submitted his financial report for the period October 2, 1965 to May 7, 1966, as follows:

Cash on Hand (October 2, 1965)

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

Receipts (Including \$25.00 entry fee and \$88.00 insurance proceeds\* for O'Day Semi-finals-1965)

260.70

\$ 3,390.32

Disbursements

O'Day Trophy Semi-finals (1965)	
Entry fee refunds	129.50
Communications expense	5.00
Finn Rudder Replacement	*17.00
Finn Boom Replacement	<u>*71.00</u>

\$ 222.50

Treasurer's expense-10/3/64 to 10/2/65	4.50
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4.50

Secretary's expense-6/5/65 to 10/2/65	27.45
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27.45

Insurance-Past Commodore's Trophy	\$ 10.00	
North American Yacht Racing Union- 1966 Dues	100.00	
Lloyd's Register of American Yachts- 1966	20.00	
Printing (new bill heads)	<u>6.50</u>	
		\$ <u>390.95</u>
		\$ 2,999.37

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Cash on Hand (May 7, 1966)

Howard Savings Institution	\$ 2,209.27	
First Trenton National Bank	<u>790.10</u>	
		\$ 2,999.37

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

Upon motion duly made and seconded the following disbursements were approved: Bill of Farley Printing Service, preparation of 1966 Schedule - \$130.00; Bill heads - \$6.50; U. S. International Sailing Association - \$100.00; N.A.Y.R.U. Rule Books (for later re-sale to sailors) - as many as necessary.

REPORT OF OFFICERS AND CHAIRMEN OF COMMITTEES

Vice Commodore William G. Alznauer - No report.

Rear Commodore Joseph J. Summerill, III, distributed the 1966 BBYRA Schedule of Championship Races. The Rear Commodore reported that verbal approval of all BBYRA Championship Races had been received from a representative of the U. S. Coast Guard, confirmation in writing would follow. The Regatta Committee of BBYRA was praised for its conduct of regattas and its timely and accurate paper work as required by U. S. Coast Guard regulations.

Fleet Captain Burton Wright reported that the plans, sail and spur measurements, etc., for Sneakboxes would be mailed out in the next week. They would be sent to Representatives of the member clubs.

Chairman, N.A.Y.R.U. Events - In the absence of Dr. H. Irving Dunn Joseph J. Summerill, III distributed two notices of the 1966 National Cup Races to each Representative present, one for posting on all member yacht club bulletin boards and the other for the Representatives' own file. Copies would be sent to the Representatives not present. Dr. Dunn has also reported that insurance has been placed for all boats participating in N.A.Y.R.U. events and that all trophies have been ordered for the 1966 BBYRA Championship Series.

Old Business. Commodore Clifford A. Warren instructed the special committee re BBYRA Invitational Regatta to continue its study of this project and report further to the Regatta Committee during the 1966 season.

New Business.

Orange and Green Pennants. F. Thompson Brooks noticed an error in the 1966 Schedule concerning the use of orange and green pennants, the provision being inconsistent with the By-Laws. Upon motion duly made and seconded it was decided to cancel the instruction in the 1966 Schedule and post a notice at the registration desk to the effect that Intermediate Penguins and Jr. Comets must display an orange pennant on the roach of the sail or end of the boom and the Jr. Penguins must display a green pennant on the roach of the sail or end of the boom.

N.A.Y.R.U. Rulings Concerning Wet Clothing as Ballast. Burton Wright advised the Delegates of a recent decision by the Appeals Committee of N.A.Y.R.U. to the effect that wet clothing was not in violation of the rule against movable ballasts insofar as the Finn class is concerned, which decision was a reversal of the local Regatta Committee and the Intermediate Association. A general discussion followed as to whether BBYRA should accept this decision for all of its classes, the Finn class alone, or whether it should promulgate a contrary position in its inherent jurisdiction to manage races and determine its own safety measures. Upon motion duly made and seconded Burton Wright, Chairman, Gardner Van Duyne and Ward Wight were appointed to a committee to study the problem, phrase a rule and present same to the Regatta Committee at the Bay Head Regatta on June 25, 1966.

Bulletin Board for Sailors. Commodore Clifford A. Warren suggested an official BBYRA bulletin board for sailors which would be portable and brought to each regatta.

Barnegat 17's. William Wood announced that Constitution and By-Laws have been accepted by the Barnegat 17 class and were available for distribution upon request.

Mastheads. A discussion followed as to the masthead for member club course sheets which heretofore has been available at Greathead and

Woodward in Philadelphia, Apparently, there has been some dissatisfaction as to the price for printing the charts. Upon motion duly made and seconded, F. Thompson Brooks agreed to have the masthead printed and made available to the various clubs which could then order their charts printed on their own.

Acknowledgments. A vote of thanks was extended to Commodore Clifford A. Warren for the refreshments served at the social hour prior to the meeting and also the Toms River Yacht Club for its facilities. It was moved and seconded that the meeting be adjourned at 10:00 P.M.

Respectfully submitted,

JOSEPH J. SUMMERILL, III  
Secretary Pro Tem