

BARNEGAT BAY YACHT RACING ASSOCIATION
Office of the Secretary
18 Oak Street
Tenafly, New Jersey

ANNUAL MEETING OF BBYRA DELEGATES
Saturday October 5, 1968
Bay Head Yacht Club

Commodore Joseph J. Summerill III Called the meeting to order at 8:00 P.M. Officers present were Vice Commodore Homer F. Dennis, Rear Commodore Norman S. Brown, Treasurer Edward W. Feirer, Scorer William J. Connolly, NAYRU representative and Measurer H. Irving Dunn, Fleet Captain, Burton Wright and the following Delegates.

B AY HEAD YACHT CLUB	H. Irving Dunn
- BEACHWOOD YACHT CLUB	Norman S. Brown Thomas Jobson
ISLAND HEIGHTS YACHT CLUB	Leonard P. Egge Homer F. Dennis William M. Wood
- LAVALLETTE YACHT CLUB	Daumant Kusma Frederick W. Winkelman Robert B. Simpson
MANASQUAN RIVER YACHT CLUB	William J. Connolly B. Gilbert Patterson L. Ward Wight
MANOLOKING YACHT CLUB	Allen Z. Bogert
-METEDECONK RIVER YACHT CLUB	James G. Carson Roger K. Brown Everett Howell
-NORMANDY BEACH YACHT CLUB	Robert Klaas
OCEAN GATE YACHT CLUB	Burton Wright Carl L. Bach Sr.
-SEASIDE PARK YACHT CLUB	Walter F. Doring F. Thompson Brooks William F. Wilson Jr.
- SHORE ACRES YACHT CLUB.	Edward L. LaVance George W. Seiler Robert K. France
. TOMS RIVER YACHT CLUB	Joseph J. Summerill, III

REPORTS OF OFFICERS AND CHAIRMAN

National Cup Events, 1968,-- H.Irving Dunn

The season of 1968 was an active one in which the Barnegat Bay Yacht Racing Association sponsored elimination races in all National Cup Events as well as hosting the Semi-Finals for Area C in the Mallory Cup. Further, a member Club was Responsible for the Women's North American Sailing Championship held for the first time on Barnegat Bay waters.

On July 10th the Bay Eliminations for the O'Day Cup were held at the Green Island course with Bay Head Yacht Club as host and William K. Dunbar, III, as chairman. The winner was Anthony Ioria of the Ocean Gate Yacht Club, with John Mollenkoph of the Manasquan River Yacht Club second. It is of more than interest that Carl Van Duyne, who was initially actively interested in bringing single-handed sailing to Barnegat Bay as a member of the Mantoloking Yacht Club, is this year's winner of the North American single-handed championship and the O'Day Cup as well as United States' entry in this event in the coming Olympics.

The Sears Cup Eliminations were held at the Beachwood Yacht Club on July 17th, with Robert Valdes, Chairman, Tom Chapman, Norman Brown and William Hornidge as Committee. The winner was Bill Cramer of the Metedeconk River Yacht Club and the runner-up, Henry Bossett of Manasquan River Yacht Club.

On July 24th Commodore Roger Brown of the Metedeconk River Yacht Club and his Committee ably ran the Bay Eliminations for the Adams Cup. The winner was Mrs. Thayer Adams of the Bay Head Yacht Club and the runner-up from Metedeconk River Yacht Club was Mrs. Jack Bird. Mrs. Adams went on to become 2nd place winner in the Area C Semi-Finals to the first place skipper, June Methot, of the Monmouth Boat Club, who was subsequently crowned Woman's North American Sailing Champion. Before the eliminations were over a bit of gusty weather enlivened the proceedings.

The Adams Cup Final Event was hosted by the Bay Head Yacht Club and sailed in the Green Island Waters of Barnegat Bay with fine winds, clear sunny days and a good race series which was characterized by consistency on the part of the winner, who never won a single race. The Barnegat Yacht Racing Association contributed personnel and equipment to the running of this event.

At Seaside Park Yacht Club on July 31st, Past Commodore F. Thompson Brooks and his Committee ran the Bay Eliminations for the Mallory Cup. This event was won by Samuel B. Fortenbaugh, III, of the Bay Head Yacht Club, with Richard Wight of the Manasquan River Yacht Club, second. Unfortunately, in this event a non-competitive boat (lightning) was presented as an entry whose spinnaker was measured in 1950 and whose sail number was in the low 1000's. It is truly disheartening, after all the publicity, announcements and plans, to have the duty of informing a sailor that his Club representative has allowed him to enter an unsatisfactory yacht.

Delightfully hosted by the Normandy Beach Yacht Club and its Committee headed by Past Commodore Clifford Warren and ably run by a Committee of Rear Commodore Norman Brown, William Harjes, Jim Carson, Tom Chapman and others from the Bay and viewed by four judges from the N.A.Y.R.U., the Area C Semi-Finals of the Mallory Cup were held on August 7th in flukey weather, characterized by 360 degree wind changes, wind speeds varying from more to 35 miles per hour, sunny skies and rain squalls. The winner was Talbot Ingram of the Shrewsbury Sailing and Yacht Club, representing the North Jersey Yacht Racing Association. In second place was John Wright of Stone Harbor, representing the South Jersey Yacht Racing Association.

The Midget Championship of Barnegat Bay was sailed at the Lavallette Yacht Club on August 14th with entries representing every Club except Shore Acres. The event was chaired by Daumant Kusma and ably run by his Committee. The winner was Steve Berson of Lavallette, with Peter Commette of Mantoloking second and Terry Kempton of Ocean Gate third. Due to an untimely accident, the winner, Steve Berson, was unable to compete in the Atlantic Coast Championship. However, his place was more than ably filled by Peter Commette, who for the second time in three years won this event. It was sailed in Blue Jays on Great South Bay at the Babylon Yacht Club.

As of the writing of this report, the Bay Finals in the Prince of Wales Cup have not been sailed due to the press and competition of other events. It is of interest to note that James Carson, who represented the B.B.Y.R.A. won the Area competition and went to the west coast as a finalist in this match race event.

Of interest to all competing on this Bay is the knowledge that we have, through the generosity of Samuel B. Fortenbaugh, Jr., of the Bay Head Yacht Club, been the recipient of a fine bowl which is emblematic of the Men's Sailing Championship of Barnegat Bay, conducted under the rules and stipulations of the Mallory Cup. This is added to the fine trophies awarded for the Midgets', the Juniors', and the Women's Championships of the Bay.

It is proper at this time of year to pause and reflect upon the accomplishments and consider improvements for the coming year. Organizing and running National Cup Events represents hard work by the committees responsible for their success. For this reason certain rules and procedures must be followed in order to produce an orderly event and fair competition. I would like to reiterate the recommendations of last year:

- 1) Continuing activity on the part of Club Representatives and especially those on the Regatta Committee to assure publicity and participation by the Club sailors in these events,
- 2) Absolute adherence to the B.B.Y.R.A. rule requiring entries in National Cup Events to be forwarded only by the Regatta Committee Representative who will assure that the entry will provide a yacht in racing condition for the event.
- 3) Closer liason between the Flag Officers of the various Clubs and their Regatta Committee Representatives to assure smooth running of the total racing program including National Cup Events.

Further, recognizing the ever increasing problem of procuring competitive yachts for National Cup Events and to insure the opportunity to compete from the maximum number of Clubs, it is recommended that, on a trial basis next year, we utilize regional competitions by zones as a preliminary to the B.B.Y.R.A. championships in National Cup Events involving the Adams, Scars, Mallory and Midget Championships. For this purpose, it is proposed to group Bay Head, Manasquan River, Mantoloking and Metedeconk River Yacht Clubs in the so-called Up Bay Area; Lavallette, Normandy Beach, Seaside Park and Shore Acres, with possibly Cedar Creek, in the Down Bay Area; and Beachwood, Island Heights, Ocean Gate and Toms River in the River Group. The winner of each group would then sail in the Bay Eliminations. It is felt that this would produce more local interest in the form of increased competition and ease the pressure of boat procurement by reducing the number required at any given time.

This report would be incomplete without giving recognition to the friendly cooperation members of the various host Clubs and the outstanding hospitality of their women Auxiliaries and to the sailors who have generously loaned their yachts. These contributions of time, material and personnel have helped immeasurably to improve the atmosphere for competitive sailing for National Cup Events under the auspices of the Barnegat Bay Yacht Racing Association.

Respectively submitted
H. Irving Dunn, M.D.,
Chairman National Cup Events

Safety Patrol Coordinator Report, --- S. M. Garrigues

A report of the Safety Patrol Equipment, its condition and suggestions for replacement and repairs was read information and report attached to minutes.

It was recommended that in early May, fresh batteries should be installed, and sets then should be turned over to Burton Wright to have them checked out for proper transmission and reception.

Burton Wright suggested that Radios be turned over to him as early as possible in order that proper service and repairs could be made.

Treasurer's Report, --- Edward W. Feirer

Balance on hand October 6, 1967:

Checking Account	\$ 3,623.16
Savings Account	2,823.21
	<u>\$ 6,446.37</u>

Receipts:

Dues	\$ 955.00
Refund, entry fee	35.00
Canceled check	29.40
Sale of flags	24.68
Entry fees, Mallory Cup	152.00
Regatta registration fees	3,444.00
Interest Savings Account	25.75
Total	<u>\$ 4,665.83</u>

Disbursements:

Lloyd's register	\$	25.00
NAYRU dues		100.00
Stationary		196.84
Insurance		372.00
Printing		227.49
Officers expenses		70.30
1968 BBYRA Schedules		153.99
Regatta Committee equipment		896.92
Entry fee, Mallory Cup		50.00
Flags and pennants		1,629.07
Trophies		3,119.46
	\$	6,841.07

Balance on hand October 5, 1969:

Checking Account	\$	1,921.42
Savings Account		2,349.71
	\$	4,271.13

Rear Commodore Norman S. Brown

An Inventory of all Equipment and supplies was made with suggestions of needed replacements and repairs.

Cost of repairs, reconditioning and replacement was approved with cost not to exceed \$ 100.00.

Report attached.

Vice Commodore Homer F. Dennis Chairman Regatta Committee.

I recently came across a copy of the B.B.Y.R.A. Championship Regatta Schedule for 1930 which showed six (6) classes in competition,-- three (3) classes in the morning-- "A" Sneakboxes, "B" Sneakboxes and Atlantic City "Cats",-- and three (3) Classes in the afternoon-- "E" Sloops, "A" Cats and "B" Cats which were gaff rigged.

Today we are regularly racing on each Saturday sixteen (16) classes with extra races for each of four classes spread through the first six regattas--and with this increase in the number of classes and the tremendous increase in the number of boats the problems of scheduling, administration and management of races have also increased.

I would say that we have had what could be described as a generally good season with our usual variety of sailing weather.

The first regatta sponsored by the Bay Head Yacht Club got off to a romping start, the morning fleet of 95 boats was greeted by a steady southerly of 15 to 20 knots but it increased to 25 to 30 knots out of the southwest in the afternoon. Out of 58 afternoon starters on the Metedeconk River courses only 23 managed to finish in four classes as capsizings, dismastings and swampings took a heavy toll. The Blue-Jays were cancelled.

The "E" Sloops and "A" Cats sailed over Mantoloking courses where winds with gusts of over 30 knots and 3 foot seas were reported. Only six of fourteen "E" Sloops finished, Runnie Colie capsized and ran into the marsh grass, Sam Merrick lost a side stay and Cliff Campbell, 1967 Mallory Champion, capsized. The three "A" Cats raced with three reefs tied in.

The second regatta at Island Heights with 194 boat fleet was also hit with gusty southerly winds ranging from 12 to 25 Knots and rough seas -- with another rash of capsizings, dismastings and swampings. Four classes "M" Sloops, Comets, Barnegat 17&s and Blue Jays were cancelled in the afternoon because of the 25 knot southeasterly. Three classes managed to sail, "E" Sloops, reefed down "A" Cars and Lightnings with only four out of fourteen "E" Sloops finishing.

At the third regatta held at Mantoloking the start of the morning fleet was delayed one hour by lack of wind. A thunder squall hit a half hour before the start of the afternoon classes and winds ranged from eight to fifteen Knots. A record of 283 boats competed.

At the eight regatta sponsored by the Manasquan River Yacht Club at the Mantoloking Yacht Club the entire afternoon schedule was cancelled when a severe line squall came through with wind gusts of 45 knots, driving rain and lightning. Again boats were capsized but all were accounted for by late afternoon.

The 1968 Season was marked by several changes in the racing rules and procedures.

- 1) The introduction of the life Jacket rule requiring all sailors to wear vest-type non-inflatable life jackets when Code flag "D" is displayed with two horns or guns prior to the preparatory signal--or at any mark of the course during the race and continue to wear them throughout the race.
- 2) The adoption of the NAYRU Partial Recall Signal--- display of a white cylinder with a Red band accompanied by a blast of a horn for each boat over the line.
- 3) The adoption of the NAYRU recommended starting and finishing lines between a white flag on the Committee Boat and the starting and finishing mark.
- 4) The use of an Official Regatta Committee Bulletin Board in the vicinity of the registration desk for the posting of important information, announcements and notices of protest.
- 5) The establishment of an Appeals Committee.
- 6) Class "A" Sneakboxes were made an open class resulting in a healthy increase in the number of boats participating.
- 7) The "M" Sloop fleet was divided into two classes. "M" Sloop Morning Class and "M" Sloop Afternoon Class.
- 8) The establishment of a boat identification card file providing a description of the boat, color of the hull, deck and othe distinctive marking, etc., which has been a great when looking for a missing boat--- also in addition, sail numbers and pertinent information about the owner and skipper.

It was hoped that splitting the "M" fleet into two classes would ease the problem of the large numbers starting-- but this has not been the case. Owing to the great and increasing popularity of this class we have this year had over 60 boats starting in the morning with a sizeable fleet in the Afternoon Class. This will require further study to work out a solution which will be satisfactory to all.

The "A" Cats are the only boats sailing in the afternoon which were disigned specifically to sail in Barnegat Bay waters and it is significant to note that all of these have been racing regularly every year for the past forty (40) years and are still going strong. It is further significant to note that the sails

of all of them can be reefed-- up to four reefs if necessary, to meet the frequent strong and boisterous wind conditions in this area.

Barneгат Bay is not a protected inland body of water-- and it is ~~XXX~~ a real concern to the committee that other classes (national classes) which race here donot have reefing facilities or some means of shortening their rigs to match our frequent boisterous breezes. If a skipper can shorten his rig it gives him an added option to work with and I urge the other afternoon classes to give this their careful thought and consideration. We have sailors in all classes who enjoy "Gung Ho" racing and I can see no reason why they should be deprived of this pleasure and the entire class cancelled when the winds get up to 15 or 20 knots. If they could shorten their rigs this would probably not be necessary.

Another concern to me is the number of boats racing on the Bay on which the main halliard can not be quickly released and the mainsail quickly doused in an emergency. I think that this should have careful consideration.

We are working on plans for a new course board which would be visible from both sides of the Committee Boat. This presents quite a few problems because of the multiple starts which we have and will require a vertical hoist of the letters and numerals used. We hope to have this ready for the 1969 season.

At this time, the end of my first year as Chairman of the Regatta Committee I would like to thank all of the members of the Regatta Committee for their fine help.

I would particularly like to thank all of the active Past Commodores who went out of their way to assist me at every turn, Dr. Dunn for his valued suggestions and guidance, Phillip Van Duyne and F. Thompson Brooks, Clifford Warren for his help at Seaside Park, Commodore Summerill for his assistance in my responsibilities which were new to me. Also, John Chuhinko, of the Normandy Beach Yacht Club a newcomer who did an outstanding job assisting with the entries and Thomas Chapman of Beachwood who assisted all around. Rear Commodore Norman Brown for his very fine job on the fore-deck and last but not least our Fleet Captain and former Commodore Burton Wright for his continuing fine help and guidance and particularly for the two very fine aluminum signal masts for the starting and finishing line flags which he presented to the association.

Commodore's Report to delegates -- Joseph J. Summerill, III,

As your Commodore I can confidently report to you that during the past year the business of the Association progressed most satisfactorily. With the exception of our Secretary who for business reasons had to curtail his performance in mid-season, all officers and committee chairman fulfilled their responsibility with great success.

Their reports which have preceded mine have, I believe, set forth the full and complete extent of their activities. It has been a busy year, many have labored long, and on behalf of the Association I extend our sincere appreciation to these people..

It is not my objective at this time to dwell on the past about which most of us are quite familiar, but rather to outline the problems of next year and beyond. These fall into four groups:

1. Increasing number of participating yachts.
2. Restricted sailing areas.
3. Improvement of safety conditions.
4. Redivision of large "M" Sloop fleet.

On the first subject, this past year we had a peak participation of 273 yachts at Mantoloking Yacht Club on July 6th. This was an increase of 31 yachts over last year's high of 242. Our average fleet was 225 yachts. Increased consistency of participation is demonstrated in that 1967 we had 173 qualifiers, in 1968 we had 208. Gentlemen, next year we will have fleets of 300 yachts, many more than that in years to come.

Not only does this present problems on the starting line, it is causing congestion at our launching sites and is becoming a burdensome expense to some of our smaller member clubs.

Last year at Mantoloking after the morning races its launching facilities actually froze up. It took more than an hour to get a boat out of the water and Mantoloking Yacht Club has some of the best facilities on the Bay. But for the fact that Beachwood, Island Heights, and Ocean Gate Yacht Clubs are in a compact area where a lot of the participants can sail to their regattas, these clubs would have been out of luck long ago.

Numerous times last summer various clubs served in excess of 850 lunches. At a minimum cost of \$1.00 per lunch this cost \$850.00; with the committee's meal, etc., the total cost approximates \$1,000.00. This is a lot of money for smaller clubs, particularly when they may have only 10 to 20 participating crews.

I have given this matter a lot of thought during the past summer and with these two thoughts in mind, larger number of sailors using host club facilities and the high cost of lunches, I offer as a temporary solution these proposals:

- (a) Seasonal registration for several classes, such as "E" Sloops, "A" Cats and Lightnings.
- (b) \$1.00 lunch charge for senior sailors.

These two suggestions would hopefully and probably keep a significant number of boats and crews away from the host club. Other suggestions might work equally well.

Next year is not too soon to start. If we continue to grow, as surely we will, other more drastic steps will be required. Sooner than we think our fleets are going to have to be divided with two committees, either on the basis of Up Bay - Down Bay or by classes in different areas. Our study of this type of scheduling must start immediately to keep ahead of chaos.

Attached to this report, which I will not read at this time, is a complete breakdown of participating yachts, per class at each regatta.

Our next problem area, one which we have had in the past and we will continue to have in the future is our congested sailing areas.

Last year to keep pace with the problem we revised and consolidated some of our courses, those in the lower bay and in the Metedeconk River - Bay Head area. I am pleased to report that they worked very well.

As planned, next year we should work in the Upper Bay area. To this end I have appointed a committee, Chairmaned by Ed O'Malley, Jr., consisting of sailors from the clubs involved to tackle the problem. They should have finalized report for the Regatta Committee in January.

The major objective has been to stay out of congested areas, such as the entrance to the Manasquan River - Bay Head Canal, narrow area in front of Mantoloking Yacht Club and the Toms River.

Not only is this wise from our point of view, sailing in areas with fewer interfering motorboats, but also it is keeping out of what might otherwise be areas prohibited to sailboat racing by the U. S. Coast Guard.

I might say that at the Seaside Park Regatta, Vice Commodore Homer Dennis and I had an extensive conversation with Chief Boatswain Mackey of the U. S. Coast Guard, Sandy Hook Station, about the congested water problem. I am pleased to report that he is a great believer in the BBYRA program and will do all that he can to support us - but we must stay out of such areas and minimize channel crossing.

On the same subject, next year we should try to extend such good relationship with the Coast Guard Auxiliary and the New Jersey Marine Police. Advanced information in way of schedules, course sheets, procedures and methods should be provided in advance of each regatta. Preseason meetings to explain things would seem to be in order.

Next to deal with is improved safety conditions. Last season we adopted the wearable life jacket rule when foul weather conditions warranted. Our rule, however, had a short-coming. It protested a yacht which did not have the jackets when the signal was flown. Instead, we should require such jackets as standard equipment.

Also, we must continue to press for more patrol boats able to help our fleets, not just watch them. Last year, thanks to Sam Garrigues, Safety Patrol Coordinator, we had greatly improved radio communication. More boats, However, is a must.

Lastly, our "M" Sloop needs some attention. In 1967 we had one fleet averaging 44 yachts, with a high of 53; in 1968 we had two fleets, AM - averaging 52 yachts, with a high of 61, PM - averaging 32 yachts, high of 39. Of this number 24 double sailed, more than we expected. Next year we will probably have 10 to 15 additional yachts.

An added problem is that the "M" Sloop is not sufficiently stable for some of Barnegat Bay's afternoon breezes, they upset very easily.

Several solutions have been suggested;

- a) Divide the fleet into two parts by sail number, both AM, or AM and PM. No double sailing of skipper or crew.
- b) Divide the fleet into three parts, Junior Class in AM, Senior Class in AM, and Senior Class in PM. No double sailing of skipper or crew.

We should discuss this later, but bear in mind that the Regatta Committee Schedule of races is already heavy in the morning. If all the "M" race in the morning, some other class or classes will have to be shifted to the afternoon.

Briefly those are our big problems, all capable of solution after careful consideration, consultation and wise decision.

It has been a fine year, again successful in its prime purpose to provide good sailboat racing on Barnegat Bay. It has been my pleasure to have been of assistance to the Association.

Election of Officers

Commodore Joseph J. Summerill, III, appointed F. Thompson Brooks as temporary chairman to conduct the Election. F. Thompson Brooks declared all offices vacant.

William J. Connolly nominated Joseph J. Summerill, III, for the office of Commodore. Duly moved and seconded Brooks asked the Secretary to cast one vote.

Frederick Winkelman nominated Homer F. Denis as Vice Commodore. Moved and seconded with one vote cast by the Secretary.

James Carson nominated Norman S. Brown for the office of Rear Commodore. Moved and seconded F. Thompson Brooks asked that one vote be cast.

Allen Z. Bogert nominated Edward W. Feirer for the office of Treasurer. Duly moved and seconded one vote was cast.

Walter F. Doring nominated Roger K. Brown for the office of Secretary. Duly moved and seconded F. Thompson Brooks asked the acting Secretary to cast one vote.

Carl L. Bach nominated Dr. H. Irving Dunn for the office of Measurer. Duly moved and seconded one vote was cast by the acting Secretary.

William M. Wood nominated the following for the Executive Committee.

Philip R. Van Duyne, Burton Wright, F. Thompson Brooks, Clifford A. Warren, Frederic W. Winkleman, J. Rodney Edwards, William M. Robertshaw, Leonard P. Egee, Daumant Kusma, James E. Kelly, Sumner W. White III, James G. Carson, Frank Wilson, Henry L. Miller, Walter F. Doring, Edward L. LaVance and Franklin H. Berry Jr.

Duly moved and seconded F. Thompson Brooks asked the acting Secretary to cast one vote.

Appointments of Chairman

Commodore Joseph J. Summerill, III, announced the following Appointments.

Fleet Captain ---	Burton Wright
Scoring Committee	
Morning Races ---	William J. Connolly, Chairman
Afternoon Races ---	Edward W. Feirer, Chairman
Public Relations ---	Thomas Jobson
Appeals Committee ---	Norman S. Brown, Chairman
Safety Patrol Coordinator -	To be announced
Historian ---	Philip R. Van Duyne
Flags ---	F. Thompson Brooks
Trophies ---	H. Irving Dunn
Protest ---	Carl L. Bach, Sr.
NAYRU Events ---	H. Irving Dunn,) Thomas L. Chapman,) Co-Chairmen
Audit Committee ---	Carl L. Bach, Sr., Chairman
Property Officer ---	Norman S. Brown

New Business

Proposed 1969 Championship Schedule suggested for approval.

June 21 ---	Bay Head and Metedeconk River
June 28 ---	Island Heights
July 5 ---	Mantoloking
July 12 ---	Toms River
July 19 ---	Normandy Beach
July 26 ---	OPEN
August 2 ---	Beachwood
August 9 ---	Manasquan River
August 16 ---	Shore Acres
August 23 ---	Lavallette
August 30 ---	Seaside Park

Duly moved and seconded the schedule was approved.

James G. Carson some thought be given to having Bay Head and Metedeconk River Yacht clubs co-hosting the regatta as neither

Club can accomodate or race "E" Sloops or "A" Cats on their waters. Should these Club not co-host with Clubs capable of sailing the larger boats?? He also suggested a proposed change in the division of the fleets with the larger boats sailing in open waters and the small boats sailing in protected waters. Carson would like to have schedule of the drop-out rotation if the present scheduling system is to be retained.

L. Ward Wight suggested these thoughts be considered for future Championshis Schedules.

Scoring Committee suggests the following to correct some of their most urgent problems.

- 1) Size of fleets call for more personnel. Suggests total of four in AM and three in PM. With this they can provide current scores for posting.
- 2) Present scoring to be retained.
- 3) The "M" Sloop did not provide desired results.
- 4) Yacht sail numbers must conform to BBYRA rules.
- 5) Consider elimination of Rooster flag each week.
- 6) Proposed purchase of tape recorder for line.

Division of "M" Sloop Fleet

L. Ward Wight noted that the "M" Sloop had agreed on a consecutive numbering system. Size and color to be consistant. Fleet to have a meeting in the near future asked the Commodore attend so a division could be resolved.

F. Thompson Brooks pointed out that he had been on the starting line many times and had endeavored to give a proper size line but the 200 yards needed for 60 boats in not practicable.

Burton Wright requested that the division be made on age or merit not on chance or choice of skipper. To divide on chance we would not solve anything.

Cost of lunches, seasonal registration.

Allen Bogert suggested that we live without change for the 1969 Schedule and plan on 1970.

L. Ward Wight felt that lunches were not necessary.

Commodore J. J. Summerill requested that Junior lunches not be changed or eliminated.

James Carson noted that both cost of lunches and seasonal registration were problems not easy to solve suggests not changing in 1969.

Blue Jay Fleet request

It was noted that the Blue Jay had made a request to sail in the A.M. schedule.

Coming Events

Liaison Meeting, November 10th at Bay Head Yacht Club. 2:00
Regatta Committee Meeting, February 8, 1969 at Manasquan River Yacht Club, 8:00 P.M.

Purchase Authorization

Trophys -----	\$ 2,200.00
Flags -----	1,700.00
Lloyd's Register -	25.00
NAYRU Dues -----	100.00
Insurance National Regatta	300.00
Liability Ins. ---	
Regatta Schedules -	175.00
New Course boards -	100.00
Tape Recorder -----	75.00
Equipment repair ---	100.00

Motion duly made and seconded to approve purchases.

Meeting adjourned at 11:10 P.M.

Respectfully submitted

Norman.S. Brown

	"M"	JR. P.	JEF	INN. P.	JR. C.	A B	SR. P.	FINN	"E"	LIGHT- NING	"A" CAT	"M" SLOP	SR. COAST	BARNEGAT 17	BLUE JAY	#
BAY HEAD	38	13	11	10	2	3 3	18	1	14*12*	21	3	29	3	6	NOR	
ISLAND HEIGHTS	56	19	13	14	3	6 5	19	3	14	18 17*	4	NOR	NOR	NOR	NOR	
MANOLOKING	61	21	14 8*	13	2	12 8	23	6	16	23	4	39	5	8	9	
TOMS RIVER	57	20	14 10*	14	0	11 7	19	2	17	15	4	39	5	9	10	
METTEDCONK RIVER	56	16	14	12	2	9 7	14	4	17 15*	12	4	35	2	6	14	
NORWANDY BEACH	49	16	10	12	2	9 8	16	6	18	23 14*	4	27	3	4	11	
OCEAN GATE	54	19	15	12	3	9 8	15	3	9	17	4	33	2	7	7	
MANASQUAN RIVER	41	13	9	11	3	14	16	2	5	17	4	21	3	3	12	
LAVALLETTTE	56	19	14	14	4	19	18	4	14	17	4	31	4	9	11	
SEASIDE PARK	53	19	15	13	2	18	23	4	19	18	4	33	3	9	10	
*Extra Races																