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

SPRING MEETING OF DELEGATES AND EXECUTIVE COMMITTEE OF BBYRA
Saturday, May 11, 1968
Metedeconk River Yacht Club

Meeting was called to order by Commodore Joseph J. Summerill, III.
The Secretary called the roll of Delegates and Members of Executive
Committee; those present were:

Bay Head Yacht Club	- H. Irving Dunn - Philip R. Van Duyne (Ex. only) - Karl J. Polch (Ex. only)
Beachwood Yacht Club	- Norman S. Brown - Andrew K. Knox - Edward W. Feirer (Ex. only)
Island Heights Yacht Club	- Homer F. Dennis - William M. Wood
Levallette Yacht Club	- Ronald B. Laurence - Frederic W. Winkelman - Daumant Kusma (Del. only)
Manasquan River Yacht Club	- James E. Kelly - L. Ward Wight - William J. Connolly (Del. only) - B. Gilbert Patterson (Del. only)
Mantoloking Yacht Club	- Sumner W. White, III - Allan Z. Bogart - William D. de Camp (Del. only)
Metedeconk River Yacht Club	- Roger K. Brown - James G. Carson (Del. only) - Robert Armstrong (Del. only)
Normandy Beach Yacht Club	- Clifford A. Warren (Ex. only) - Robert Klaas

Ocean Gate Yacht Club	- Burton Wright
	- Carl L. Bach, Sr. (Del. only)
Seaside Park Yacht Club	- F. Thompson Brooks
Shore Acres Yacht Club	- George W. Seiler
Toms River Yacht Club	- Joseph J. Summerill, III
Cedar Creek Sailing Association	- L. H. Buke, Jr. (Del. only)
Others present were:	- Thomas L. Chapman, BYC

Commodore Joseph J. Summerill expressed the appreciation of the Delegates and Executive Committee of BBYRA to Commodore Roger K. Brown of Metedeconk River Yacht Club for the use of its facilities and the arrangements for dinner. Commodore Brown extended a warm welcome to BBYRA and wished it a successful season.

Before proceeding with the regular order of business, the Commodore called upon Past Commodore H. Irving Dunn, Chairman of N.A.Y.R.U. Events, to make his report since he must leave early to attend another meeting.

N.A.Y.R.U. Events. H. Irving Dunn, Chairman, distributed to the Delegates a full and complete schedule of the National Championships, the Prince of Wales cup for team racing and Midget Championship, list of responsible clubs, dates, type of boats, chairmen, etc., a copy of which is to be attached to these minutes.

Approval of Minutes. Minutes of the Delegates meeting October 7, 1967 were approved as published.

Communications. No communications.

Report of Officers and Chairmen of Committees:

Commodore. Commodore Joseph J. Summerill, III reported that as a result of a poll of the Executive Committee by mail, Cedar Creek Sailing Association had been elected to Associate Membership in the Association and welcomed L. H. Buke, Jr. as its Delegate. Mr. Buke rose and addressed the Delegates. He reported the pleasure of his group becoming affiliated with BBYRA and assured them that while its participation might be small at first, he was sure that it would grow in due course.

Next, Commodore Summerill directed the attention of the Delegates and Executive Committee to the proposed changes in the BBYRA Racing Rules, already approved by the Regatta Committee. In accordance with the BBYRA By-Laws, any such changes must be approved by the Executive Committee and Delegates. Commodore Summerill read the proposals, copy of which is attached hereto.

A discussion followed concerning these points:

1. The division of the M Sloop Class into an AM Fleet and a PM Fleet in which the same skipper could not compete in both as skipper or crew (except as crew for an under 18 year old member of his family) did not appear to meet with the approval of the M Sloop sailors. They preferred a restriction against double skippering only. The Commodore thought that such would not be sufficient to limit double sailing, each skipper and crew could interchange their position and sail in both fleets. The exception of letting an adult skipper in one race crew for his child in the other race would not only serve a good cause but probably would not cause a significant increase in participation. The consensus among the Delegates was to try the proposed plan during the 1968 season on a trial basis. L. Ward Wight, MRYC, stated for the record that in his opinion the proposed division would not reduce the size of the starting fleets; instead of having one 60 boat fleet, we would have two 60 boat fleets.
2. Burton Wright, OYC, expressed the opinion that the rule should call for wearable vest type life jackets as standard safety equipment at all times, not just when weather conditions warranted that they be worn. All agreed this was the next step toward maximum safety but suggested the rule as stated was the usual practice and that it be tried next season as is.
3. F. Thompson Brooks, SYC, suggested that when weather conditions warranted the Regatta Committee make it a standard practice to display the Life Jacket Signal (with 2 guns or horn) prior to the warning gun to eliminate confusion.
4. Burton Wright, OYC, urged the Regatta Committee not to enforce too stringently the new rule that all skippers must return to the host club to check the Bulletin Board for protest notices. In many cases, such is impossible due to finishes away from the club house, need to make tow boat arrangements, etc.

Upon motion duly made and seconded, the proposed changes to BBYRA Racing Rules were approved effective immediately. A copy of same is to be supplied to all Regatta Committee Representatives and would be available at the registration desk.

Vice Commodore. Homer F. Dennis elaborated upon the new devices and signals to be used next year; namely, white flag on committee boat as other end of starting and finishing lines, Code Flag "D", partial recall signalling, etc.

Rear Commodore. Norman S. Brown reported that he had procured for the Association in accordance with its authorization of last fall a new hailer and a cannon, the latter to be housed in a carrying case.

Measurer. No report.

Fleet Captain. No report.

Treasurer. Audit of the Treasurer's records and books as of October 7, 1967 has been completed and found to be in order. Report for period October 7, 1967 to May 11, 1968 is as follows:

Balance on hand, October 6, 1967:

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

Receipts:

Dues	\$ 905.00
Entry fee refund	35.00
Canceled check	<u>29.40</u>
TOTAL	\$ 969.40

Expenditures:

Lloyd's register	\$ 25.00
Marcus Jeweler's	3,119.46
A.K.Brouwer, Insurance	10.00
Rear Commodore's expenses	23.60
Treasurer's expenses	6.35
Secretary's expenses	40.35
Jostens	74.09
NAYRU dues	100.00
Federal Communications	
Commission, radio license	<u>8.00</u>
TOTAL	\$ 3,406.85

Balance on hand, May 10, 1968:

Checking account	\$ 1,185.71
Savings accounts	<u>2,823.21</u>
TOTAL	\$ 4,008.92

Old Business.

Appointments. The Commodore confirmed his 1968 appointments as follows:

1. Fleet Captain - Burton Wright
2. Scoring Committee - AM Races, William J. Connolly, Chairman
PM Races, Edward W. Feizer
3. Safety Patrol Co-ordinator - Samuel M. Garrigues
4. Public Relations - Thomas Jobson
5. Historian - Philip R. Van Dyne
6. Flags - F. Thompson Brooks
7. Trophies - H. Irving Dunn
8. NAYRU Events - H. Irving Dunn
9. Protest - Carl L. Bach, Sr.
10. Appeals Committee - Norman S. Brown, Chairman
11. Audit Committee - Carl L. Bach, Sr., Harold Hayes, F. Thompson Brooks
12. Property Officer - Norman S. Brown

In addition, the Commodore advised the Delegates that Edward Howell would replace William C. Kalnig as Representative for Metedeconk River Yacht Club on the Regatta Committee.

New Business.

Courses. The Commodore reported that three course committees had been appointed as follows:

Metedeconk River
and Bay Head Areas - James G. Carson and Samuel Fortenbaugh

Toms River Area - Thomas L. Chapman, Burton Wright,
William Warner and Leonard P. Egee

Seaside Park Area - F. Thompson Brooks

These committees have met, interchanged ideas, checked one another's proposals, and have prepared new courses for the areas in question which provide windward starts and finishes in uncongested areas. These new courses have been supplied to Greathead and Woodruff, Philadelphia, Pa. together with a new mast head and are now available for printing of member club course sheets. If all goes well, next year the same will be done for the upper bay area.

Scoring. Upon motion duly made and seconded, the scoring committee was directed to prepare and print periodic standings for distribution to the member clubs. Otherwise, scoring to be the same as last year.

Safety Patrol. In the absence of Samuel M. Garrigues, Safety Patrol Co-ordinator, Burton Wright with whom he has consulted in the purchase of new equipment, read his report:

Burton Wright and I have discussed this several times by 'phone, and finally had a meeting on May 1st to determine what our recommendations should be. Burt had investigated through his friends in the industry, considering both domestic and foreign equipment, and we now recommend the following:

- 1) The Bay should purchase six (6) Lafayette 2.5 Watt Solid State Portable and Mobile Two-Way Radios, Model HA-450, at \$69.95 each.

These sets have provisions for six channels, and are powered by standard D-size batteries. They have a separate plug-in dynamic microphone, permitting the set itself to be placed in a convenient position, and not having to be continually carried in the hand. They are equipped with automatic series gate noise limiter, adjustable squelch and automatic gain control. One set of batteries should last the entire regatta season.

- 2) The sets to be purchased, and those sets of one-watt or over now available to the Bay should be equipped with crystals to operate on the following channels:

<u>Channel</u>	<u>Mc/s</u>
7	27.035
10	27.075
13	27.115

Channel 7 is limited to transmissions between units of the same station, which will permit us to operate with the minimum

of interference. This particular channel is recommended as Burt has several sets so equipped which he could make available to the Bay. Channel 10 appears to be a more or less universal channel and Channel 13 is a marine monitoring channel. Both of these channels permit communication between units of different stations.

- 3) Burt says he thinks he can get a fairly substantial discount on crystals, and he has someone who can then peak all sets, new and old, before the start of the season, at a very minimum charge. A summary of the costs involved is as follows:

6 Model HA-450 @ \$69.95 ea. =	\$419.70
6 Sets of 3 prs. of crystals per set @ \$7.50/set	
=	45.00
Miscellaneous crystals for	
existing sets	35.30
Peaking all sets	<u>20.00</u>
Total	\$520.00

- 4) The 100-milliwatt radios can not be used for communication between units of a licensed station, and therefore can not be used in the two-way Bay communication network. However, one might be used on the committee boat to monitor one of the channels not in use at that time for regular communication.
- 5) The manner of conducting our communications after the Bay has received its license from the F.C.C. will be outlined in a separate report. It will be considerably different from the past, as we must now comply with F.C.C. regulations.

Authorization for the procurement of the requested equipment aforesaid was unanimously approved.

Flags. F. Thompson Brooks reported acquisition of necessary flags, the cost of which would be about \$150.00 more than last year, requiring increased appropriation for a total of \$1,700.00. Such approval was authorized.

Regatta Schedules. Regatta Schedules were distributed by Vice Commodore Homer F. Dennis, the cost of \$160.00 being approved.

Other Costs. Recall signals costing \$30.00 were also approved.

Respectfully submitted,

JOSEPH J. SUMMERILL, III
Commodore

MAY 11, 1968 AMENDMENTS TO BBYRA RACING RULES (REVISED 1965)

A. Management of Races

4. It shall be the sole responsibility of the skipper of each yacht to decide whether or not to start or continue to race. 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, and one U.S.C.G. approved life preserver for each member of the crew. In addition to the above, it is the responsibility of the skipper and crew in all classes to wear vest-type non-inflatable life jackets whenever conditions warrant whether or not Code Flag "D" (yellow and blue bar) is displayed. When Code Flag "D" is displayed with two guns or horns prior to the warning signal or at any mark of the course during the race, skippers and crews of all classes shall wear such life jackets throughout the race. All yachts are subject to inspection and disqualification for failure to carry specified equipment or to wear non-inflatable vest-type life jackets when Code Flag "D" is displayed.

5. Entries

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

Class "B" Sneakboxes must be sailed by a skipper and crew less than 16 years of age, must conform with class specifications, and shall have a horizontal stripe of black or red cloth, twelve inches long and 3 inches wide, attached to both sides of the sail directly below the racing number. Boats built after 1952 must have measurement certificates.

Junior Comets and ~~Junior Sails~~ must be sailed by a skipper and crew less than 18 years of age.

Junior Penguins must be sailed by a skipper and crew less than 15 years of age and Intermediate Penguins must be sailed by a skipper and crew less than 18 years of age.

The "M" Sloop fleet will be divided into two classes, the "M" Sloop Morning Class and the "M" Sloop Afternoon Class. No "M" Sloop skipper competing in the Morning Class may compete as a skipper or crew (except as crew for an under 18 year old member of his or her family) in the Afternoon Class and vice versa. A skipper's first entry will commit him for the entire season. Any "M" Sloop may be sailed in any race of either series.

B. Scoring

17. The Barnegat Bay Yacht Racing Association Championship for the "E" Sloop Class shall be determined as above except that the lowest score of each yacht in any of the qualifying races will be discarded prior to the final determination of its percentage. In no case will any yacht qualify for championship unless it has started in at least nine races.

18. When the Regatta Committee decides that, through no fault of her own, the finishing position of a yacht has been materially prejudiced by rendering assistance to any vessel or person in peril, by being disabled by another yacht which should have kept clear, or by an action of the Regatta Committee, it may grant that yacht an additional cut, award it the position it had at the time of the event aforesaid or make such other arrangement as it deems equitable.

C. Protest, Disqualification and Appeals

1. Any yacht that fails to observe these rules or fouls a competing yacht or a mark of the course shall be disqualified.

2. A yacht intending to enter a protest must display a protest flag - Code Flag "B" (red) or BBYRA approved protest flag (red) conspicuously in its rigging at the first reasonable opportunity and keep it flying until she has finished or retired. If this signal is not plainly visible to the Regatta Committee on crossing the finish line any subsequent protest will be disallowed. Disabled yachts that fail to finish the crossing line must make known their intention to protest with the Regatta Committee.

3. A protesting yacht must give the identity of the yacht or yachts protested to the Regatta Committee immediately after crossing the finish line and must try to notify the yacht or yachts protested of its intention to protest as soon as reasonably possible.

4. All protests must be made in writing on approved forms, signed by the Skipper and must name the rule or rules alleged to have been infringed and contain a statement of the facts. They must be filed with the Regatta Committee Chairman or his designee immediately after the race. A copy of the protest should be given to the skipper of the protested yacht so that he is afforded an opportunity to prepare his defense.

5. Notice of protests will be posted on the Regatta Committee Bulletin Board as soon as received and will be deemed official notice of same to those involved. All sailors should check for such notices before leaving the area. The Protest Committee will not seek out the participants and will proceed with the hearing forthwith. Failure of the principals or witnesses to appear will not postpone the hearing and decision will be made on evidence at hand. The decision must be in writing and filed with the Regatta Committee along with the original protest papers.

6. Notice of intention to appeal the decision of the Protest Committee to the Regatta Committee of Barnegat Bay Yacht Racing Association must be given at once and written appeal mailed to the Chairman of its Appeals Committee post-marked not later than 72 hours following the decision of the Protest Committee. Appeals will be received by the Appeals Committee only on the basis of interpretation of the rules or the introduction of new evidence.

7. Should the measurements of any yacht be protested, such protest must be made in writing to the duly appointed Measurer of the class to which the protested yacht belongs, accompanied by a cash fee of Ten Dollars (\$10.00) and a copy sent to the Chairman of the Appeals Committee of the Regatta Committee. Should this protest be allowed, the fee will be returned and proper action taken by the Regatta Committee against the offending yacht. Should it not be allowed the fee will be forfeited and used to defray the expenses involved in the measurement. Any balance remaining to be paid over to the Treasurer of Barnegat Bay Yacht Racing Association. Appeal from the decision of the Class Measurer may be made to the duly elected Measurer of the Barnegat Bay Yacht Racing Association, whose decision shall be final.

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