



BARNEGAT BAY YACHT RACING ASSOCIATION
Office of the Secretary
72 Spenser Drive
Short Hills, N.J. 07078

Meeting of the Delegates of BBYRA
Saturday, October 4, 1969
at
Bay Head Yacht Club

Meeting was Called to order by Commodore Joseph J. Summerill, III.

Officers present were:

Joseph J. Summerill, III, Commodore
Homer Dennis, Vice Commodore
Norman S. Brown, Rear Commodore
Edward W. Feirer, Treasurer
Burton Wright, Fleet Captain
Dr. H. Irving Dunn, Measurer
Roger K. Brown, Secretary

Delegates present were:
Bay Head Yacht Club

J. Rodney Edwards
Dr. H. Irving Dunn
Philip R. VanDuyne

Beachwood Yacht Club

Norman S. Brown
Thomas Jobson

Island Heights Yacht Club

Homer F. Dennis
William M. Wood

Lavallette Yacht Club

Daumant Kusma
Robert B. Simpson
Frederic W. Winkelman

Manasquan River Yacht Club

B. Gilbert Patterson
L. Ward Wright

Mantoloking Yacht Club

Allen Z. Bogert
Sumner W. White, III

Metedeconk River Yacht Club

Roger K. Brown
James G. Carson
William C. Kalning

Normandy Beach Yacht Club

Clifford A. Warren
Anthony Bambara
Frank Wilson

Ocean Gate Yacht Club

Carl L. Bach, Sr.
Burton Wright

Seaside Park Yacht Club

E Thompson Brooks

Shore Acres Yacht Club

Edward LaVance, Sr.
Russell T. Wilson
George W. Seiler

Toms River Yacht Club

Joseph J. Summerill, III

Safety Patrol Coordinator:
Frederick E. Radcliffe

Scoring Committee:
Edward W. Feirer

The minutes of the previous meeting were approved as published.

Committee Reports.

Safety Patrol, Frederick E. Radcliffe.

All clubs cooperated in providing adequate boats and crews generally on time.

The following is a breakdown of radio reports of boats not finishing by clubs:

BYC-MRYC	8
IHYC	8
MYC	3
TRYC	00
NBYC	5
BYC	5
MRYC	2
SAYC	10
LYC	0
SPYC	7
Total	<u>48</u>

In addition, an ambulance was obtained by radio to take an injured crew member of the Mary Ann to the Hospital.

The equipment worked well although one radio was in the repair shop all summer. Several antennas were broken and not replaced as those on order did not arrive. One radio developed distortion and was turned over to Commodore Wright for repairs.

I would like to recommend that all radios be checked by the repair shop before next season.

Scoring Committee, Edward W. Feirer.

All Clubs received the I.B.M. printout recording the racing results. This worked satisfactory and will be continued. Please instruct your sailors to fill out the entry cards legibly.

National Cup Events, Dr. H. Irving Dunn.

Our National Cup Event activities reached a new peak during the 1969 season. As those who have been following participation in these events in the past know, there has been a gradual increase in the number of sailors, reaching a new high

in the 1969 season. The Association sponsored Bay Championship races in all National Cup Events as well as conducting the Area C-Semi-Finals for the Singlehanded Championship.

On July 9th the Bay Championship for Women was held by the Short Acres Yacht Club in Lightnings with Edward LaVance serving as Chairman. The winner was Jan Chance O'Malley of the Mantoloking Yacht Club. It should be remarked here that Mrs. O'Malley went on to the Cape May Yacht Club where she won the Semi-Finals. We all join in congratulating this fine skipper and her crew for going to Fort Worth, Texas and sailing in Rhodes 19's, she brought the Women's North American Sailing Championship with its emblematic Adams Cup to Barnegat Bay.

The Men's Sailing Championship of Barnegat Bay was sailed in Lightnings at Ocean Gate Yacht Club on July 16th under the capable chairmanship of Carl Bach. The winner of that event was Gardiner Cox of the Mantoloking Yacht Club, who went on to become winner of the Semi-Finals which were held in Solings by the Chesapeake Bay Yacht Racing Association. After winning this event, he went to Green Bay, Wisconsin, as a finalist in the Mallory Cup competition which was sailed in 5.5' seat the M and M Yacht Club. Here he placed 4th.

The Island Heights Yacht Club with its committee headed by Vice Commodore Homer Dennis, held the Bay eliminations for the O'Day Cup in Finns on July 30th. This event was won by Henry Bossett of Manasquan River Yacht Club, with Tom Barton of Mantoloking Yacht Club second as the result of a sail-off.

The Semi-Finals for Area C were hosted by Mantoloking Yacht Club and its Committee Chairmened by Allen Bogert on August 6th. After 14½ hours of contest and committee work, we were able to designate James Scott of Chesapeake Bay and Robert Held of North Jersey as finalists in the Men's Singlehanded Championship.

In the interest of achieving greater participation, especially by the junior sailors, an innovation was tried this year. Priorly many junior sailors were unable to compete because of a lack of boats in the class designated. To ease this difficulty a regional elimination plan was inaugurated. This permitted each of the areas designated; Up Bay, including Bay Head, Manasquan River, Mantoloking and Metedeconk River; Down Bay, including Lavallette, Normandy Beach, Seaside Park and Shore Acres; and River Region, including Beachwood, Cedar Creek, Island Heights, Ocean Gate and Toms River, to hold elimination races, the winners of which would compete for the Bay Championship and certification to the next step in their National Cup pursuit. Under the able Associate Chairmanship of Tom Chapman, John Orelup and Fred Scammell, these events were successfully carried out.

On July 23rd under the capable management of the Manasquan River Yacht Club, the Junior Sailing Championship of Barnegat Bay was held in Barnegat 17's in the waters of the Upper Bay utilizing the facilities of the Mantoloking Yacht Club. The weather was a combination of rain and finally winds too stiff for further sailing. The winner was Harry Brick of Island Heights, with Mark Bereson of Lavallette second.

The Midget Championship of the Bay was also carried out utilizing the Regional Bay eliminations in Penguins, with each Region qualifying two skippers. The Bay Championship was ably carried out by a Committee of the Toms River Yacht Club on August 15th with Commodore Summerill in charge, utilizing Blue Jays. The winner was William Wight of Manasquan River Yacht Club, with Lynn Campbell of Toms River second and Edward Viencowski of Seaside Park third. Of particular interest and congratulations is the fact that William Wight went to the Atlantic Coast Finals held by the Monmouth Boat Club on August 25th and brought the Championship back to Barnegat Bay. We feel singularly honored in the fact that in three of the last four years, this Championship has come to Barnegat Bay.

The Prince of Wales Cup is at this writing still in competition so that the winner of the Barnegat Bay match race contest has not been finally determined. Last year's semi-finalist from the Bay was Robert Adams of the Bay Head Yacht Club.

Reflecting upon the past year with its record participation, your Chairman feels a certain sense of satisfaction in the accomplishments and improvements. Of particular interest and emphasis was the vastly improved liaison and enlightened function of the Regatta Committee Representatives in their active participation in National Cup Events. May I hope that the coming year may find all equally it not more involved. To assist in the more complete and orderly registration of contestants, an entry form has been printed and will be utilized by all skippers in entering their yachts through the Regatta Committee Representative. The forms will be distributed to each Club's Regatta Committee Representative next summer. Needless to say, this will avoid further use of telephone, secretaries and wast paper for the purpose of entering a Bay Championship competition. I would also like to recommend regional winner flags be awarded.

We again give our thanks and deepest appreciation to the various host clubs who have been good enough to share their facilities and hospitality in the interests of National Cup Events on the Bay. Recognition and gratitude would be incomplete without a word of thanks to the various boat owners who have generously lent their craft for these competitions. Lastly, but not least, a personal word of appreciation to my Associate Chairman, Tom Chapman, John Orelup and Fred Seammell, for their splendid efforts in helping to make this a banner year. Others unsung contributors of time, material and personnel have helped immeasurably to improve the atmosphere for competitive sailing for National Cup Events held under the sponsorship of the Barnegat Bay Yacht Racing Association. Our thanks to them.

Treasurer's Report, Edward Feirer.

Balance on hand October 5, 1968		\$ 4,271.13
Income to October 3, 1968		
Dues	\$ 955.00	
Registrations	5248.00	
Pennants, Rule Books,		
O'Day Entry fees	251.18	
Interest on Savings Acct.	144.13	
		<u>6,598.31</u>
		\$10,869.44

Expenditures to October 3, 1969

Lloyd's Register	\$ 25.00	
NAYRU dues	120.00	
O'Day Cup entry fee	50.00	
Returns to clubs for lunches	1,106.00	
Flags and trophies	3,903.57	
Insurance	423.00	
Regatta equipment	<u>735.63</u>	\$ 6,757.60

Balance on hand October 3, 1969: \$ 4,111.84

After this report was prepared the Treasurer received the 1969 trophy bill in the amount of \$ 4,973.94, which reduces the balance to a corrected figure of \$ 2,137.90. The treasurer noted the following comparisons in the present and past year;

	1968	1969	
Registrations	\$ 4325.00	\$ 3261.00	(down 1064)
Flags	1580.00	1846.00	(down 266)
Trophies	2014.00	1973.00	(saved 41)
Equipment	896.00	753.00	(saved 243)

This points out the fact that our biggest loss has been due to the lack of income from entry fees and the increased cost of Flags.

Tom Brooks reported that he will order the flags for the coming year. He also expressed surprise in the number of flags returned this year as against prior years. Some qualifying flags from 1964 were returned. With this amount of returns, Mr. Brooks feels that the cost for next year should be reduced. Please keep those flags coming.

Rear Commodore and Property, Norman S. Brown

List of Equipment as of September, 1969

- 1- Case of Course Numbers.
- 1- Aluminum stand for Course frames.
- 3- Wooden frames for Course Numbers.
- 1- Case and Course Numbers. (old)
- 1- Cannon and carrying case.
- 1- Cleaning rod and can of oil for cannon.
- 2- Boxes of shell for cannon.
- 1- Stop watch and case.
- 1- Shape Mast and stand.
- 2- Falcon air horns.
- 1- Power Pack for horns.
- 1- Audio Hailer.
- 1- Blue Cone.
- 1- White Cone.
- 1- Red Cone.
- 2- Partial Recall cylinders.
- 1- Registration Sign. (old)
- 1- Aluminum starting line mast. (one missing)
- 1- Set of boat and marker forms used in protests.
- Wooden case for same.
- Carl Bach, Sr.
- 1- Bag with Signal Flags. Joseph J. Summerill, III
- 1- Bag with Signal Flags. Homer Dennis

2- Boxes for Registration

BBYRA By-Laws and Racing Rules
Entry forms
NAYRU Racing Rules
Protest Flags
Green Pennants
Orange Pennants
Registration Sign
BBYRA Flag

Safety Patrol Equipment.

6- Delta Flags
7- Patrol Flags (should replace #25, #26, #28)
6- Flag Poles and Bases
1- Box of misc: cord, marline, operating manuals and
Radio Patrol instructions.
5- Radios, Lafayette Model HA-450, 2 $\frac{1}{2}$ watt 6 channel
12729, 12447, 11881, 12443 11553 (carry strap missing,
battery cord spring loose)
1- Battery pack, 10724
1- White Starting Line Flag
1- Entry Boat Flag (replace)

Vice-Commodore and Regatta Committee Chairman, Homer Dennis.

We got off to our 56th Annual Season on Saturday, June 21st with a Regatta sponsored jointly by the Bay Head and Metedeconk River Yacht Clubs.

All "M" Sloops, "E" Sloops and "A" Cats sailing out of the Mantoloking Yacht Club on Mantoloking courses and the other classes sailing in the Metedeconk River. True to form - the Barnegat Bay weather was a bit on the boisterous side with the result that eight Penguins capsized as did two "E" Scows - and the first time that I recall, no "A" Cats appeared.

I will not bore you with statistics as these are available to you but will cover some of the high lites of the season.

The weather on the whole was generally kind to us - kinder than in 1968. We only cancelled a total of four classes because of high winds - these were all at the Mantoloking Regatta - the "M" Sloop "A" Division, Jets - and the Junior and Intermediate Penguins. As it turned out later these classes could have sailed safely.

At the Lavallette Regatta after necessary postponement of the morning classes the Junior and Intermediate Penguin classes were declared "No Race" because their time limit expired.

The Toms River Regatta was held out of the beautiful new facilities of the Toms River Yacht Club with their splendid new club house and docks at Money Island and they are to be commended for this fine contribution to sailing in these waters.

The Beachwood Yacht Club acted as a host club using the new Toms River Yacht Club facilities as Regatta headquarters, closer to the racing activities and this was much appreciated by all concerned. The colorful Beck Crabbe Trophy Race for "A" Cats which gets under way from an anchor start was run in connection with this Regatta as Ocean Gate was not a sponsoring club this year.

We have had excellent cooperation from the sponsoring clubs in the quality of the committee boats which have been made available to us and I wish to commend them for this. As I look back over the years I shudder as I think of some of the inadequate craft we had to work from and under very difficult conditions.

We have also had a high standard of really competent Regatta committee representatives from the member clubs and this too has been of inestimable assistance to your chairman. We always have willing hands - but when you have willing hands with "know-how" added it makes a great difference in the smooth operation of the Race Committee. Again, I should like to commend the clubs for sending these sailors and sail minded people to us - and hope that they will continue to do so.

We have had problems with courses - and course sheets which have presented us with some trying situations. This entire matter is being reviewed by a committee under the leadership of Comm. F. Thompson Brooks and I confidently look forward to a vast improvement next year. Please carry back to your clubs word that NO course sheets are to be printed until they have been reviewed by this committee.

We have had another unfortunate incident where a skipper entered two boats to race on one day. Neither of the boats was on hand in spite of the fact that he had signed a statement stating that the boat(s) was ready to sail at the Regatta site on that day. They were originally scored DNS and we found this unpleasant situation only after investigation. Such actions have no place in BBYRA activities and will not be tolerated. In the future all DNS listings will be checked out. I would ask you to carry this back to your clubs. As the late Comm. Crabbe, a former commodore of the Toms River Yacht Club and one of the founders and a former commodore of the Cruising Club of America, used to say, "Race to win - but win it clean - because if you don't win it clean it isn't worth winning". In my book this standard of sportmanship is still valid.

We should look to possible consolidations of and changes in the Penguins and "M" scow fleets and this will come up for consideration by Regatta Committee.

We have seen this year what has amounted to an almost complete eclipse of what was not too long ago one of our largest classes - the Comets - and I am sad to see this - as they produced some great racing and great sailors. Maybe they will come back in the years ahead as the Lightnings are now staging a splendid come back.

For some time I have watched with great interest the growth of big boat racing on the bay - particularly the ever increasing fleets of auxiliaries in the Island Heights and Toms River Clubs and I have a growing feeling that a new senior class - possibly the "Ensign" might prove interesting to the many sailors who are constantly moving up in the size of the boats they are sailing and racing. I think that this should be investigated thoroughly.

Last year I reported that we were working on a new course board system which would be visible from both sides of the committee boat. I am happy to report that this has come into being and has been well received. One year's experience has shown one or two minor changes which would be advisable and these will be taken care of.

The bulletin board has been increasingly valuable - and a new sign indicating a rallying point for the Protest Committee has been of considerable help.

At the request of the "M" Scow Fleet a low point scoring system was adopted and used for them - and the scoring for all of the classes will be reviewed. Thanks to Rear Comm. Norman Brown, the scoring results were computerized and mailed each week to all clubs. This was a tremendous improvement and we are all most appreciative of this.

The successful operation of the Regatta Committee represents the fine efforts of many dedicated representatives from the various clubs who turn out Saturday after Saturday and I extend my sincere thanks to all of them who have done so much to make this season possible. To name them all would be to include practically all who are listed on the Regatta Schedule.

I would like to especially thank Rear Comm. Norman Brown for his very fine work on the fore deck - Roger Brown for his splendid coordinating work with the Registration Committee - Carl Bach for his otherwise thankless and trying work as chairman of the Protest Committee - Ed Feirer and Jeff Connolly as Co-Chairmen of the Scoring Committee and their hard working assistants, Bob Simpson and Bob West - Tom Jobson for his excellent Public Relations efforts - and very particularly Fred Radcliffe for his outstanding work as Safety Patrol Coordinator - Tom Chapman for his work on the Course Committee and on the line. I also extend my sincere and profound thanks to Comm. Summerill with whom I have thoroughly enjoyed working and who, I think, and I believe you will all agree, has been a fine commodore and under whose leadership we have had many worthwhile changes and improvements. Also my sincere thanks to Past Commodores; F. Thompson Brooks, Philip R. Van Duyne, H. Irving Dunn, our Measurer and Chairman of the NAYRU events, and Burton Wright, Fleet Captain, Senior Past Commodore of "the Bay". Without the help and counsel of these last named gentlemen who are always on hand and ready to assist things would not have gone as well as they did.

In spite of the fact that registration has dropped off from 1968 we were still sailing a sizeable fleet of fine yachts and I would say in conclusion that we have had a real fine season.

The Commodore's Report to the Delegates was mailed to the Delegates by Commodore Summerill. Additional copies may be obtained from the Secretary upon request.

Commodore Summerill declared all Offices and Committees vacant and appointed Past Commodore F. Thompson Brooks as temporary Chairman for the purpose of electing new officers.

Following are the Nominations:

Commodore - Homer F. Dennis, by Sumner White
Vice-Commodore - Norman S. Brown, by James Carson
Rear-Commodore - Carl L. Bach, Sr., by Tom Jobson
Treasurer - Edward W. Feirer, by Fred Winkelman
Secretary - Roger K. Brown, by William Kalning
Measurer - Dr. H. Irving Dunn, by Allen Bogert

Executive Committee:

The Officers and:

- J. Rodney Edwards, B.H.Y.C.
- Philip R. Van Duyne, B.H.Y.C.
- William M. Robertshaw, B.Y.C.
- William Haddon, I.H.Y.C.
- William M. Wood, I.H.Y.C.
- Robert Simpson, L.Y.C.
- Frederick W. Winkelman, L.Y.C.
- Carl M. Wiedman, M.R.Y.C.
- Allen Z. Bogert, M.Y.C.
- Sumner White III, M.Y.C.
- James G. Carson, M.C.Y.C.
- Ernest Pauli, N.B.Y.C.
- Clifford A. Warren, N.B.Y.C.
- George Keyes, O.G.Y.C.
- Burton Wright, O.G.Y.C.
- William Wilson, S.P.Y.C.
- F. Thompson Brooks, S.P.Y.C.
- Russell Wilson, S.A.Y.C.
- F. Henry Rollman, T.R.Y.C.
- Joseph J. Summerill, III, T.R.Y.C.

The Nominations were closed and the Secretary was instructed to cast the unanimous ballot for the election of the above Officers and Executive Committee.

Motioned and moved that in addition to the Treasurers, the Commodore and Vice-Commodore be allowed to sign checks for the Association.

Motioned and moved that the Treasurer pay the annual dues to the North American Yacht Racing Union.

Motioned and moved to expend \$ 1800.00 for Flags and \$ 2,000.00, for Trophies.

Committee appointments:

Revision of Course Sheets.

- 1- F. Thompson Brooks
- 2- Thomas Chapman
- 3- James Carson

Fleet Captain.

Burton Wright

Chairman NAYRU events and Trophies.

Dr. H. Irving Dunn

Flags.

F. Thompson Brooks

By-Laws

Burton Wright, Chairman

Allen Bogert

F. Thompson Brooks

New Sailing Classes.

Joseph J. Summerill, III
Burton Wright

William M. Wood, Chairman

Property.

Carl L. Bach, Sr.

Insurance (Review amount for Equipment)

William M. Wood
Norman S. Brown
Carl L. Bach, Sr.

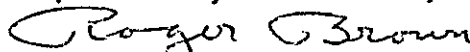
Proposal made to amend the By-Laws . Motion made by Past Comm. Jack Summerill: Reference pages 9 and 10, as follows; Sections 1, 2, 3 and 4, deleted. Section 1 would provide annual dues for Active Clubs would be \$200.00. Annual dues for Associate Clubs would be \$100.00. Section 2 would be old Section 5. Section 3 would be old Section 6. After discussion, motion amended to be \$150.00 for Active Clubs and \$50.00 for Associate Clubs. Motion carried.

Motioned and carried to have the Course Committee investigate having the Course Sheets printed at one time for all of the Clubs, with the provision that individual clubs may also order additional copies at the same time. The cost of the additional copies would be paid by the Clubs.

The Delegates from Metedeconk River Yacht Club and the Shore Acres Yacht Club, elected to take a "by" for the year 1970. This will allow for the 10 race series.

With no further business to come before the Meeting, moved and seconded to adjourn at 2350.

Respectfully Submitted,



Roger K. Brown, Secretary

Meeting of Officers and Committee Chairmen: October 26, 1969.

Meeting of Officers, Committee Chairmen and Class Representatives
November 9, 1969.

Meeting of Officers and Members of Regatta Committee on February 7, 1970, at Manasquan River Yacht Club.