

BBYRA ANNUAL MEETING - OCTOBER 4, 1969

COMMODORE'S REPORT TO DELEGATES

During the past year many of us have exchanged ideas as to how we might improve the overall operation of the Association and/or the numerous phases thereof. To that end, last fall I appointed a New Format Committee which has contributed significantly to some of the ideas set forth below:

A. COMPLETE RESCHEDULING. Attached hereto as Schedule A and B are proposals for future reference should it become necessary to divide our fleets at a later date. They represent general thoughts which indeed can be improved with further study.

Had yacht participation increased during the 1969 championship series as it has in prior years, it would have been inevitable that some new arrangement, a new format, would be needed next year. Particularly, in light of the warning received last spring from the U. S. Coast Guard:

Cognizant Coast Guard personnell have been concerned about the increasingly large number of racing sailboats crossing the Intracoastal Waterway in your Series. Your organization should consider reducing the number of boats engaged in future races and also consider changing the courses so that there will be no crossing of the Intracoastal Waterway. One suggestion is to confine the courses to Barnegat Bay east of the Intracoastal Waterway.

Alas, to the surprise of all, participation and qualification in 1969 was substantially lower than that of the last two preceding years.

	<u>AVERAGE FLEET</u>	<u>LARGEST FLEET</u>	<u>QUALIFIERS</u>
1967	187	232	173
1968	225	273	203
1969	169	205	138

Attached hereto as Schedule C is a yacht count per class per regatta during the 1969 season.

As a result of the above, the New Format Committee saw no need to change the program for 1970. In the meantime we will have more opportunity to study and perfect a rescheduling for the future.

B. FINANCES. Previously I reported a financial crisis in that the Association depreciated \$2,200.00 during the fiscal year 1968. Closer scrutiny of actual receipts and expenditures, however, showed that some major 1967 expenditures were not paid until 1968 causing the loss in

question. By and large our accounts net out at about \$4,000.00 at season end. Probably reduced participation in 1969 will deplete that reserve.

Should additional funds be required to finance proper comprehensive insurance coverage for BBYRA Committee Boat, or in the alternative to lease a commercial vessel for that purpose (either cost approximates \$1,000.00), increased membership dues or entry fees will be required. It is generally thought that the latter should be avoided at least as long as lunches are provided by the member clubs. At present \$1.00 out of \$3.00 (Senior Classes) or \$1.00 out of \$2.00 (Junior Classes) is returned to the sponsoring clubs to ease the cost of lunches.

During 1969 a total of \$955.00 was collected from the member clubs of the Association in accordance with the present By-Laws, 1965 Revision-Dues, Sections 1 and 2, page 9, under a complicated formula based upon number and type of club membership providing for a minimum of \$25.00 and a maximum of \$100.00.

Bay Head Yacht Club	\$100.00	Mantoloking Yacht Club	\$90.00
Beachwood Yacht Club	75.00	Normandy Beach Yacht Club	35.00
Island Heights Yacht Club	100.00	Ocean Gate Yacht Club	40.00
Lavallette Yacht Club	85.00	Seaside Park Yacht Club	90.00
Manasquan River Yacht Club	100.00	Toms River Yacht Club	70.00
Metedeconk Yacht Club	80.00	Shore Acres Yacht Club	40.00
Associate Member - Cedar Creek Sailing Association			50.00

For simplification as well as elimination of possible inequities due to local classifications of memberships, it has been suggested that all Association membership dues be increased to a flat \$200 per member club or associate. This would raise the additional \$1,000.00 needed as suggested above.

In the alternative, the dues section of the existing By-Laws could be amended to double the formula and maximum to produce the same results.

C. COURSE CHARTS. To eliminate the continuing problem of inaccurate course charts supplied by member clubs sponsoring regattas it is suggested that the BBYRA Regatta Committee itself prepare and supply all course charts at the cost of the sponsoring club. In the past the mast head has been supplied but unfortunately the member clubs have failed to make requested revisions of the various courses themselves and other instructions printed on the chart other than on the mast head.

There should be four consolidated course areas, Metedeconk River, Upper Bay, Toms River and Lower Bay. Already all of these consolidated course area charts exist except that for the Upper Bay. An experienced committee has already been appointed to prepare this last course chart for 1970. The charts should be known as BBYRA Course Chart No. 1 -

Metedeconk River Area; BBYRA Course Chart No. 2 - Upper Bay Area, etc. and not a specific yacht club course chart.

D. ELIMINATION AND/OR REVISION OF CLASSES. Because of the extremely poor showing of both the Comet and Finn Classes during the last several years it is suggested that they be eliminated from the 1970 schedule. In the Comet Class we had only one boat which raced in two races and did not qualify. In the Finn Class we usually had no more than two boats with only two qualifiers. It no longer seems justified to provide a place in our already too busy schedule, cause additional work for our scorers and increase the expenses for flags and trophies for such a very small number of sailors. Let them sail boats in well established fleets.

Also, it would seem in order that we redivide the Penguin fleets into two divisions rather than three. In 1969 the breakdown was as follows:

	<u>AVERAGE FLEET</u>	<u>LARGEST FLEET</u>	<u>QUALIFIERS</u>
Jr. Penguin	12	16	13
Inter. Penguin	9	10	10
Sr. Penguin	10	16	6

A possible redivision would be the formation of two new classes:

Junior Penguin - under 17; Senior Penguin - 17 and older.

Recently I have been advised by many sailors and local distributors to the effect that shortly an application will be made for the scheduling by BBYRA of a championship series for 420's, a 14' fiberglass, self-bailing, jib rigged and spinnaker, two man boats as a Senior Class to be sailed preferably in the morning schedule.

E. PROPOSED 1970 SCHEDULE. At a Regatta Committee meeting on August 30, 1969 the attached 10 Race Series Regatta Schedule for 1970 was approved with the understanding that the following changes concerning qualifications, etc. be effectuated:

1. No extra races for any classes.
2. Qualification for championship would be limited to 7 races.
3. Some system of cuts and/or through out races be provided.

It was thought by some that the above changes could best be carried out by an 11 race series.

See Schedule D for Proposed 1970 Schedules.

F. MISCELLANEOUS PROBLEMS NEEDING ATTENTION.

1. Select a uniform scoring system for all classes.
2. Provide for the elimination of starting guns for classes sailing in another area.
3. Revise 1965 By-Laws usually done every 5 years.
4. Revise Instructions to and Check-Off Sheet for Club Sponsoring BBYRA Regattas.
5. Establish a ceremonial proceeding for the awarding of special race trophies.
6. Improve upon the system of delivering of daily place flags to winners.

PROPOSAL OF JAMES G. CARSON - OCTOBER 2, 1968

Problems: 1. Severe overcrowding of launching facilities, docks and racing waters at most Clubs due to increased number of competitors. Also, due to more popular use of land transportation to regattas.

2. Cost of lunches places an undue financial burden on the Clubs. Costs are rising. Number of people to feed is rising.

3. Morning races plagued by inadequate wind. Prevailing summer conditions on Barnegat Bay seldom provide wind adequate for starting races until at least 11 A.M.

Solution: 1. Divide the fleets into Fleet A and Fleet B. I have not determined which classes I would suggest for each but it could be based on size and number of boats so as to get an approximate equal division.

2. Start all races at 1 P.M. except first and last regatta of year which would retain the traditional starting times and format. This would enable elimination of necessity for lunches, provide a starting time when wind could be expected to be adequate, and permit a later start and earlier finish for all concerned.

3. Sail Fleets A and B on separate courses with separate committees from separate Clubs. This would help alleviate the overcrowding on land and on the race course. Exception would be first and last race of season to be held at the more spacious clubs.

<u>WEEKEND</u>	<u>FLEET A</u>		<u>FLEET B</u>
1	Mantoloking	**	Mantoloking
2	Island Heights		Bay Head
3		OPEN	
4	Toms River		Metedeconk
5	Normandy Beach		Ocean Gate
6		OPEN	
7	Shore Acres		Beachwood
8	Lavallette		Manasquan at Bay Head or Metedeconk
9		OPEN	
10	Seaside Park	**	Seaside Park

** Lunch served at BBYRA expense

ADDITIONAL NOTES:

Fleet "A" - Larger Boats - open waters

Fleet "B" - Smaller Boats - more protected waters

7 regatta - 2 cuts but no extra cuts. Most Class Champs and National NAYRU events would fall on weekend 9 which is open.

PRELIMINARY THOUGHTS OF JOSEPH J. SUMMERILL, III
RE BBYRA NEW FORMAT

COMMITTEE MEMBERS: Joseph J. Summerill, III, Chairman, F. Thompson Brooks, Burton Wright, William T. Hornidge, Roger K. Brown and Robert B. West

1. 11 rather than 10 championship Regattas running consecutively through the summer starting at a time so that the last Regatta precedes Labor Day.

2. Each skipper in each class would have to sail at least 8 races out of 11, being able to cut 3 or cut 2 and drop 1 race; that would mean that the championship would be scored on 8 races.

3. There would be no extra races for any classes.

4. 2 Regatta committees would be required which would serve alternately each weekend on a basic Up-Bay Down-Bay basis. The Commodore and Fleet Captain could be in charge of one committee, the Vice-Commodore and Rear Commodore of the second committee.

5. Scoring committee would consist of 4 members, each attending a morning or afternoon race on the two different committees. Such a scorer could get help from other members of Race Committee.

6. Each committee could function easily with the following members:

Race Committee Chairman	Line Man
Race Committee Vice-Chairman	Board Man
Spot Watch	Off Line Boat
Gunner	Safety Patrol and Radio
Shape Man	Assistant

That means 10 for each of 2 committees plus 4 scorers equaling 24 people. Presently we have 28 including alternates of which about 6 don't come. At Mantoloking Yacht Club Regatta we had 24 men aboard one boat.

7. There would be 4 course areas, Metedeconk River, Upper Bay, Lower Bay (mouth of Toms River and Seaside Park area), Seaside Park.

8. First race of the season, at which time participation is less and there are fewer power boat problems, could be at Metedeconk and Upper Bay area, second through 10th Regatta would be at Upper and Lower Bay, 11th Regatta would be at Seaside Park (both committees and fleets sailing at the same time as at present).

9. In 1968, the year of our largest fleets, their sizes were as follows:

"M" Sloops (3 divisions)	100	Lightning	23
Junior Penquins	15	"A" Cats	4
Intermediate Penquins	15	Comets	3
"A" & "B" Sneakboxes	20	Barnegat 17's	10
Senior Penquins	15	Finns	3
Bluejays	15	Jets	12
"E" Sloops	20		

10. Possible division of classes into 2 fleets:

<u>FLEET A</u>		<u>FLEET B</u>	
<u>A.M.</u>		<u>A.M.</u>	
"M"	40	"M"	40
Jr.P.	15	Jet	12
Int.P.	15	Sr. P.	15
A & B	20	Bluejays	15
	<u>90</u>		<u>87</u>
<u>P.M.</u>		<u>P.M.</u>	
Light.	23	"E"	20
"M"	20	"A"	4
Comet	3	Bar.	10
	<u>46</u>	Finn	3
			<u>37</u>

11. Time requirements: 4 classes at 5 minute intervals equals 20 minutes plus 10 minutes to start for a total of 30 minutes. Thus starts could be at 10:30 plus 90 minute race after last start at 11 A.M. thereby making last finish at 12:30. Afternoon races the same thing but start at 2 o'clock, last start at 2:30, last finish at 4 P.M.

12. Possible allocation of A & B Fleets between sponsoring Clubs:

First Race Met.	Fleet A	Bay H	Fleet B
2nd "	N.B. Fleet A	I. H.	Fleet B
3rd "	Shore A. Fleet B	T. R.	Fleet A
4th "	Lav. Fleet A	O. G.	Fleet B
5th "	Mant. Fleet B	Beach	Fleet A
6th "	Man. R. Fleet A	Sea. P.	Fleet B
7th "	Shore A. Fleet B	I. H.	Fleet A
8th "	Mant. Fleet A	T. R.	Fleet B
9th "	N.B. Fleet B	O. G.	Fleet A
10th "	Lav. Fleet A	Beach	Fleet B
11th "	Seaside Park Fleets A & B		

YACHT COUNT BREAKDOWN

	BH. & MET.	I. H.	MENT.	T. R.	N. B.	BEACH.	MANS.	SH. A.	I. AV.	SEA P.	AV. O.
"M" SLOOP A	12	24	NR	21	24	23	27	24	28	29	21
JR. PENQUIN	6	12	NR	13	16	10	14	12	NR	14	13
JET	7	12	NR 8	10 6	11	6	8	5	11	8	8
INT. PENQUIN	8	10	NR	8	7	10	9	10	NR	11	10
"M" SLOOP B	29	38	38	33	34	31	32	22	33	32	28
& B SNEAK	10	16	13	17	18	11	15	14	19	18	8 "A" 5 "B"
. PENQUIN	12	16	11	11	10	7	9	7	12	12	6
UE JAY	9	7	9	7	7	6	2	3	6	5	3
" SLOOP	9 13	16	18	16	10 15	16	2	3	15	19	9
IGHTNING	12	10 8	13	5	12 6	10	6	10	11	9	6
CAT	0	2	4	4	4	4	4	4	4	4	4
" SLOOP C	11	18	21	15	17	11	17	9	17	18	10
NET	1	0	2	0	0	0	0	0	1	0	0
RNEGAT 17	5	13	11	14	12	11	7	6	9	11	6
TNN	2	3	3	2	1	4	3	1	2	2	2
	146	205	151	182	204	160	155	130	168	192	138

PROPOSED 1970 BBYRA REGATTA SCHEDULE

10 Race Series

June	27	Metedeconk River Yacht Club - Fleet A.
June	27	Shore Acres Yacht Club - Fleet B.
July	4	Island Heights Yacht Club.
July	11	Mantoloking Yacht Club.
July	18	Toms River Yacht Club.
July	25	Normandy Beach Yacht Club.
August	1	Open.
August	8	Beachwood Yacht Club.
August	15	Manasquan River Yacht Club at Metedeconk River Yacht Club.
August	22	Ocean Gate Yacht Club.
August	29	Lavallette Yacht Club.
September	5	Seaside Park Yacht Club.

11 Race Series

June	27	Metedeconk River Yacht Club - Fleet A at Metedeconk River Yacht Club, Fleet B at Shore Acres Yacht Club.
July	4	Island Heights Yacht Club.
July	11	Mantoloking Yacht Club.
July	18	Toms River Yacht Club.
July	25	Normandy Beach Yacht Club.
August	1	Shore Acres Yacht Club.
August	8	Beachwood Yacht Club.
August	15	Manasquan River Yacht Club at Metedeconk River Yacht Club.
August	22	Ocean Gate Yacht Club.
August	29	Lavallette Yacht Club.
September	5	Seaside Park Yacht Club.