



BARNEGAT BAY YACHT RACING ASSOCIATION

MEETING OF THE DELEGATES OF BBYRA

Saturday, October 2, 1971
at
BAY HEAD YACHT CLUB

The Fall Meeting was called to order by Commodore Homer Dennis.

Members present:

Commodore Homer Dennis
Vice-Commodore Norman Brown
Rear-Commodore Carl Bach, Jr
Treasurer, Edward Feirer
Secretary, Roger Brown
Measurer, Dr. H. Irving Dunn
Fleet Captain, Burton Wright

BAY HEAD YACHT CLUB

Dr. H. Irving Dunn

BEACHWOOD YACHT CLUB

Norman Brown
Edward Feirer
Robert Valdes

ISLAND HEIGHTS YACHT CLUB

Homer Dennis
William Wood

LAVALLETTE YACHT CLUB

J. Harry Stulz, Jr.
Frederic Winkelman

MANASQUAN RIVER YACHT CLUB

B. Gilbert Patterson
Leonard Rydalm
L. Ward Wight

MANTOLOKING YACHT CLUB

William DeCamp
Sumner White III

METEDECONK RIVER YACHT CLUB

Roger Brown
James Carson

NORMANDY BEACH YACHT CLUB

Edward Schwalje
Clifford Warren

OCEAN GATE YACHT CLUB
Carl Bach, Jr.

SEASIDE PARK YACHT CLUB
F. Thompson Brooks

SHORE ACRES YACHT CLUB
Edward LaVance
Russel Wilson

TOMS RIVER YACHT CLUB
Mike Fagan

Commodore Homer Dennis called for the Treasurer's Report.

TREASURER'S REPORT, Edward Feirer.

1. The annual report does not pick up the expenditure for the 1971 Sterling Silver Trophies. This will amount to an estimated \$2400.00. Income from the Lavallette regatta and the Toms River assesment has not been received.
2. In order to maintain our current high standards in sailing and in the management of Championship regattas, it is vitally necessary we continue the current assesment charge to member clubs and solicit the contributing memberships to the BBYRA ad \$5.00 per head. This year we had income from Contributing Memberships of \$1140.00 and expenses of \$308.00, giving us a net of \$802.00.
3. Recommend the establishment of a Budget and Fiscal Committee, whose prime function would be to submit each year a budget to the Delegates for approval.
4. Charge the member clubs the cost of the chart mast-head. This is a \$35.00 expenditure and would cost the club. \$3.50. This is less expensive than if they had to do it on their own.

NEW SAILING CLASSES: William Wood

William Wood reported on the progress of the Ensign Class. There are four boats at Island Heights, two members considering new boats and a possibility of two additional boats in the Mantoloking area.

NATIONAL CUP EVENTS: Dr. H. Irving Dunn
See attached.

FLEET CAPTAIN: Burton Wright
No report.

REAR COMMODORE: Carl Bach, Jr.

There was no formal report from the Rear Commodore, however Rear Commodore Bach wished to thank all those who cooperated with him this past year, especially those members of the Regatta Committee.

VICE COMMODORE: Norman S. Brown
See attached.

Dr. H. Irving Dunn reminded the Delegates of the necessity of the reply to the letter from the U.S. Coast Guard, with reference to the out of position of certain barrels. Please see that this information is returned to him so that he in return may answer to the USCG.

Commodore Dennis declared all Offices and Committees vacant.
Commodore F. Thompson Brooks assumed the Chair.

Thompson
Rear Commodore called for nominations for Commodore of the BBYRA.
The name of Norman S. Brown was placed in nomination for the
office of Commodore. The motion was seconded. Moved that
the nominations be closed. Motion seconded. Motion carried.

Commodore called for nominations for Vice-Commodore of the BBYRA.
The name of Carl F. Bach, Sr., was placed in nomination for the
office of Vice-Commodore. The motion was seconded. Moved that
the nominations be closed. Motion seconded. Motion carried.

Commodore called for nominations for Rear-Commodore of the BBYRA.
The name of Sumner White was placed in nomination for the
office of Rear-Commodore. The name of Roger Brown was placed
in nomination for the office of Rear-Commodore. Both nominations
seconded. Motion made to close nominations. Motion seconded.
Motion carried.

Commodore called for nominations for the office of Treasurer of
the BBYRA. The name of Edward Fairer was placed in nomination for
the office of Treasurer of the BBYRA. Motion seconded. Moved
that the nominations be closed. Motion seconded. Motion carried.

Commodore called for nominations for Secretary of the BBYRA.
The name of Roger Brown was placed in nomination for the office
of Secretary of the BBYRA. Motion seconded.

Commodore called for nomination for the office of Measurer of
the BBYRA. The name of Dr. H. Irving Dunn was placed in nomination
for the office of Measurer of the BBYRA. Motion seconded.
Moved that the nominations be closed. Motion seconded. Motion
carried.

Commodore called for nominations to the Executive Committee of
the BBYRA. The following names were placed in nomination:
The newly elected Officers plus;
Samuel D. Wyman, Robert Valdes, Fred A. Slack III, J. Harry Stulz,
Leonard Rydholm, Richard Thomas, Thomas C. Barton, Edward Schwalje,
Warren Perry, Everett S. McCarty, Joseph Antonelli, Andrew Knox,
Philip R. VanDuyne, William M. Wood, F. Thompson Brooks, Clifford
Warren, Frederic W. Winkelman, Homer Dennis, Burton Wright. Moved
that nominations be closed. Motion seconded. Motion carried.

Commodore Brooks called for a written vote for the office of
Rear-Commodore of the BBYRA. Clifford Warren acting judge.
Roger Brown was elected to the Office of Rear-Commodore of the BBYRA.

Commodore called for nominations for the office of Secretary of
the BBYRA. The name of James Carson was placed in nomination for
the office of Secretary of the BBYRA. Motion seconded. Moved that
the nominations be closed. Motion carried.

The meeting was turned over to the new Commodore, Norman Brown.
Commodore Norman Brown announced Committee appointments. See attached.

The following appointments were also made:

Assistant Scorer, William Person
NAVYRU Co-Chairman, Fred Scammill
Assistant Chairman:

CHR. H. DUNN

- Adams Cup, Jack Summerill
- Mallory Cup, Sumner White
- O'Day, William Wood
- Up Bay, Ward White
- Down Bay, Richard Thomas
- River Region, Tom Chapman
- Prince of Whales, John Orelup

New Sailing Classes:

- William Wood, Ch.
- Sumner White
- Robert West

Course revision:

- F. Thompson Brooks, Ch.
- Tom Chaoman
- Edward O'Malley
- Mike Fagen
- Robert West.

Buoy Checker:

- | | |
|-------------------|-----------------------|
| Upper Bay; | Lower Bay; |
| James Carson, Ch. | William Hornidge, Ch. |
| Runyon Colie | Mike Fagen |
| William DeCamo | John Orelup |

Nominating Committee:

- Burton Wright, Ch.
- Phillip Van Duyne
- F. Thompson Brooks
- H. Irving Dunn, MD
- Clifford Warren
- Jack Summerill
- Homer Dennis

→ *NAVYRU Representative - H. I. DUNN*

Tom Brooks, Flag Committee, requested an appropriation in the amount of \$1950.00, for the year 1972. Motion made to appropriate \$1950.00 for the Flag Committee. Motion seconded. Motion carried.

Dr. Dunn, Trophy Committee, requested an appropriation of \$2500.00, for the year 1972. Motion made to appropriate \$2500.00 for the Trophy Committee. Motion seconded. Motion approved.

Motion made to donate \$50.00 to the U.S. Sailing Team. Motion seconded. Motion carried.

The 1972 Racing Schedule, as amended, approved.

The Meeting of the Regatta Committee will be held on Feb. 5, 1972, at the Manasquan River Yacht Club.

Having no further business, meeting adjourned.

Respectfully submitted,
Roger Brown
Roger Brown, Secretary

Barneгат Bay Yacht Racing Association

Annual Meeting - October 2nd, 1971

Commodore's Report to the Delegates

I think that I can again safely say that our season just passed - the fifty eighth annual racing program was a good one from a racing and participation standpoint.

Again, we have had only a modest increase in the largest number of boats registered on any one day - 212 against 207 last year - and ¹⁷⁰~~169~~ qualifying against 162 last year. There was a time when I felt that ever larger numbers of boats was a goal that we should strive for but - I am over that - believe me - and feel that this very small increase in our activity will make it much easier when we submit our application to the Coast Guard for our 1972 activities.

The cooperation of the member clubs has again been excellent and I wish to particularly commend the Shore Acres Yacht Club for making their fine Shore Acres Sailing Waters - and their other facilities available to us at the first regatta at which the Bay Head Yacht Club was host and did their usual fine kick-off job. I also wish to commend The Normandy Beach Yacht Club for making their facilities available to the Metedeconk River Yacht Club - - and the Toms River Yacht Club for doing the same to the Beachwood Yacht Club.

FINANCES

I am happy to be able to say that our financial condition - while not anything to shout about - does at least show a new direction - and we are some better off than we were a year ago with a balance of \$4,087.07 against \$3,519.70. This improvement has come about through the assessment which was levied against the member clubs but largely through the new class of Contributing Memberships established this year - which unfortunately and unavoidably got off to a belated and stumbling start. It is interesting to note that of the 221 new members in this class that two of them sent along checks for \$25.00 with a nice letter to boot.

I feel that a new working committee should be set up to develop and handle this - working with the secretary who should not be expected to handle it in addition to his many other duties and responsibilities.

In the Chesapeake Bay Yacht Racing Association all skippers who are competing for championships must hold individual memberships and it might be well to review the participation of our racing skippers to see if such action would be advisable here.

This new membership class was adopted after a report by the FINANCE and BUDGET COMMITTEE and I strongly urge that such a committee be made a permanent part of our structure with the responsibility to review and advise on our entire financial situation.

COURSE CHARTS

I believe that all of these should be ~~revis~~ reviewed - and more courses added, if possible; where it has been shown that we have a real need for them. The new NAYRU Racing Rules provide that a weather mark may be moved 30 degrees to the left or to the right and it might be well to consider some such possibility to assist us when we have a particularly difficult wind condition.

I believe that the addition of the black and white drawings of some of the shapes and flags used on the Committee Boat have been worthwhile and should be continued and expanded as needed - and further, that we should consider adding the cost of the mast-head changes to the cost of the charts and be absorbed by the clubs.

ELIMINATION and/or REVISION OF CLASSES

The new "Junior Blue Jay" Class, I believe, fills a real need for a good JUNIOR boat affording spinnaker use and training. It has been a good addition to our schedule and should be continued AS is. We started with only three boats but got up to seven in two races and I have reason to believe that the number will increase in 1972:

The Finns have shown signs of new life with six boats racing on two occasions and I have reason to believe that with the advent of the new aluminum mast that this class may grow even more. I think now that it should be continued.

The afternoon Blue Jay Class should be dropped.

RACING RULE 2 - OWNERSHIP

I believe that skippers should be urged and encouraged to have in their crew a member of their own club who could sail the yacht in the skipper's absence. With the new Past Commodore's Trophy in competition BETWEEN THE CLUBS we have a new situation to consider - and that this should be SAILED FOR - and WON - ONLY by the efforts of the members of ONE club

In any event I believe that we should have a hard and fast rule that any petition to have another sail MUST be complete in all respects and in the hands of the Regatta Committee Chairman prior to the Warning Signal for the race in question. This, I believe, is an absolute must.

see Regatta Rules or Handicap Rule

Deploying some of the Regatta Committee members into patrol boats with instructions to keep their radios turned on at all times has, I believe, proved well worth while and considerably improved our communication situation. This should be continued and I would like to see some instruction for them in the matter of handling some capsized boats - particularly Penguins. This has also - and happily - reduced the number of Regatta Committee personnel on the Committee Boat which has at times been a real problem.

The kit bags carried by them which contain all of their required signal flags and their radios have certainly proved their worth and I would like to thank Bill DeCamp again for making them possible.

I believe that our complete radio situation should be reviewed starting this fall so that there will be time to do what may have to be done before the next season is on us.

SAFETY EQUIPMENT CHECK

I believe that this new Finish Line Safety Equipment Check of an entire class - morning and afternoon - has been well worth while and instrumental in having more of the boats carry all of the required safety equipment at all times. Hopefully, knowledge that we are constantly making these checks will get to the Coast Guard and the New Jersey Marine Police and keep them out of our activities on this score.

NEW INLET

I attended the meeting conducted by the Corps of Engineers at Ocean County Community College on the night of August 31st 1971 with reference to a feasibility study on a new inlet through Island Beach. All member clubs were circularized by the secretary but we had no replies and I filed this statement, which will, I hope, reflect your views. See "A".

PUBLIC RELATIONS - PUBLICITY

I have been concerned that our activities are no longer reported in the Philadelphia papers and have also thought that we possibly should be in the Newark or other North Jersey papers as so many of our sailors now come from that area. I have had some talks with Tom Jobson who will, I know, do all that he can for us and have just received a letter from Toby Price which I shall read to you so that you can understand our problem - and hope that some of you will come up with a helpful solution. See "B"

GENERAL

We had a fine kick-off party at the Bay Head Yacht Club on Friday night, June 25, at which time we honored our two time winners of the Women's North American Sailing Championship (The Adams Cup) - Jan Chance O'Malley and her crew who were presented with BBYRA silver bracelets. I feel that a party such as this can serve a real purpose and hope that we will continue to have them

Your officers were surprised to learn early in May by the publication by NAYRU of a decision on an Appeal involving two "Bay" boats and we have written requesting full information on this.

We have been honored by having one of our members, for the first time in my memory, asked to be one of three judges in the finals of a North American Sailing Championship. Dr. Dunn served in this capacity at the Sears Cup Finals at the Tred Avon Yacht Club at Oxford, Md. in August.

And speaking of NAYRU finals we had two BBYRA crews sailing in them this year but unfortunately neither was a winner - Jan Chance O'Malley with a second place in the Adams Cup and Runyon Colie - both out of the Mantoloking Yacht Club finished third in the Mallory Cup. Better luck next time.

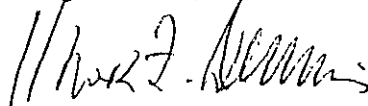
We are indebted to our long time Fleet Captain, Burton Wright, for the fine 15 foot Aluminum Signal Mast which ^{he} made for us and other equipment as well and I am personally indebted to him and thank him for the tremendous help and guidance he has given to me in my office as commodore.

To try to thank all who have worked on "the team" these past years and particularly this year would be an almost endless job.

You know who you are - I know who you are - and I thank you all from the bottom of my heart for a great job.

I believe in closing I can say that, by and large, things are in a pretty good shape - that the rapport between the sailors and the Regatta Committee has improved surprisingly - and thanks to Norman Brown, Carl Bach, Roger Brown Ed Feirer, Dr. Dunn, Tom Brooks, Fred Radcliffe, Tom Jobson and all of the other countless members of this great team we have had a pretty good year.

Respectfully submitted,



Homer F. Dennis

Commodore

BARNEGAT BAY YACHT RACING ASSOCIATION

1971 Annual Treasurer's Report

Balance on hand September 29, 1971 \$ 3,519.70

Income:

Regattas	\$ 4691.00
Dues	1800.00
Charts	385.00
Contributing Member	1145.00
Assessments	573.00
Sears Entries	200.00
Miscellaneous(exchange check)	131.25
Pennants and flags	10.50
Cancelled checks(2)	8.74
Interest on Saving accounts	<u>68.42</u>

\$ 9,012.91

Expenditures:

U.S. Int. Sailing Team	\$ 50.00
N.J. Sales Tax	.68
Lloyd's Register	35.00
NAYRU Dues	120.00
Sears Entry Fee	50.00
Sears Elimination refunds	60.00
Lunch refunds	1538.00
Valner(Dale certificates)	25.20
Marcus Jewelers (1970)	2272.34
Collegetville flags	1841.51
Marcus Jewelers (Adams)	107.50 <i>extra</i>
Insurance	964.00
Printing and Stationary	1283.25
Supplies(regatta committee)	<u>98.06</u>

\$ 8,445.54

Balance on hand September 27, 1971

\$ 4,087.07

Checking account	\$ 2,822.51
Saving account	14.39
Saving account	<u>1,250.17</u>
	\$ 4,087.07

*audited and
found correct*

*John M. Wood
Audit Com.
12-1-71*

Respectfully submitted,

Edward W. Feirer
Edward W. Feirer, Treasurer

ANNUAL REPORT OF NATIONAL UP EVENTS FOR THE B. B. Y. R. A. 1971

A full season of activities was carried on under the auspices of the Barnegat Bay Yacht Racing Association in National Cup Events. Full and active participation was reflected in nearly all events. The Area C Semi-Final Regatta for the Junior Sailing Championship of North America was held at Shore Acres, hosted by the Manasquan River Yacht Club. More specifically the following events were carried out during the past season.

On July 21st the Island Heights Yacht Club conducted the Bay eliminations for the Singlehanded Championship in Penguins. Of seven participants, Michael Heinrich of the Manasquan River Yacht Club was first, Peter Sayia of Seaside Park Yacht Club was second. Both went to the Area C races as our representatives.

The Bay Championship for Men was held at the Shore Acres Yacht Club in Lightnings on July 21st with four participating. Anyon Colie of Mantoloking Yacht Club was the winner, with second place a tie involving Howard Wright of the Manasquan River Yacht Club and Mark Naviallis of the Metedeconk River Yacht Club. It is of note that our winner also won the Semi-Final event held in Cape May, New Jersey, and went on to place third in the North American Men's Sailing Championship.

Again using Lightnings as the boat, The Tom's River Yacht Club on July 14th hosted the Women's Sailing Championship of Barnegat Bay. Regrettably only two contestants participated. The event was won by the reigning champion, Jan O'Malley of Mantoloking Yacht Club, who also won her Area Semi-Finals on Chesapeake Bay and came within a few points of succeeding herself as Women's Sailing Champion of North America.


Regional eliminations, with all but one Club participating, were carried out to determine the Junior Sailing Champion of Barnegat Bay. These were respectively, Doug Brooker of Lavallette Yacht Club, Beverly Carr of Bay Head Yacht Club and James Reynolds of Tom's River Yacht Club. The finals of the Championship resulted in Douglas Brooker winning. As mentioned priorly, the Semi-Finals for Area C were held this year on Barnegat Bay using Lightnings on August 4th. The winner was Charles Scott of Annapolis, whom I had the privilege of seeing sail a fine series for the North American Junior Championship held at Tred Avon Yacht Club, Oxford, Maryland.

The Bay Championship for Midgets was held on a regional basis, utilizing Penguins as the trial boat. The Championship was held at the Metedeconk River Yacht Club in Blue Jays on July 28th. The winner of the Bay Championship was Peggy Roessler of Toms River Yacht Club, second was Cynthia Wesson of Mantoloking Yacht Club and third was David La Pier of Normandy Beach Yacht Club. At the Atlantic Coast Championship held at the Annapolis Yacht Club, Peggy was third.

Last Year's winner on Barnegat Bay and Area Semi-Finalist in the Interclub Match Race Championship, James Carson, representing Metedeconk River Yacht Club, was sixth in the Finals of this event sailed in Solings at New Orleans, Louisiana. The Interclub Match Race Championship for Barnegat Bay for 1972 was sailed in Lightnings on September 12th on the Metedeconk River with only two participants regrettably. It was won again by James Carson of the Metedeconk River Yacht Club.

To carry out all of the reported races above it is necessary to have skilled, knowledgeable and dedicated committesmen, such as those who did such a fine job this year. Specifically, I refer to Jack Summerill of the Toms River Yacht Club for his work in the Adams, Summer White, III, of Mantoloking Yacht Club for conducting the Mallory, William Woods of Island Heights Yacht Club for handling the O'Day, and especially, Fred Seammell for his fine efforts in the Sears Semi-Finals as well as serving as Associate Chairman of the River Region; in a similar capacity Ward Wight of Manasquan River Yacht Club handled the Up Bay Region and Richard Thomas of Metedeconk River Yacht Club, the Down Bay Region.

To the owners of the yachts utilized in the above events the B.B.Y.R.A. owes a debt of gratitude, for without these craft, there would be no races. Our profound thanks to them. It is difficult to adequately portray the time, trouble, effort and expense which the Host Clubs expended in handling these events. To say that we are grateful would be putting it mildly. None the less, on behalf of the Bay I would like to try. This report would be incomplete without inviting your attention to the hosts of unnamed contributors of personnel, time and material. Their activities are well noted, since without them, such competitive sailing as we have in National Cup Events on Barnegat Bay would not be possible.


H. Irving Dunn, M.D., P/C
Chairman National Cup Events

REVISED SCHEDULE FOR 1972

- June 24, BAY HEAD & MANTOLOKING YACHT CLUBS
(Headquarters - Mantoloking)
- July 1, ISLAND HEIGHTS YACHT CLUB
- July 8, MANASQUAN RIVER YACHT CLUB
(Headquarters - Mantoloking)
- * July 15, METEDECONK RIVER YACHT CLUB
(Headquarters - Toms River)
- * July 22, SHORE ACRES YACHT CLUB
- July 29, OPEN DATE
- * Aug. 5, BEACHWOOD YACHT CLUB
- * Aug. 12, OCEAN GATE YACHT CLUB
- * Aug. 19, NORMANDY BEACH YACHT CLUB
- Aug. 26, LAVALLETTE YACHT CLUB
- Sept. 2, SEASIDE PARK YACHT CLUB

PROPOSED SCHEDULE FOR 1972

June 24, BAY HEAD & MANTOLOKING YACHT CLUBS
 (Headquarters - Mantoloking)
 July 1, ISLAND HEIGHTS YACHT CLUB
 July 8, MANASQUAN RIVER YACHT CLUB
 (Headquarters - Mantoloking)
 July 15, BEACHWOOD YACHT CLUB----- change ----- (*) METEDECONK RIVER YACHT CLUB
 (Headquarters - Toms River)
 July 22, NORMANDY BEACH YACHT CLUB----- change ----- SHORE ACRES YACHT CLUB
 July 29, OPEN DATE ----
 Aug. 5, METEDECONK RIVER YACHT CLUB
 (Headquarters - Toms River)----- change ----- BEACHWOOD YACHT CLUB
 Aug. 12, SHORE ACRES YACHT CLUB----- change ----- * OCEAN GATE YACHT CLUB
 Aug. 19, OCEAN GATE YACHT CLUB----- change ----- NORMANDY BEACH YACHT CLUB
 Aug. 26, LAVALLETTRE YACHT CLUB
 Sept. 2, SEASIDE PARK YACHT CLUB

(*)
 Normandy Beach Yacht Club will host the CENTRAL ATLANTIC DISTRICT REGATTA for Lightning on July 15th & 16th. They request an August date for their Bay Championship Regatta in order not to impose a hardship on the various working committees.

Ⓢ
 James Carson of Metedeconk River Yacht Club has requested the use of the Green Island waters in order to host the ATLANTIC COAST CHAMPIONSHIP REGATTA for Lightnings on August 12th & 13th. I would suggest a July date for their Bay Championship Regatta, for the convenience of their working committees.

Changing the Proposed Schedule in order to accomplish this, August 5th and August 12th would be at DOWN-BAY Clubs and August 19th and August 26th at UP-BAY Clubs.

Vice Commodore Norman S. Brown -- Report 1971

Except for a morning cancellation at Lavallette Yacht Club due to Hurricane Doria, the 58th Annual Barnegat Bay Yacht Racing Association Championship season was blessed with good sailing weather.

Participation and qualification showed an increase over the previous year with the "M" Sloop, "B" Division still the largest individual fleet.

	<u>Average fleet</u>	<u>Largest fleet</u>	<u>Qualifiers</u>
1967	187	232	173
1968	225	275	205
1969	169	205	138
1970	185	207	162
1971	192	212	170

It is interesting to note that better than 88½% of the average fleet did qualify.

Blue Jay Class was divided by request into a Junior and Senior fleet resulting in an average Junior fleet of five (5) with three (3) qualifiers and no entries in the Senior fleet.

Barnegat 17 class had an average of three (3) entries with two (2) qualifiers. The Finn class averaged four (4) entries with four (4) qualifying.

It appears that these classes have some of their appeal and must again be appraised by the Regatta Committee.

The safety equipment check of at least two (2) fleets each week proved most successful as all skippers were made more aware of their obligations. Our regulations on safety equipment and our desire to enforce them has been favorably noted by the Coast Guard and the Marine Police.

An opportunity for Seasonal registration was offered the "E" Sloop fleet, with doubtful results. This was a one (1) year test and although 15 to 18 raced every Saturday (13 qualifiers), just five (5) chose to register for the season.

After testing the Multi-Penalty scoring system in the "M" Sloop, "B" Division it was adopted for all fleets with good results plus a minor fault.

I would recommend-----

A change in the Multi-Penalty Scoring System should be considered when a total penalty is involved. Under our present system the disqualified yacht receives a "A" penalty, retains its

finishing position and zero points, with all other yachts remaining in sequence. I would suggest an DSQ rather than the "A" penalty with all other yachts moving up in finishing sequence. In the smaller fleets the fallacy of this scoring becomes much more apparent.

A more careful check should be made of all course buoys, concerning their proper location as indicated on the course sheets, as well as the water depths in those locations. I would suggest this be done one week prior to the first race by a committee of B.B.Y.R.A. personnel, knowledgeable skippers, each week thereafter, as the obligation of the host club.

I strongly urge all Clubs to paint and maintain the course buoys to conform to the standards issued last spring, and to have them in their proper location not later than June 10th.

Requests for a race to be eliminated from the championship record (throw out) should be consistent in all fleets, that being, within 48 hours after the next to the last race. Allowing the last race throw out puts an undue burden on a scoring committee at a time when they are under a great amount of pressure. To my knowledge only one yacht has requested a last race throw out in the past two years and it was not in contention for the championship.

A season with few complaints and a good number of compliments is the result of the diligence and efficiency of the entire Barnegat Bay Yacht Racing Association Committee, for which I extend my warmest thanks.



BARNEGAT BAY YACHT RACING ASSOCIATION

August 31, 1971

Statement on Proposed New Inlet through Island Beach.

Our first question and main concern is -

"What effect will a new inlet have on the water level in the Bay?"

The Barneгат Bay Yacht Racing Association has sponsored and conducted sail boat racing on Barneгат Bay waters every year since 1914. We are currently sailing our 58th Annual Championship Series in which sailors from our twelve member clubs are participating and anything which would in any way affect these waters is of paramount concern to us.

The sailing activity on the Bay increases each year - and has been a source of much new business to local firms - and the racing as conducted over the years has provided a fine training facility for the many sailors who participate. This week two crews from one of our member clubs are competing in the finals for North American Sailing Championships - a men's crew at the New Bedford Yacht Club in South Dartmouth, Massachusetts and a women's crew at the Portland Yacht Club in Falmouth, Maine.

A considerable part of the success of these sailing activities, we believe, stems from the fact that we have been able to plan and conduct them in an orderly manner - and at convenient times of the day without any thought or consideration of the tide situation - whether it was high tide or low tide - there was always sufficient water.

We believe that a better means of getting boats into and back from the ocean is an absolute necessity.

We would like to see some more water in the Bay - but not to the detriment of others - we would like to see some cleaner water - and we would very much like to see some change which would help to or would eliminate the grass which grows in profusion in some areas of the Bay - and is a real bother and hindrance to all boating people - whether they be sail or power.

Sail boats require more depth of water than many other boats - and if a new inlet would cause a tidal action that we do not presently have - a tidal action that might give us more water at one time - BUT less water than we presently have at another - this could very seriously interfere with and might well be the end of unrestricted sailing in these waters as we have known it.

I can only cite the sad situation which exists today in the Manasquan River where there is a considerable tide action - where such limited sailing as is done must be arranged at various odd hours - even at six o'clock in the morning to take advantage of the flood tide - and where for a good part of every day they have a vast area of shoal water and mud flats instead of a fine broad body of good sailing water. Such a situation in Barneгат Bay would be a real disaster.

Respectfully submitted,

H. R. J. Morris
Homer P. Morris
Conservator

BARNEGAT BAY YACHT RACING ASSOCIATION

APPOINTMENTS -- 1972

FLEET CAPTAIN

HOMER F. DENNIS

OFFICIAL SCORER
ASSISTANT SCORER

EDWARD W. FEIRER
WILLIAM N. BERSON

N.A.T.R.U.

H. IRVING DUNN

SAFETY PATROL

FREDERICK E. RADCLIFFE - Chair.
SAMUEL M. GARRIGUES

PUBLIC RELATIONS

THOMAS JOBSON - Chair.
RICHARD THOMAS
L. WARD WIGHT

AUDIT

WILLIAM M. WOOD - Chair.
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APPEALS

CONTRIBUTING MEMBERSHIP

SCORING

The 1971 Scoring Season was completed successfully with the able help of Bill Berson and Bob Schmicker.

We had assistance from numerous others which was appreciated.

This year 1,789 yachts registered to race with 170 skippers qualifying out of a possible 284.

The Bay extended three student cuts and also three cuts to skippers competing in National Cup Events. Some 104 skippers requested elimination of one race from their standing.

The following suggestions are advanced for consideration and hopefully implementation:

1. Maintain the current scoring system.
2. Eliminate the last day drop for "E" Sloops.
3. In order to have the rooster flag returned the week after it is awarded, recommend rejection of the entry until it is returned. If the rooster is not returned before the last race at Seaside Park, the skippers club will be charged five dollars in order to provide a new rooster flag for the Seaside Park regatta winner. In line with this proposal, it should be the responsibility of each Club Representative to try and have the roosters returned each week.

Sept. 28, 1971

Dear Homer,

Tom Jobson suggested that I call you to advise what you could do to obtain more publicity for BBYRA with other newspapers, other than the Press which I am certain is doing an adequate job.

This is going to be a hard pull "to sell the other papers". We do it because I am interested in boating, have a reasonable knowledge, a pretty good memory for names, have past records available, etc. But the other papers do not generally have anyone that interested and could care less.

Frankly we haven't the time and more frankly don't want to help the opposition at the expense of our readers, to furnish this to the other papers. It is against our policy to do this, would take up much valuable time and effort and would take away from our other coverage of regattas elsewhere.

Sometimes even I have to dig for the BBYRA results and I generally know where to get them. Often I come down to get them or have Gary Jobson obtain them for me.

Now as a suggestion--believe BBYRA should appoint someone to serve as a publicity committee to get the results from the scorer as soon as the races are over and call the various daily papers--The Newark Ledger, the Philadelphia Inquirer, Trenton Times and Philadelphia Bulletin.

But first the committee should call each paper (before the start of the season) to see if they want it, when and how much and who to call.

As far as the weeklies are concerned a mimeograph sheet of the results could be made up on a Monday and mailed to them. Most weeklies come out on Thursdays.

-more-

I would suggest that you offer your cooperation to the papers and see if they are receptive. This is all that you can do. Personally I don't believe that they are too interested for if they were they would have tried to contact BBYRA.

We are interested, that is why we get the results. No one from BBYRA is calling us, we go out and get them. It takes time, effort and some headaches.

The biggest problem for BBYRA is getting someone reliable to take the job of spending his Saturday nights calling papers that may or may not want the results. Often the papers give the party calling a hard time because some novice (at boating calls) gets on the line and don't understand what the event is.

One more point, if a committee is set up and plans to call the papers, also have them call us for I am finding it more and more difficult to get down to the bay what with about 6-7 other events to round up in the two-county area. I find it to my advantage to work out of the office rounding up all the events, that way I avoid the traffic and don't miss any other calls.

However, if BBYRA can't call them in, I won't let it go. I will either come down in person or call someone until I get the results. This is our policy and it will always be that way as long as I am here.

I hope this gives you enough information to make a report at the BBYRA delegates meeting coming up Oct. 2. Neither I nor Tom Jobson plan to be there because of other business (me with football coverage and Tom with a Toms River Y.C. committee meeting).

Trust you received all the papers I sent you for the BBYRA scrapbook.

Regards,

Toby Price

REGISTRATION FOR YEAR 1971

	BAY HEAD	ISLAND HEIGHTS	MANFOLKING	TOMS RIVER	METEDCONK RIVER	BEACHWOOD	SHORE ACRES	OCEAN GATE	LAVALLETTE	SEASIDE PARK	QUALIFIERS
"M" Sloop "A"	18	19	26	22	22	21	19	22		22	20
Jr. Penguin	8	13	10	10	12	11	12	11		13	11
Jet	6	7	5	13	5	8	3	6		7	7
Int. Penguin	11	11	13	14	14	12	12	15		17	12
"M" Sloop "B"	32	32	34	32	34	32	31	31		28	30
"A" Sneakbox	11	13	12	13	14	13	13	14		12	11
"B" Sneakbox	4	5	5	4	5	5	5	3		5	5
Sr. Penguin	17	17	21	20	21	18	18	19		22	19
Jr. Blue Jay	3	3	4	5	7	6	6	7		6	3
"E" Sloop	14	28	15	18	30	7	18	16		17	13
Lightning	14	24	16	14	13	7	27	7		15	11
"A" Cat	2	4	4	4	4	4	4	4		4	4
Flying Soot	9	9	9	9	8	8	9	4		9	9
"M" Sloop "C"	17	15	16	16	15	13	11	12		15	9
Barneget 17	3	4	2	3	4	2	4	2		4	2
Sr. Blue Jay											
Finn	1	3	4	4	4	6	4	4		6	4
-----TOTAL-----	170	207	196	201	212	173	196	177	55	202	170