



BARNEGAT BAY YACHT RACING ASSOCIATION

Office of the Secretary  
72 Spenser Drive  
Short Hills, N.J. 07078

Meeting of the Regatta Committee of BBYRA  
on  
Saturday, February 6, 1971  
at

Manasquan River Yacht Club

The Meeting of the Regatta Committee was called to order by  
Commodore Homer F. Dennis.

Members present:

Homer F. Dennis, Commodore  
Norman S. Brown, Vice-Commodore  
Carl L. Bach, Sr., Rear-Commodore  
Edward W. Feirer, Treasurer  
Roger K. Brown, Secretary

Bay Head Yacht Club;

Werner F. Dahl  
Robert West

Beachwood Yacht Club;

Thomas Chapman  
Edward Feirer

Island Heights Yacht Club;

Warren F. Sherwood  
William M. Wood

Lavallette Yacht Club;

~~William Berson~~  
Frederick Radcliff

Manasquan River Yacht Club;

Benjamin G. Patterson  
Edmond Skinner

Mantoloking Yacht Club;

William D. DeCamp

Metedeconk River Yacht Club;

John Papp

Normandy Beach Yacht Club;

Edward Jadwin  
Edward Dimon  
John Kinney

Ocean Gate Yacht Club;

Carl Bach

Seaside Park Yacht Club;

F. Thompson Brooks  
Samuel Garrigues

Shore Acres Yacht Club;

Thomas Adams  
Russel Wilson

Toms River Yacht Club;

Mike Fagan

A moment of silence was observed to respect the passing of Anthony Bambara of the Normandy Beach Yacht Club.

Commodore Dennis reviewed Patrol Boat procedure. For the past several years the patrol boats have not been functioning the way they should be. Items to be noted: A Regatta Committee Member should be assigned to each Patrol Boat; the radios should be left on at all times; a "kit" for each boat should be supplied, containing the following; radio, patrol flag, life jacket flag, an "M" flag, and a staff. Commodore Dennis made reference to NAYRU regulations which require that "Class Rules" be determined in "advance" of the series. A change of Class Rules must be presented to the BBYRA in advance of the season. Commodore Dennis recommended that a Committee be formed to examine the charts with regard to the depth of water surrounding turning marks.

The Naval Academy is sponsoring a Junior Sailing Symposium from June 28th to July 2nd, 1971. This event is sanctioned by the NAYRU. The only expense to the competitors is that of getting to the sight. Commodore Dennis would like to see the BBYRA represented.

The Meeting was turned over to the Chairman, Vice-Commodore Brown.

Carl Bach, Report of the Liason Committee Meeting.

Four classes were represented by two members. A recommendation was made to the "M" Sloops to divide their fleets into a more even division. The "E" Sloops requested that the Lavallette Course be sailed in deeper water. The "E" Sloops requested seasonal registration. The BBYRA requested that the fleets notify the committee when regattas will be held which will keep a large number of boats from sailing in a Bay Race. A recommendation was made for the Regatta Committee that life jackets be worn at all times.

\*\* Motion made to extend to the "E" Sloop Fleet, on a one year experimental basis, seasonal registration. No refund of entry fee. The boat must report to the Committee prior to starting the race. Motion seconded. Motion Carried.

Vice-Commodore read a new "Aluminum Mast Resolution", for the M-16 fleet. See attached. Vice-Commodore Brown made reference to BBYRA ByLaws, Par. 6. Sec. 6, Pg. 8, wherein is stated that the Association Measurer must receive and keep a record of all yachts as measured by the Fleet Measurer, and maintain a record of all Class restrictions and designations. Vice-Commodore Brown reminds all fleets that such records must be filed with the Measurer of the BBYRA. Any change in existing, filed, records must be requested of the Committee.

Discussion concerning the use of the Multi-Penalty System, used last year. The feeling was that this has been a good thing for the sailors. The Scoring Committee had no trouble following this system. Recommended that this be extended to all fleets.

\*\* Motion made to extend the Graduated Penalty System to all Classes. Motion seconded. Motion carried.

Discussion of Low Point scoring system. Bob West gave report of his investigation concerning use of same. The low point system appears to be an easier system to use, both for the skipper and the scorer. If the low point system is to be used there must be a change in the Sailing Instructions and/or the By-Laws. At the present time we must sail 8 races; if 10 races are sailed, 9 are scored with 1 throw-out.

\*\* Motion made to proceed with the theory of having a Low Point scoring system and that the Vice-Commodore appoints a committee to examine this system and report back to this Committee with their recommendations. Motion seconded. Motion carried.

The following were appointed to the investigating committee to present a complete "package" in order to implement the Low Point Scoring System. It is a recommendation that an 8 race series be used.

- Robert West
- Edward Feirer
- Tom Brooks
- William Wood.

Commodore Dennis appointed the following to serve as the Appeals Committee for 1971; on a temporary basis.

- F. Thompson Brooks, Chairman
- Carl L. Bach
- William Berson
- Roger Brown
- William DeCamp
- Mike Fagan
- Howard Wright

This Committee to have report to the April 17th Meeting. The report to contain recommendations to form a Permanent Appeals Committee.

\*\* Motion made to continue the Finn Class for one more year. *why?* Motion seconded. Motion carried.

Discussion concerning the separation of the Blue Jay Class into a Junior (A.M.) class and a Senior (P.M.) class. The feeling was that we could have a Junior Class and if there were enough desiring a Senior Class, this could be accommodated.

\*\* Motion to make the Blue Jay Class a Junior Class having the same age limit as the Inter. Penguin. Motion seconded. Motion carried.

Vice-Commodore Brown suggested that we have one Regatta Committee member assigned to each Patrol Boat. Frederick Radcliffe was asked to prepare report for April Meeting on the necessary equipment needed, in the form of communications, and the cost. As a separate item, the cost of the necessary equipment ie. flags, staffs, etc.

Commodore Dennis requests that the Club Representative reports back at the April Meeting, the procedure which each club is to follow regarding the painting, numbering and placement of turning mark buoys. The following Clubs are responsible for the numbered buoys:

- |                                   |                              |
|-----------------------------------|------------------------------|
| Mantoloking, nos. 1 thru 5        | Seaside, 1 thru 5            |
| Normandy Beach, nos. 6-7-13-14-15 | Ocean Gate, 7-9-10-20-21     |
| Shore Acres, 8 thru 12            | Island Heights, 6-8-11-18-19 |
| Lavallette, 16 thru 20            | Toms River, 12-13-14         |
|                                   | Beechwood, 15-16-17          |

Commodore Dennis requested that each Club check the location and the depth of water surrounding each turning buoy. He also reminded the Clubs that the buoys should be checked each Race Day to see that they are in proper position.

The Bay Schedule this year will include the Special Student Cut. This will call to the attention of those falling under this regulation.

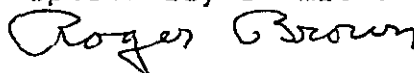
Vice-Commodore Brown noted there have been no requests for extra races from any of the classes. The dead-line for these requests will be March 1st.

William Wood, Chairman, New Boat Committee:

The only Class showing activity toward requesting entry into the BBYRA is the G.P.14 Class. At present there are several boats in a few clubs but not enough to request a starting time.

Upon motion, Meeting adjourned.

Respectfully submitted,



Roger Brown, Secretary

next meeting:  
April 17, 1971

## SWITCHBOARDS

January 1971

### Aluminum Mast Resolution Passed

In November, the annual meeting of the Eastern M Scow District was held at Bay Head Yacht Club. The main topic of discussion was, of course, the Aluminum Mast. The Aluminum Spar Committee, consisting of George Lucas, Drew Seibert, and Skip Moorhouse, has compiled a list of specifications that they feel are suitable for an Aluminum Mast on an M Scow. They are as follows:

Weight 1.0 min. 1.1 max. lbs./ft. extrusion  
Width 2.58" min. 2.75" max.  
Depth 4" min. 4.25" max.  
Material 6061-T-6 or better, aluminum  
Swiveling  
Non-tapered  
Foamed and Sealed.

The specifications listed here for the Width and Depth are somewhat greater than the specifications of the experimental masts in use this past summer. The reason for this is that after capsizing, the masts in use last summer were not buoyant enough to resist turtling of the boat when compared to a wooden mast under the same conditions. The only cure for this is to increase the cross sectional area of the mast, to increase the buoyant properties (increase width and/or depth measurements). With this increase in width and depth measurements the danger of getting the mast into the mud is reduced to that of the wood mast and may be less than the wood mast.

The following resolution was passed by the EMSD Officers and Members attending the meeting:

"RESOLVED, THAT THE ALUMINUM SPAR COMMITTEE NEGOTIATE WITH APPROVED BUILDERS TO SUPPLY ALUMINUM MASTS TO OUR PROGRAM SPECIFICATIONS (those listed above) THAT COULD BE SOLD FOR \$110 OR LESS RETAIL THROUGH 1973 AND SUPPLIED TO ANY BUILDER WITH NORMAL DISCOUNT. AS AN INCENTIVE TO THE EXTRUDER, WE WOULD GUARANTEE A MINIMUM OF TEN MASTS PURCHASED BY MARCH 1, 1971. AS AN INCENTIVE TO THE BUYERS, THOSE MASTS PURCHASED IN THE EAST WOULD BE LEGAL FOR EMSD RACES DURING 1971, 1972, 1973. BASED ON THE RESULTS OF 1971 SAILING AND FURTHER TESTS SPONSORED BY THE NATIONAL M SCOW ASSOCIATION, THESE SPECIFICATIONS MIGHT BE INCORPORATED--OR CHANGED FOR NMSA FINAL SPECS. ALSO ALUMINUM BOOMS WITH SIMILAR CHARACTERISTICS TO PRESENT WOOD BOOMS WOULD BE APPROVED FOR THE SAME THREE-YEAR PERIOD AS PART OF THE SAME PROGRAM. THE SPECIFICATIONS ON THE ALUMINUM BOOMS WOULD BE LEFT TO THE ALUMINUM SPAR COMMITTEE TO SET IN THE NEAR FUTURE."