



BARNEGAT BAY YACHT RACING ASSOCIATION

Regatta Committee Meeting

February 5, 1972

The Winter Meeting of the Regatta Committee was held at the Manasquan River Yacht Club. The following were present:

<u>Officers</u>	<u>Representatives &amp; Alternates</u>	
Norman S. Brown, Commodore	Werner F. Dahl	BHYC
Carl L. Bach, Vice Commodore	Robert West	BHYC
Roger K. Brown, Rear Commodore	Thomas Chapman	BYC
Edward W. Feirer, Treasurer	Donald C. Horter	IHYC
James G. Carson, Secretary	Robert F. Schmicker	IHYC
Homer F. Dennis, Fleet Captain	William N. Berson	LYC
	Frederick E. Radcliffe	LYC
	B. Gilbert Patterson	MRYC
	* Edmund J. Skinner, Jr.	MRYC
	William D. DeCamp	MYC
	* Edward Swain	MYC
	John Papp	MCYC
	William Kalning	MCYC
	* Dr. J. Edward Dimon	NBYC
	F. Thompson Brooks	SPYC
	Samuel M. Garrigues	SPYC
	* John F. Cook	SAYC
	Mike Fagan	TRYS

Chairman Bach presided.

Past Commodore Brooks noted the death former Commodore Ludwig Lewis and proposed a moment of silence in his memory.

Commodore Brown announced the following appointments:

F. Thompson Brooks, Chairman of Standing By-Laws Committee with Homer Dennis assisting.

Homer Dennis, Chairman of Contributing Membership Committee with all Representatives and Alternates as Assistants.

Commodore Brown noted the importance of the Contributing Memberships and announced the following future events:

June 23 - Opening Cocktail Party & Buffet; committee and details to be announced. *West & Skinner*

April 15 - Spring Regatta Committee Meeting at approx. 1330.

May 20 - Spring Delegates dinner-meeting.

Rear Commodore Brown reported on the class representatives liason meeting held December 4, 1971. See minutes. He recommended the E's request for continued last race throwout be disallowed, that the E's preregistration be continued provided twelve boats are registered

at least one week in advance, that the Barnegat '17's request for an additional race be disallowed, and that the Fleet representatives and measurers be more active. A spring meeting of the class representatives is planned.

The following motion was made by DeCamp, seconded by Swain and passed after discussion by a rollcall vote of 7 - 5:

"At the next meeting of the Regatta Committee there will be a vote taken as to whether or not the E's will be allowed to throw out the last race of the season".

Fleet Captain Dennis moved, West seconded the following motion which was then passed by a rollcall vote of 12 - 0:

"Rule 2 be amended to provide that petitions asking the BBYRA to permit a substitute skipper from a different Club be in the hands of the Regatta Committee Chairman by 0830 of the day of the race."

*Such request to state compelling reasons, lack of qualified skipper from their club are of which is acceptable to Regatta Committee*  
Upon motion by Brooks, duly seconded, the following motion was passed by a rollcall vote of 9 - 3:

"The rules be amended such that in the event a yacht is sailed by a skipper who is not a member of the owner's club, that yacht shall not be counted in the results of that race in the competition for the Commodore Nelson Bowl."

Dennis moved, Dr. Dimon seconded the following motion which was passed by a rollcall vote of 9 - 3 after considerable discussion:

"The rules be amended to read that all one-design restricted classes must file with the regatta committee or the secretary of the Association a copy of their class rules including class restrictions, measurements and designations including sails, crew limitations, etc. at least two weeks prior to the date of the first regatta. These will be frozen and remain frozen through the current regatta season. No yacht will be entitled to start in any race in any such class unless the yacht conforms to the rules and regulations of the Barnegat Bay Yacht Racing Association. Skippers of national class yachts are required to be members in good standing of their respective class organizations. We believe that experimentation within a Class involving new designs in hull, rigging and sails is right, proper, and to be desired. Yachts embodying such changes shall be permitted to sail against the class restricted yachts under the following conditions: 1. Written approval of 85% of the Class.

2. Class measurers certificate indicates all details and changes.
3. Both be filed with the Chairman of the Regatta Committee prior to the warning signal for the first race in which yacht is to participate.
4. Further changes in any respect are to be handled separately as above for each instance.

*What?*

*Measurements*

5. Such yachts must not race at the expense of those sailing under frozen class restrictions. They will be started and their finish recorded and they will not be credited with points in the BBYRA Championship scoring.

Commodore Brown requested Brooks to work on the above changes to the By-Laws for presentation in the Spring.

Berson moved, Wilson seconded, that the rules be changed so that the designation for the "B" sneakbox be an orange pennant in place of a black bar on the sail. Motion passed by voice vote.

West moved, Wilson seconded, that the multi-penalty protest system be continued. Motion passed by voice vote.

Schmicker moved that all yachts receive a qualifying flag. No second.

Wood reported petitions had been received from Lasers and Hobie '16's to be included in the BBYRA starting sequence. He described each boat and presented the expectations from each class regarding their representation in the BBYRA races.

The following motion was proposed by Chapman, duly seconded and passed by voice vote:

(\* at least) "Any new class being proposed for the BBYRA be sailed on trial for one year before they are considered for acceptance in the BBYRA on a permanent basis."

Upon motion by Wilson, duly seconded and approved by voice vote it was agreed trial classes would pay entry fee, receive pennants, NO other prizes. Vote was not unanimous. No championship flag to be given.

Upon motion by West, seconded by Chapman and unanimous voice vote, the Laser was accepted on a trial basis for 1972, to be sailed in the A

Upon motion by West, duly seconded the Finns were unanimously continued on the schedule for another year.

Upon motion by West, duly seconded, the Senior Blue Jays were unanimously dropped from the schedule.

9/16/305 A motion by Patterson to include the Hobie "16" on the 1972 schedule on a trial basis was tabled until the April meeting.

A motion by Schmicker, duly seconded and unanimously approved allows the Barnegat "17" to continue one more year. A poor 1972 showing will be cause for removal from the schedule.

Commodore Brown appointed Werner Dahl as Safety Coordinator with Sam Garrigues and Ed Skinner as assistants. This committee was directed to procure the three radios approved at last winter's meeting, and place all equipment in first class order for the season.

Commodore Brown appointed Bob Schmicker Assistant Scorer in place of Bill Berson.

A long discussion of the rulings governing changes in composition of the "M" Fleet because of performance ensued. Upon motion by Chapman, seconded by West, it was voted unanimously that the Fleet Captain suggest to the "M" Fleet the following rules:

"A" Fleet - If you place in the "A" Fleet, "place" meaning receive a trophy, in two racing seasons, not necessarily in succession, you must move up to the "B" Fleet.

"B" Fleet - If you are in the bottom five two years in a row you may drop back to the "A" Fleet if you wish.

These rules would be effective with the 1971 season, or in other words the first moves would take place after the 1972 season.

Bach stressed the need for proper painting and positioning of the racing barrels. A copy of the rules is provided with these minutes.

Brooks solicited requests for miscellaneous flags, suggested changes in courses, number of course charts required by each Club.

A long discussion of handling of the Rooster flag was tabled until the April meeting.

Dennis reported that the new Chief of the Bureau of Marine Enforcement for the State of New Jersey appears to be favorably inclined toward sailing concerns.

Meeting was adjourned after 2300.



BARNEGAT BAY YACHT RACING ASSOCIATION

Office of the Secretary  
499 Princeton Avenue  
Brick Town, N.J.

08723

January 18, 1972

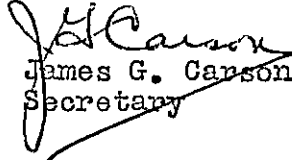
The Winter Meeting of the Regatta Committee will be held at  
the Manasquan River Yacht Club on Saturday, February 5, 1972.

Cocktails 1730

Dinner 1830

Meeting 1945 (time approximate)

Respectfully,

  
James G. Carson  
Secretary

Distribution: BBYRA Officers  
BBYRA Regatta Committee Representatives  
BBYRA Regatta Committee Alternates

Reissued 2/72  
to Reps. + Alternates.



BARNEGAT BAY YACHT RACING ASSOCIATION

IMPORTANT NOTICE

January, 1971.

To All Commodores  
Barnegat Bay Yacht Racing Association

As many of you will no doubt recall, during the period 1964 and 1965 the Barnegat Bay Yacht Racing Association, on behalf of its member Clubs, entered into a series of discussions with the Headquarters of the Third District of the United States Coast Guard. This resulted in establishing uniform designation of our racing buoys as to size, color and placement.

As a result of a communication from the U. S. Coast Guard requesting revision of our present program, I appointed Past Commodore H. Irving Dunn to meet with the Commander of the Third District with the objective of ironing out any problems that have arisen. I am pleased to inform you that the meetings were fruitful and successful. It is important that your Club take immediate steps as outlined below to assure compliance with Coast Guard regulations and uniformity of our racing markers:

1. All fixed racing buoys will be 50-55 gal. drums.
2. The drums will be completely painted with the presently designated international yellow-orange as specified in Federal Standard #595, color #12197, with the exception of a middle white vertical stripe or band which will be equal in width to one-third of the total barrel length. This, of course, assumes the barrel in the normal floating position with the long axis in the water.
3. No objection will be raised to the use of anti-fouling paint on the submerged portion of the barrel.
4. No change will be made in the present method of numbering the barrels at this time.
5. Responsibility for placement and maintenance of the racing markers will be as designated at the present time.

You are urged to embark upon this program at the earliest possible moment so that we will all be in readiness to have another fine racing season.

For the Commodore,

*Roger Brown*

Roger K. Brown, Secretary

Class Representatives Meeting - December 4, 1971

The meeting was held at the Toms River Yacht Club, Rear Commodore Brown presiding.

Attendance was as follows:

Carl Bach	VC BBYRA	Jan O'Malley	E Sloop
Roger Brown	RC BBYRA	Jim Wagner	Penguin
Homer Dennis	FC BBYRA	Dave Ruiter	Lightning
Jim Carson	Sec BBYRA	RF Schmicker	Barneget 17
		HJ Eckelson Jr	Flying Scot

Brown read the adopted schedule for 1972.

Each class was given an opportunity to submit requests and make comments as follows:

E Sloop (Jan O'Malley) E's away 8/5 and 8/12.

Extra races were requested 7/1 (IHYC) and 7/15 (MGYC at TRYC). An additional extra race to be held 8/19 (NBYC) was requested. E's are agreeable to having additional race with no additional cut.

Up and downbay races are expected to be 7/29-30 and 8/12-13.

Continuation of last race throwout opportunity was requested. It was pointed out that this imposes a burden on the scorer and is not fair to other classes which are not afforded this opportunity. The E's have volunteered to do their own scoring.

Continuation of last year's season entry system was requested. Brown pointed to poor cooperation from the E's in this respect last year but that he would be agreeable to further trial in 1972 if the E's would guarantee 100% cooperation. He would impose a deadline by which entries must be received or the idea terminated.

Art Stitzinger will be liason for E's. Jan O'Malley requested she also be advised of cutoff date for season entries.

More freedom with respect to cuts in last two races was requested. E's feel cuts should be allowed in any race.

Penguin (Jim Wagner)

Only question regarding Penguins is whether or not three classes should be continued. Schmicker pointed out that sailing against their peers encourages juniors.

Lightning (Dave Ruiter)

Extra races were requested 7/1 (IHYC) and 7/22 (SAYG).

7/15 (MGYC at TRYC) will be light for Lightnings (Districts that weekend)

It was requested the RC remember that the Lightning draws 5'. Dennis suggested check of bouy locations. Brown pointed out committees have been appointed to do this and emphasized that all host Clubs must check bouy locations day of regatta.

#### B-17 (Schmicker)

I Bob King is liason for B-17's.

It was reported fleet is actively trying to enlarge - mtg. planned - trying to get younger people involved.

\* Request extra race 8/5 to encourage participation.

#### Flying Scot (Eskelson)

Pleased with status quo.

#### M-Sloop

\* Roger Brown questioned division setup but since no M representative was present there was insufficient information for discussion.

General discussion of the following items followed:

#### Rooster

\* Brown suggested rooster be given out from committee or line boat (prefer line boat) but to make penalty for non-return stiffer. This suggestion was well received.

#### Other Items

Ruiter suggested BBYRA consider the '720 rule'. After pro and con discussion and recognition of resistance by the BBYRA it was agreed to let others try it first.

\* Ruiter suggested that skippers should be permitted to change boats during the season citing poor boat, boat sold, boat shipped to a championship, boat damaged, boat ordered for season but delivered late as reasons. There seems to be no clear BBYRA policy as changes have been permitted on occassion and denied on occassion in the past. Sailors appear unanimously in favor, BBYRA against.

\* Dennis suggested BBYRA should insist Class Measurers be more active. Fleets should be pushed for up-to-date class rules and be sure to have a liason member with the Bay.

Use of spinnakers by juniors was discussed. There is a need for more proficiency. It was noted BBYRA plans committee of experienced sailors to assist talented juniors.

\* Planning for National Cup event elimination races needs attention.



\* It was suggested two junior represent each BBYRA area in the Sears final elimination as three boats make a poor final series.

*What about?* Boat insurance in connection with swap-boat national cup elimination races was discussed. Dennis suggested Insurance Advisory Committee (Bill Wood) look into this problem. Is coverage adequate? Should claim forms be available? Perhaps exact method of handling claims could be spelled out. It has been.

I It was noted Homer Dennis has been appointed BBYRA Fleet Captain.

JGCarson 12/8/71

\* indicates attention required

U indicates informational

PROPOSED SUBMISSION  
(To the IYRU)

Add to rule 68 a new rule 68.7:

7. When so prescribed in the sailing instructions, the procedure and penalty for infringing a rule of Part IV shall be as provided in Appendix III.

Add a new appendix as follows:

Appendix III

Alternative Penalties for Infringement of a Rule of Part IV

Either of the following alternatives to disqualification may be used, or they may be combined by including in the sailing instructions a paragraph such as one of the following (or, if preferred, the selected penalty may be quoted in full):

The penalty of 720° turns as provided in Appendix III of the Yacht Racing Rules will apply instead of disqualification for infringement of a rule of Part IV.

or

The 20% penalty as provided in Appendix III of the Yacht Racing Rules will apply instead of disqualification for infringement of a rule of Part IV.

or

The penalty of 720° turns as provided in Appendix III of the Yacht Racing Rules will apply instead of disqualification for infringement of a rule of Part IV except that when weather conditions are sufficiently severe the Race Committee may display Code Flag Z, in which case the 20% penalty will apply.

720° Turns

A yacht which acknowledges infringing a rule of Part IV may exonerate herself by making two full 360° turns (720°) subject to the following provisions:

- 1 - The yacht infringed against shall notify the infringing yacht at the first reasonable opportunity by hail and by display of a protest flag. (The first reasonable opportunity for a hail is usually immediately.)
- 2 - Upon such notification, the yacht acknowledging fault shall at the first reasonable opportunity and while on the same leg of the course make her turns and while so doing, she shall keep clear of all other yachts until the turns have been completed and she is on a proper course to the next mark.
- 3 - The turns may be made in either direction but all in the same direction.

- 4 - When the infringement occurs before the starting signal, the infringing yacht shall make her turns after the starting signal and before crossing the starting line.
- 5 - When an infringement occurs at the finishing line, the infringing yacht shall make her turns on the last leg of the course before being officially finished.
- 6 - For the purpose of applying this penalty "a leg of the course" shall be deemed terminated when two boat lengths from the mark ending that leg, and the next leg shall be deemed to commence at this point except for the final leg which is terminated when a yacht is no longer racing.
- 7 - If neither yacht acknowledges fault, a protest may be filed in accordance with rule 68 and the Sailing Instructions.
- 8 - Nothing in the foregoing exonerates a yacht from liability.
- 9 - An infringing yacht shall report to the Race Committee her infringement and the resulting action taken by her, together with such other information as may be required by the Sailing Instructions.
- 10 - Failure to follow the above requirements will leave a yacht which has infringed a rule of Part IV subject to disqualification or other penalty.

20%

A yacht which infringes a rule of Part IV shall be penalized by receiving the score for the place worse than her actual finishing position by 20% to the nearest whole number of the number of starters in that race, except that the penalty shall be at least three places and except further that in no case will she receive a score for a position worse than one more than the number of starters. (Examples: An infringing yacht which finishes 8th in a start of 19 yachts will receive the score for 12th place ( $19 \times .2 = 3.8$  or 4); an infringing yacht which finishes 13th in a start of 14 yachts will receive the score for 15th place.)

- a) A yacht infringing a rule in more than one incident shall receive a 20% penalty for each incident.
- b) The assignment of a 20% penalty to a yacht shall not affect the score of other yachts. (Thus two yachts may receive the same score.)

Comment: No sport other than yachting removes a contestant from the game or race for any infringement of the rules. It is desirable to find a penalty that permits the contestant to continue to sail. The proposal is to give official recognition to two such procedures, but on an optional basis that may be used or not at the election of the Race Committee.

July 15, 1971