

BARNEGAT BAY YACHT RACING ASSOCIATION
 REGATTA COMMITTEE MEETING
FEBRUARY 3, 1973

The regular midwinter meeting of the Regatta Committee was held at the Manasquan River Yacht Club, Vice Commodore Bach presiding.

The following were present:

<u>Officers</u>	<u>Representatives</u>
Norman S. Brown, Commodore	BHYC Werner Dahl
Carl L. Bach, Sr., Vice Commodore	BYC Edward Feirer
Roger K. Brown, Rear Commodore	IHYC Robert Schnicker
James G. Carson, Secretary	LYC Norman Berson
Edward W. Feirer, Treasurer	MRYC Gilbert Peterson
Homer F. Dennis, Fleet Captain	MYC Sumner White, III

<u>Alternates</u>	<u>Representatives</u>
BHYC ---	ICYC John Papp
BYC William Rich	HBYC --0
IHYC Justice Brick	OGYC --
LYC ---	SAYC ---
MRYC Edmund Skinner	TRYC Mike Fagan
MYC ---	SPYC F. Thompson Brooks

<u>Alternates</u>	<u>Guests</u>
MRYC Roger Brown	SAYC Don Turner
NBYC ---	LYC Donald Tubbs
OGYC Carl Bach	BYC Robert Valdes
SAYC Vincent Iacopino	IRYC Michael Feinrich
TRYC ---	IRYC Howard Wright
SPYC ---	MRYC Carl Weidman
	MRYC Cocks
	Toby Price - Asbury Park Pres
	IHYC William Wood
	BYC Thomas Chapman

(Normandy Beach was not represented.)

Note was made of sailing lectures to be given at the Manasquan River Yacht Club at 2000 on:

March 9	Jan O'Malley
April 13	Dick Wight
May 18	Bill Harjes

The Secretary noted requests for extra races as follows:

Jet	- 6/30 and 7/14
Lightning	- 6/30 and 7/21
"E" Sloop	- 6/30 and 7/21

The Secretary noted that the BBYRA receives the weekly USCG Local Notice to Mariners and screens for information of importance to the Bay. He noted changes in the FWS marine weather warnings.

The Secretary summarized a letter from Edward O'Malley, Jr. making the following points:

Concerning the missing scantling rules for the Laser, the IYRU is exerting pressure on the class and the manufacturer to produce definitive scantlings.

In view of the self-rescuing capabilities, modern high performance characteristics, and high calibre of helmsmanship of the Laser, in O'Malley's opinion, no up er wind limit should be placed on Laser races.

BBYRA specified equipment, with the exception of the life preserver is inappropriate for use in the Laser and should be declared optional.

The BBYRA should give serious consideration to inclusion of the International 470 at the earliest possible date.

Dennis and N. Brown appealed to the group to promote Contributing Memberships. Brown suggested a goal of 50% of the membership from each Club and appointed all Representatives and Alternates to serve on the Contributing Membership Committee.

R. Brown reported on the class liason meeting with the following recommendations:

The Hobie 16 request for advancement in the starting sequence be honored.

The Lightning request to start ahead of other morning classes on double race days be granted.

The "E" fleet request for season registration be denied.

The BBYRA adopt MAYRU rules where practical, particularly with regard to starts and finishes.

A compass rose be placed on the course charts and the course committee be provided with a hand held compass, parallel rule, and information from "down course" to provide better courses. ?

Brooks proposed a number of new courses for the Upper Bay to provide more flexibility with south winds. These will be sent to members of the course revision committee for comment.

Brooks noted that major course revisions will be required in 1974 when the Coast Guard will insist on lettered markers. Olympic circle Room courses are under consideration and may be proposed at a later date.

Feirer reported that the Finance Committee recommends dropping the assessment. This item will be referred to the Delegates.

Dahl reported the Safety Committee is working on a proposal to upgrade radio communications. He asked that each Club provide patrol boats suitable for rescue work and that patrol captains be on hand

for instructions at 0800 on regatta days.

Wood reported for a committee studying entry fees and asked Representatives to discuss two proposals with their Clubs:

- a) Fee to remain unchanged except decrease Laser fee by 50%. Limit lunches to 1 for Lasers, 2 for all others and allow Club to charge \$ 1. for each additional lunch.
- b) Same as above but increase all fees except Laser by 50%. Reimburse Club \$ 1.50 per boat.

Wood suggested he be advised by mail of each Club's wishes prior to the next Representatives meeting. Mailing address: Island Heights, N.J. 08732. Item would be discussed by Representatives and referred to the Delegates.

Wood placed a petition from eight sailors representing three Clubs for acceptance of the International 470 on a trial basis as a PM class. White moved that they be taken on on a provisional basis in the afternoon, on the schedule for the 1973 season. Motion was seconded by Fagan and unanimously approved by roll call vote. A discussion of prize awards was unresolved.

4 Berson noted that the "B" Sneak had been dropped from the schedule and after discussion moved that they be placed back on the schedule and retained if four are qualifying after three races and that a recommendation to raise the age limit to "under 18" be considered. Upon second by Fagan motion was unanimously approved by roll call vote.

Valdes announced that Beachwood would sponsor the Walter Ritchie Memorial Trophy for the novice class of "M" sloops at the Beachwood regatta. *where they? Define*

Carson announced that the Metedeconk River Yacht Club would sponsor a trophy in honor of Bill Kalning to be awarded to the Lightning winner at the Metedeconk River regatta.

Because of construction at the Island Heights YC, Island Heights asked to be relieved of responsibility for a 1973 regatta. Manasquan River graciously agreed to conduct the 6/30/73 regatta at Toms River. All IHYC trophies will be awarded at this regatta.

Feirer discussed his interpretation of rules governing entries and DNS. In the future a yacht which does not start will be considered to have taken a cut unless evidence of breakdown on the way to the starting area can be substantiated.

N. Brown noted that the question of protest committee composition had been referred to the Representatives by the Delegates. After considerable discussion Fagan moved that the Representatives recommend a change in the Racing Rules to provide for a protest committee made up of Bay Representatives and/or Alternates. Motion was seconded by Dahl and

unanimously approved by voice vote. Brooks will draft a revision to the Racing Rules.

Brooks will draft a revision to the Racing Rules to provide for low point scoring as previously approved in principle.

Brooks made comments in opposition to adoption of IAYRU start/finish rules. Discussion ensued with no resolution.

Brooks was authorized to procure necessary orange and green pennants and flag envelopes.

Chapman suggested cooler uniforms.

W. Brown announced future meetings as follows:

Regatta Committee at BMYC, April 21 at 11:00

Delegates at BMYC, May 19 at 11:00. (BMYC will provide dinner for Delegates and wives by prior reservation).

Don Turner noted Shore Acres need for a Sailing Instructor on a part time basis for 1973. He can be contacted at 477-3349.

Meeting adjourned 2305.

JCC 2/5/73

SUTTON, WARD, SUTTON, HEIM & O'MALLEY

COUNSELLORS AT LAW

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F WILLIAM SUTTON
FRANCIS J. WARD
RICHARD D. SUTTON
HERBERT C. HEIM
EDWIN J. O'MALLEY, JR.
JOHN S. CHAPLICK, JR.
DAVID P. LOUGHRAN

January 29, 1973

REPLY TO:

Brick Town

File X-4894
Misc. Yacht Club

Irving Dunn, M.D.
Bay Head
New Jersey

Dear Dr. Dunn:

To supplement our prior correspondence and conversations concerning scantling rules for the Laser, we enclose photocopy of correspondence between Ian B. Bruce, the manufacturer, and Bill Harjes, wherein Bruce indicates that the I.Y.R.U. which, as you will recall, has approved the Laser as an international class, has requested a more complete set of scantlings than was originally contemplated.

This is certainly progress of a sort and I am satisfied that finally definitive scantlings will be forthcoming and that in the meantime the B.B.Y.R.A. should be assured that the class, the manufacturer and the I.Y.R.U. are making a concerted effort.

Some time ago I had an opportunity to review the minutes of a meeting between representatives of the B.B.Y.R.A., class representatives and other interested persons. One topic of discussion apparently was the upper limits of wind and/or sea conditions in which the various classes, including Laser, should be raced. In view of the well-documented and illustrated self-rescuing capabilities of the Laser, its modern high performance characteristics and the general high calibre of helmsmanship, not to mention its recent formal international status, it is inconceivable to me that the B.B.Y.R.A. should consider any upper limit. If the weather is fit for any class to race, I believe it is also fit for Lasers.

If the B.B.Y.R.A. is concerned about the safety of the participants, it might consider a junior Laser division but I would not recommend this approach since the age cut-off would have to be unrealistically low in order not to disqualify many able younger sailors who, in the Laser, may quite adequately compete with their older counterparts. Perhaps a division

based upon the individual's assessment of his capability, regardless of age, would be appropriate and offer the understandably desirable measure of safety and/or diminution of responsibility on the part of the B.B.Y.R.A. I suggest that no-one is ever forced to race and if there are those who, because of severity of weather, would prefer not to sail, that the Bay has a liberal system of cuts.

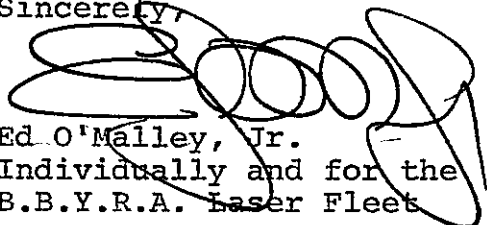
The Bay has been in the forefront in encouraging Laser sailing as is attested by the quantity and quality of competition last summer. It is clear that Laser is rapidly attaining truly international status and that it is possibly a contender for Olympic designation at some future date. There are already some younger B.B.Y.R.A. Laser sailors who are reasonably considered to be potential Olympic candidates. It would indeed be a great disservice and certainly diminish and dilute the quality of competition to be found on the Bay, if such a restriction were to be imposed. The B.B.Y.R.A. is not an insurer of the complete safety of all of its participants. It need only exercise reasonable care in the administration of its races. The class itself has adopted the mandatory life jacket requirement. In view of the characteristics and considerations noted above, I respectfully suggest on behalf of the B.B.Y.R.A. Laser fleet that there is no indication of a need for further regulation in this area.

The equipment requirements for Laser should, I believe, also reflect the nature of the boat. The national class does not require anything more than that each helmsman wear a life jacket. Paddles, anchors, bailing equipment etc. are superfluous and inappropriate as required equipment. The boat was not designed to accommodate such items. Effective anchors are not reasonably carried in the boat unless one installs deck ports which tend to diminish hull strength and watertight integrity. We suggest that equipment, other than a life preserver, be optional.

The B.B.Y.R.A. should reasonably anticipate that there will be an expression of interest on the part of many sailors in the new 470 Class which, as you will recall, has recently been designated as an Olympic class. The boat, in my opinion, would be quite suitable for Barnegat Bay and will undoubtedly attract many enthusiastic supporters. I do hope that some serious consideration will be extended with a view to accommodating this class at the earliest possible date, even on an informal basis.

The foregoing is written not only as a supplement to our prior conversations concerning measurement problems, but also in response to Jim Carsons' letter requesting written comments on matters of interest, due to the fact that class representatives will not participate in the February meeting of delegates. Your understanding and assistance is appreciated.

Sincerely,

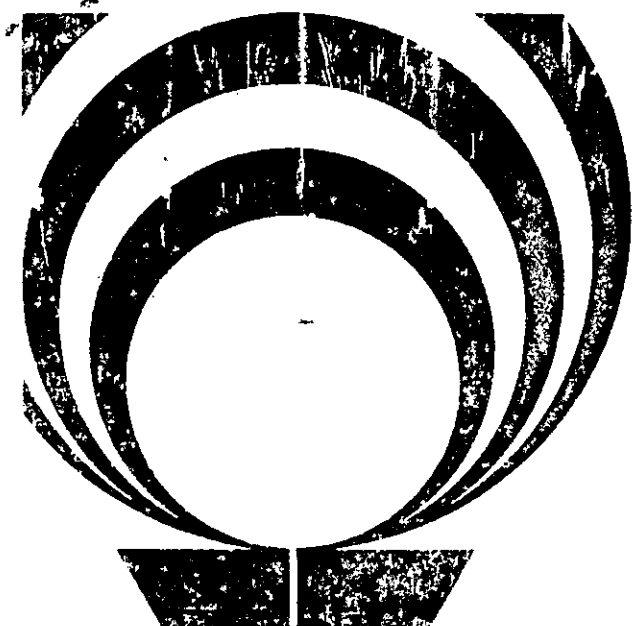


Ed O'Malley, Jr.
Individually and for the
B.B.Y.R.A. Laser Fleet

EJO'M, Jr:ct

Encl.

cc: Norm Brown, Commodore
Jim Carson, Secretary
Sumner White
Donald Tubbs
Bill DeCamp
Runyon Colie



Dear Bill:

I spoke briefly to Vince last week on the subject of boats for the Midwinters and we are going to be doing the following. We are going to run our "tree", which takes 22 boats, to Miami and back with a round trip cost per boat of \$75.00. It will be fully loaded in Montreal and will not make any stops on the way. However, if Jim Montague wishes to get his boat to Montreal, we would be delighted to reserve a spot for him on the trailer.

For an additional \$75.00, I can arrange for both he and Garry to rent boats out of Montreal for a total expenditure of \$150.00. These boats would be chartered from my personal friends and would not be factory firsts as we simply do not have enough boats for our projected sales next year.

Peter Bjorn is also trying to arrange for John Wintrose, our dealer in Miami, to set up one or two rentals and we have specifically asked him for boats for Garry and Jim. We should have more on this in a few days.

On the subject of the scantling rules, would you please convey to B.B.Y.R.A. the following information. We are being requested by I.Y.R.U. to produce a very complete and exhaustive set of measurement perimeters for the Laser which will probably be more complete than I was originally doing for them. These rules, in light of our new international status, have become extremely important and it will probably be the middle of January before they have a draft copy. It will definitely not

be in its final form until after the Midwinters, at which time, the membership at large will be voting on their approval. So, please inform them that I am very aware of their concern - it is also shared by I.Y.R.U. - and we are definitely not "dragging our heels" on the matter.

All the best to you and Marty in the coming year.

Sincerely,



Ian B. Bruce

Mr. Bill Harjes
Barnegat Bay Sailing Centre
533 Atlantic City Blvd.
Beachwood, N.J. 08722

December 28, 1972