

JAMES G. CARSON
510 MURDOCH ROAD
PHILADELPHIA, PA. 19119

October 11, 1972

MEMORANDUM:

To: BBYRA Officers: Norman Brown
Carl Bach
Roger Brown
H. Irving Dunn ✓
Homer Dennis
Edward Feirer

From: Jim Carson *Jim*

Subject: Meeting of BBYRA Sailors

As promised at last Saturday's meeting, enclosed are minutes of the subject meeting.

There was comment that notice was not sent to all sailors. It is, of course, possible that someone was missed, but notice was sent to all those 18 years old and over who filled out an Information Card at one of the first three races of the season.

The organizers of this meeting have concluded that their goals can best be achieved by working through the Class Representatives. I believe that the BBYRA can count on assistance from the organizers in urging the Fleet Representatives to become more active.

cc: David S. Ruiter, Fleet Rep. Lightnings
F. Thompson Brooks, By-Laws and Racing Rules Committee

An open meeting of BBYRA sailors was held on October 1, 1972, at 4:30 p.m. BBYRA officials had been extended invitations, but they chose not to attend since they thought nothing good could be gained by having such a meeting.

Dave Ruiter (Lightning sailor, Normandy Beach) opened the meeting with the statement of history about what has taken place within the Lightning class so far and why this meeting was being held. Prior to the end of this past season, we were all kind of unhappy with the BBYRA and were talking about forming our own sailing association and running our own races. We called a meeting of the Lightning sailors at Seaside to see what interest there was. The point was made that if we could work within the BBYRA to achieve our aims, we were much better off. This meeting here is not to secede from the BBYRA. It is rather to talk about what we can possibly do to really make it a top-notch sailing organization.

Dave then explained that he received four letters, which he read, and a phone call, which he explained.

The meeting was then turned over to Bill Newman (Lightning sailor, Metedeconk River). He gave a summary of all races that he sailed this past season and a list of deficiencies and improvements which he thought were important. (See Appendix A.)

The meeting was then turned over to Jim Carson (Lightning sailor, Metedeconk River) who outlined the problems the BBYRA has in running the races.

1. The BBYRA has no control over delegates and representatives that are sent to them each week by the clubs. This is one area where sailors and clubs can do a lot of good. An explanation of differences between delegates and representatives was given and how they are elected or appointed. The BBYRA must work with different personnel, committee boat, line boat, patrol boats as well as representatives each week. The quality and knowledgeability of same is sometimes inadequate.
2. The available racing areas are severely limited. Wind shifts during the sequence sometimes means moving to another location about a mile from where they are. There is usually a lack of wind for the morning races.
3. The pressure of time is great due to the fact of the number of classes sailing and getting them all started.
4. Lack of feedback and recognition of sailors complaints. There is very little communication between sailors and committee.

Dave Ruiter then resumed the floor and listed a number of proposals which he thought would improve sailing on the bay.

1. Eliminate all complex rules. Limit all rules to NAYRU and race instructions. Rules must have as much flexibility as possible. The present rules work to limit competition and assume that a sailor is out there to cheat.

2. Class representatives should write the sailing instructions for the coming year.

3. Eligibility for scoring and general legality of yachts should be determined solely by NAYRU and each class. This would open up BBYRA sailing to outside competitors.

4. Adopt modern NAYRU racing techniques.

5. Class representatives should elect the race committee and protest committee, who may be anybody willing, able and knowledgeable.

6. Work out new schedule for starting races so you do not start when there is no wind. Eliminate lunches, which are so costly to the local clubs, and begin races at noon.

7. Schedule meetings of the race committee with fleet representatives during the season.

8. Change from being inflexible, formal, unable to admit errors or change anything, unable to do anything without legalism, and unable to allow anything which was not done in the past to a flexible, workable, informal organization there to do a top-notch job for the sailors, which was its original intent. It is important to remember that the races are run for the sailors and that the BBYRA should be an invaluable training ground for them. Judging from Bill's summary, if the race committee cannot judge where the wind is, how can it teach young sailors.

The meeting was adjourned with the suggestion that these minutes be presented at a meeting of the BBYRA scheduled for 7.

APPENDIX A

1.

The following comments were given by Bill Newman at a meeting held at Metedeconk River Y. C. on October 1, 1972. They are a summary of all Lightning races run by the BBYRA during the past season and a list of deficiencies that need improvement.

1. Bay Head/Mantoloking, afternoon race, June 24. Steady S/SW, compass heading 200. Race committee gives SE course. Weather leg perfect, starting line perfect, course wrong. Reached to every mark after the first leg. Finish line wasn't weather leg; you could make it on one long starboard tack. Finish line uneven, too short.

2. Island Heights, morning race, July 1, extra Lightning race. Wind W/NW. Race committee gave us west wind course; one long starboard tack to the first mark. Lightnings are an extra race in the morning and start last; consequently, by the time they get to the first mark, they usually end up sailing through practically half of all the other classes in front of them. We sailed through the Lazars, the Blue Jays, Senior Penguins, Sneakboxes and M-Scows. By the time we got to the first mark, we rounded with 20 or 30 other boats. I don't know whether the race committee realizes it, but some of the marks in the bay are put in water that is about 2-3 feet deep. The barrell we rounded this morning was barrel 9 which happened to be in about 3 feet of water, and it was a complete fiasco. I made a note that we should never start last because we have to sail through all of the other classes. The E Scows do start first and do not have any of these problems. There should not be any reason why we should start last. The rest of the course, no weather legs; practically could make every mark on the same tack. A giant parade.

3. Afternoon race, wind NW, actually have weather legs in race. Starting line so bad you could not get across on starboard. The problem with the bay (we start second in the afternoon after the E Scows and on their start, nobody could cross the line on starboard) is that they continue the starting sequence and don't stop to change the line; therefore, port tack start. First mark was a long port tack beat; practically no weather leg. Rest of race had several weather legs. They did give us the right course. If I remember, they put the starting line in the wrong place. It was severly favoring port tack start. I just made a note here that this was the first race, after sailing 18 miles already this year, that we actually got weather legs. One of the races was difficult for the committee because it was a morning race and the wind did fluctuate all over the place, but the other two races were fairly stable wind races and there was no excuse.

4. Manasquan River at Mantoloking, afternoon mace, July 8. This was an exact repeat of the first regatta at Mantoloking, Same wind, S/SW; race committee gave us SE course. It seemed foolish

in this race because the race committee started us in an area where you are supposed to start for a south wind but they gave us a SE course. (Carson: It was a different course, but a little longer.) Essentially it was the same course. Even the finish line was the same. It was just a long starboard tack to the finish and it was not a good weather leg finish.

5. Shore Acres, July 22, extra morning race for the Lightnings. Wind very light; first class starting to NW wind, wind going around clockwise. Did not change line or any of the courses as wind changed. Bad starting line. Wind going around 90 degrees, now NE, reached to first mark. After that, we just reached around, there were no weather legs again. There was no effort made to change the starting line or change any of the courses. It was obvious that the wind had gone around.

6. Afternoon race, wind light, 5 mph, east. Wind around SE by start. E Scows cannot cross line on starboard. Race committee does not change line, continues sequence. Same thing for Lightnings; could not get across on starboard, had to cross line on port. For some reason race committee gave us the right course for the wind; the wind did go around to SE. They gave us a SE course. We did eventually end up with a lot of good weather legs in the race. They did have the starting line in the wrong place, consequently, it was not a very good weather leg to the first mark.

7. Lavallette, August 26, afternoon race. Very little wind, very dark clouds, very humid. Coast Guard weather report as of noon was for severe thunder storms and lightning with high winds. Anyway, we sailed out in a tremendous rain storm. Cannot find race committee. Wind east, head to start at 13, not there, sail back to 8, not there, go back to 13, there they are. Wind east, 90 degrees, goes around to SE. First weather leg, long starboard tack. They saw the wind go around, yet they continued it. E Scows had the same wind direction, could not get across line on starboard. It was a very favored leeward end line. I think they had two restarts, the race was protested, thrown out and then reinstated. (Ruiter: The E's were upset because they let the race go with a number of boats over that were not called back.) E Scows put up a fight about that. Sailed race in tremendous thunder storm and lightning. High winds. Only one short beat in race; leeward finish. The thing I question about this race is the fact that they sent us out there at all since the weather report was for severe weather and the race committee did not seem to be concerned about it at all.

8. Seaside, September 2, wind NE, 15-25, triangular course, afternoon race. Good long square weather legs. The problem with Seaside is that there is no water in this area for Lightnings. Had to carry the board up most of the way on all the weather legs. I guess it's a problem with a NE wind in the bay, it blows all the water out and gets shallow. I don't know what they can do about that. We'll have to live with that.

Summary: I sailed a total of 8 out of a possible 11 races for a total of approximately 60 miles of racing. Out of that 60 miles, I figure I sailed maybe 5-6 good square weather legs and maybe a total of 10 miles of good windward work. For every 6 miles we had one mile of tacking. I feel that this is a very poor ratio. Out of the eight races, 6 were for the wrong wind--that is 75%. Of those six wrong courses, one or two of them probably were not the fault of the race committee. This means that 4 out of the 8 were wrong and therefore 50% of the races that I sailed in the bay were for the wrong course for the wind direction. This was not a situation where the wind suddenly shifted before the start. It was a situation where the wind was fairly steady and it was obvious what direction the wind was--to the sailor at least. Starting lines--5 out of 8 races the lines were terribly favored at one end; 2 out of those 5 you could not cross on starboard tack.

List of improvement and changes that I think should be made:

1. Better windward starts and finishes.
2. Better use of courses available, consolidated course areas, throw-out, adjustments in starting order, better course selection. I heard from a good source that they selected courses at lunch and at the dock and not out on the race course.
3. Obsolete procedures, tradition. BBYRA doesn't conform to the IYRU or NAYRU rules; modern techniques not used.
4. Line boats are not involved in seeing who is over at the start.
5. The mast line is used in starting and finishing boats.
6. The BBYRA is very inflexible, they won't change the line or stop the starting sequence if the wind has gone around.
7. Obsolete rules. There are at least three or four sets of rules that govern all races in the BBYRA and some of them are ambiguous; some are contradictory. What is needed is one rule book. Rules for request for cuts, change of boat rules all are outdated and should be revised.
8. Better use of personnel.