

BBYRA Delegates Meeting (Annual)
October 5, 1974
Bay Head Yacht Club

Called to order 5:30 p.m.

Attendance: All Clubs present
All Officers present

Minutes of last Delegates' Meeting were approved, as published.

All correspondence received by the Secretary was reported distributed to proper committees.

Final Reports: (Committee) Copies filed and available upon request.

NAYRU Events: H. I. Dunn, M.D.

Reported the successful season BBYRA had in National Cup events. Debbie Freeman, with crew Lynn Campbell and Jennifer Valdes of the Beachwood Yacht Club, won the Adams Cup. Dick Wight of Manasquan River Yacht Club was runner up in the Mallorys. Russell Lucas of Bay Head Yacht Club captured the Atlantic Coast Midget Championship. A copy of this report, in detail, is filed with the Secretary.

Safety Patrol Coordinator: Werner Dahl

In general, everything went very well. The added new communication sets solved many problems. Again it was pointed out that there is a great need for patrol boats and all clubs should continue work toward this end.

Contributing Membership: Homer Dennis

Total membership on the increase.

Membership - 422, an increase of 38 members over 1973.

Total income:		
Memberships	\$2108.00	
Decals	148.00	
Shoulder Patches	<u>161.00</u>	
		\$2417.00
Total expenses:		<u>1267.91</u>
	<u>Net income</u>	\$1149.09

It was recommended by H. Dennis that an assistant to the Secretary be appointed by the Commodore to handle the time consuming job of the contributing membership, this to be an appointed office.
Report filed.

Secretary: T. Chapman
Recommendations made concerning constructive criticisms to improve racing within the BBYRA.
Report filed.

Treasurer's Report: Edward Feirer

Balance on Hand 10/25/73 \$6302.30

Since 10/25/73:

Income to date	\$9625.00
Expenses to date	10,482.35
Balance 10/25/74	<u>\$5444.95</u>

Report filed.

Fleet Captain:

Reported the excellent condition all the Bay equipment is now in and stowed for the winter. Vote of thanks to H. Hooper of I.H.Y.C., Bill Harjes of B.Y.C., and R. Stretch of I.H.Y.C. for their help.
Report filed.

Rear Commodore: H. Berson

Racing Equipment list recorded and filed with the Secretary. All equipment stowed at Bay Head Y.C.

Vice Commodore: R. Brown

Pointed out how easy it was for the committee to remain on station, with lunches being brought out to Committee boat. Suggest this continue.

Laser fleet too large to count, etc. Suggest that this fleet be divided.

Report filed.

Commodore: C. Bach

Praised entire BBYRA Committee for Job Well Done.

Recommended -

- 1 - addition of two new classes in p.m.
- 2 - staying on board and on station between a.m. and p.m. races
- 3 - B-Cats be accepted into BBYRA
- 4 - Thistle class be accepted
- 5 - Jet class be dropped
- 6 - Secretary be relieved of registration desk duties

Election of Officers

- | | | |
|----------------|---|------------------|
| Commodore | - | C. Bach |
| Vice Commodore | - | R. Brown |
| Rear Commodore | - | N. Berson |
| Treasurer | - | E. Feirer |
| Secretary | - | W. Dahl |
| Measurer | - | I. H. Dunn, M.D. |

Executive Committee

- | | |
|---------------|----------------|
| ✓ R. Norwood | ✓ B. Engle |
| ✓ N. Brown | ✓ R. Broker |
| ✓ E. Oksen | ✓ F. Winklemen |
| ✓ H. Dennis | ✓ F. Doughery |
| ✓ M. Heinrich | C. Warren |
| ✓ J. Kerr | ✓ G. Patterson |
| ✓ W. DeCamp | ✓ E. Diamond |
| ✓ D. LaVan | ✓ J. Hitchcock |
| ✓ W. McCrae | ✓ F. Brooks |
| ✓ J. Walker | J. Fagan |

Unanimously elected and Secretary directed to cast ballot.

Appointments:

All appointments made by Commodore for 1975 are on file with Secretary.

Old Business:

No old business

New Business:

1975 Schedule

- | | |
|---------|------|
| June 21 | BHYC |
| June 28 | IHYC |
| July 5 | SAYC |
| July 12 | TRYC |
| July 19 | MYC |
| July 26 | Open |

August 2	BYC
August 9	NBYC/MRYC
August 16	OGYC
August 23	LYC
August 30	SPYC

Metedeconk Yacht Club requested a second pass this year. It is the feeling of their membership that they would like to hold regatta on their own waters and do not wish to host at another Club.

Schedule approved.

. Laison Meeting

Set for November 2nd at TRYC

. National Cup Events - BBYRA Finals

Sears Cup

July 23, 1975 at IHYC

Single Handed O'Day

Seniors July 30, 1975 at MRYC

Mallory

July 23, 1975 at MCYC

Adams

July 30, 1975 at SAYC

Midget

August 13, 1975 at OGYC

. Spring Regatta Committee Meeting at SAYC

February 1, 1975

- . It was recommended that a good look be taken into the financial set up of the BBYRA because of deficit this year.
Suggestion made that all sailors, if they wish to race, join the BBYRA at a \$5.00 charge. This would help defray expenses.
Motion made that every skipper pay \$3-\$5 to join the BBYRA in order to qualify. This dues must be paid by third race.
Motion made by Jim Reynolds, second by Norm Brown. Motion passed.

Purchase Authorization

\$2400.00 for Flags
3300.00 for Trophies
144.00 NAYRU Dues
1000.00 Insurance
350.00 Regatta Schedule
* Computer Scoring
* U.S. Sailing

Motion made that update of By-laws be made by an insert into present stock of By-law Books. Second by W. Dahl. Passed.

Tom Brooks to investigate the possibility of updating By-law book. Deadline for completion by next Delegates' Meeting.

Meeting adjourned at 10:45 p.m.

T. L. Chapman,
Secretary 1974

* To be discussed at next Delegates' Meeting.

REPORT OF NATIONAL CUP EVENTS - 1974

The 1974 season for National Cup Events was a very successful one. Continued interest on the part of the sailors and devoted attention on the part of the host Clubs and their committees served as a sound background for this fine season.

Of special interest was the fact that Debbie Freeman of the Beachwood Yacht Club and her crew won the Semi-Finals and went on to Columbia, South Carolina, where she crowned her efforts with the winning of the North American Women's Sailing Championship and the emblematic Adams Cup. Our men's crew skippered by Dick Wight, sailing for the Mantoloking Yacht Club, captured the Semi-Finals and then went on to Seattle, Washington, where they placed second in the Men's North American Sailing Championship. Additionally, Russell Lucas of the Bay Head Yacht Club won the Bay Midget Championship and then, competing at Avalon, New Jersey, captured the Atlantic Coast Midget Championship. These fine results should serve as an inspiration to all of our other competing sailors.

During the season Mantoloking hosted the Sears competition on July 24th, which was won by Jeff Lewis of the host Club. In a new competition leading ultimately to the Smythe Trophy, emblematic of the Junior Singlehanded Championship of North America, Stewart Tubbs of Mantoloking Yacht Club won on the Bay.

On July 17th the Beachwood Yacht Club hosted the Senior Singlehanded Championship with Charles Horter of Island Heights Yacht Club the winner.

On July 24th the Men's Bay Championship was scheduled to be held at Seaside Park Yacht Club. Unhappily, one of the contestants failed to wake up in time and another was found to have an inadequately prepared boat, so the remaining sailors adjourned to the Mantoloking Yacht Club, where at the end of the Junior Championship, additional boats were available for the sail-off, which was won by Dick Wight of the Mantoloking Yacht Club.

On ~~XXXXXX~~ July 31st Lavellette Yacht Club hosted the Women's Sailing Championship of Barnegat Bay. This was won by Debbie Freeman of Beachwood Yacht Club, as has been noted in a foregoing paragraph. The Semi-Finals in this event was hosted by the Bay Head Yacht Club and Debbie Freeman was again Triumphant.

On August 14th the Normandy Beach Yacht Club hosted the Bay Championship for the Midgets. Russell Lucas of Bay Head Yacht Club was the winner.

No contestants have been received to date for the Interclub Match Race Championship as represented by the Prince of Wales Cup.

At this time it is my pleasure on behalf of the Bay to extend to all of the Host Clubs, their officers and auxiliaries the gratitude not only of the sailors but also of the B.B.Y.R.A. for holding these events. Were it not for this thoughtfulness and generosity of time and money, results and championships such as we have commented on earlier in all probability would not be our lot. I feel, without diluting the outstanding efforts of our sailors, that all of the Clubs on the Bay are bathed in a wee bit of reflected glory.

In any report it is appropriate to review the past with the hope that it may produce lessons which may be utilized in the future. Last year it was a matter of great disappointment to find that one Club, hosting a regatta, failed to have a single adult member of the Club on the scene, much less a flag officer, which is implied in the running of these regattas. This unfortunate approach not only is in violation of the original intent of hosting these regattas but also furnishes a very poor image for the recollection by the competitors. I trust that this will never again happen. Another item for re-emphasis requires the B.B.Y.R.A. Representative to certify that the boat being brought into a round robin competition is in competitive and sailable condition. In two instances this was not the case. It is requested that you have your Representatives not only sign the application or entrance sheet but also honor it.

In summary, this has been a splendid year in National Cup competition through the efforts of the innumerable people who contribute so much. As you know, next year under the sponsorship of this organization and hosted by the Bay Head Yacht Club the Junior North American Sailing Championships will be sailed on Barnegat Bay August 24-29, 1975. Additionally, the schedule for Bay Championship events for 1975 is appended to this report as a matter of record. Many thanks for your splendid assistance and cooperation during the past year.

Sears Cup	Island Heights Yacht Club	July 23, 1975
B ^o Day Cup	Manasquan River Yacht Club	July 30, 1975
Mallory Cup	Metedeconk River Yacht Club	July 23, 1975
Adams Cup	Shore Acres Yacht Club	July 30, 1975
Area Semi-Finals	Toms River Yacht Club	Aug. 6, 1975
Midget Championship	Ocean Gate Yacht Club	Aug. 13, 1975

H. Irving Dunn
H. Irving Dunn, Chairman

I am happy to report that the Contributing Membership Program has again shown an increased participation over the preceding year. It continues to be a good source of additional income and the participating members continue to show a fine support of the BBYRA.

We are still feeling our way in this still new project and learn something each year as we try to expand it and reduce costs. The secretary reports a total of 422 members in 1974 over 384 in 1973. The treasurer has informed me that income has been - Membership _____ \$2,108.00

Extra Decals _____ 148.00

- In addition - this year we have continued to do what we could to assist with the Shoulder Patches and are happy to report that we were able to move more of these for a total of \$161.00 _____ 161.00

\$2,417.00

Expenses - covering the cost of stationery, envelopes, printing, bills, applications, stenographic and mailing services, postage - all of which have increased materially in 1974 - and a two year supply of "decals" (\$618.45) _____

1,267.91

Net income in 1974 from this activity _____ \$1,149.09

We purchase a two year supply of "decals" at one time thereby effecting a considerable saving in set-up cost as the only change necessary for the second year run is to change one numeral in the date shown and these are printed with the year dates in different colors - white one year and red the next - - and our 1975 "decals" are bought, paid for and delivered.

The necessary paper work has increased through the years to the point that it is impossible for the secretary to handle it as was previously done. Accordingly, we have had to pay to have some of this done in 1974 under a satisfactory arrangement developed by Tom Chapman. This, I believe, should be continued even though it diminishes our net income.

Also, I would suggest that as a part of this fund raising program a new office of Assistant Secretary for Contributing Membership be established - this to be an appointive office - so that the elected secretary could be relieved of the detailed entering, accounting for and signing the Contributing Membership cards. This could be a member of the Contributing Membership Committee - or possibly the treasurer, who will no longer be involved with the scoring, might find it possible to do.

I would particularly like to thank Commodore Erhard Oksen of the Beachwood Yacht Club and his daughter, Sue, for the assistance they have given this year. The

secretary will have reports showing participation by member clubs and we will, of course, expect an even better showing by all of them in 1975.

My thanks to all who have helped on this project.

Respectfully submitted,

Homer F. Dennis

Homer F. Dennis, P/C
Chairman

I am not being returned as a delegate with the year ahead - and therefore do not have a voice or vote in the financial affairs of the B.Y.R.A. which the Contributing Membership Program has had a significant part

BARNEGAT BAY YACHT RACING ASSOCIATION

Report of the Secretary, October 5, 1974

Along with the regular duties of the Secretary, which are *basically*

1. all communications both within and without the organization
2. responsibility during the racing season of the entries for races and control of complete inventory of the Regatta Committee
3. complete responsibility of the contributing membership in handling applications, recording monies and sending out cards, etc.

during the past year that I have served, I have tried to take the comments made of the past Secretary, Jim Carson, and implement ^{these} his suggestions in order that the Office of Secretary run a little more smoothly.

I found no problems in communications or getting out of notices; however, if it wasn't for the secretarial help that I ^{have} had in my ~~company~~ office, along with the use of the Xerox machine, this would be a heavy burden upon an individual and I strongly suggest that the new Secretary, unless he has this service at his disposal, will find his job very difficult.

The responsibilities of the Secretary of handling the entries at the Entry Desk during the summer races is no problem as this had been set up very nicely by the previous Secretary and this transition worked very smoothly. I would like to suggest and recommend that this job is not the Secretary's job and it should be handled by the Scoring Chairman and his Committee. There are many questions which are asked of the Secretary at the desk by sailors concerning scoring, etc. This is also true of the Committee at the desk. On many occasions, it was just a matter of me picking up the entries and transferring them to the scorers, and I feel a lot of work could have been saved in translating the information from the desk to the Committee Boat if one of the scorers would handle this. *I strongly recommend this be considered*

I would like to commend all Yacht Clubs for the people they have represent them at the Registration Desk. The women, especially, did a fine job and all Clubs are to be congratulated.

The responsibility of the Secretary handling the contributing membership can be a gigantic problem. This job requires many hours of work, and I agree with my predecessor, Jim Carson, that he should not attempt to handle this chore, along with the established duties of the Office. It was because of this that I hired Miss Susan Oksen, a college student, to do this work once I had set up the procedure. She worked very well at \$2.00 an hour, and over the entire summer, all the cards were promptly mailed out at a cost for secretarial help and postage of approximately \$90. The cost of hiring Susan to do this work was approximately \$45.

I strongly recommend that this responsibility be transferred to the Office of Treasurer and that he should hire Miss Oksen again for next year as she has a system well worked out and it would just be a matter of her picking up the applications from the Treasurer and mailing them. This would stop the handling of monies and all returning envelopes would come directly to the Treasurer. *Miss Sue Oksen resides in Beachwood & has sailed in many BBYRA Cruises.* This past year we have defined the qualifications of the Powell and Dale trophies and they have been put into the Minutes. This was also recommended to be accomplished by our past Secretary, Jim Carson.

Communications between our Clubs, Fleets, and the BBYRA still remain a very serious problem and I strongly recommend that our Delegate/Representative Organization be reconstructed into one group. This would necessitate a change in the By-Laws and a change in tradition that we have had over these years. If one would study our Organization, they would find that, within the thirty six Delegates that represent the BBYRA Clubs, an average of 8-10 members are both Delegate and representatives, and of those, 50% of them attend both Organizations. It is therefore concluded, without a doubt, that that group does not know what the other group is doing and this is what causes considerable problems within our organization. Last year this recommendation was made by the Office of the Secretary that groups should be appointed to study our present setup and come back with recommendations on how to streamline our organization. This was never done, and I suggest that a Committee be appointed at this meeting to look into this possibility ~~that I have suggested.~~ *& brought before the By Laws Committee*

An Inventory of items in the possession of the Secretary I have attached to this report. Items which will require replenishment for the '75 season are:

1. race entry cards
2. NAYRU Rule Books
3. orange and green pennants
4. republishing and updating our By-Laws and Racing Rules

I would like to recommend that the Committee Boat or its members be transported into the Clubhouse during lunch hour to have lunch and mingle with the sailors. I am positive that if this would have happened during the past season, and especially at Lavallette, the fiasco which we had there never would have happened. Decisions were made by the Regatta Committee, ~~in this case at the Regatta~~ ^{the Lavallette} and later at the Seaside Park Regatta, based on second-hand facts. I am sure that, if the gentlemen of the Regatta Committee were present on the beach, as I was, they would have not reversed the decision that they made at the Lavallette Regatta and therefore caused a lot of confusion and sour feelings among the sailors and the BBYRA.

Delegates advise the

I also strongly recommend that the Regatta Committee support original decisions which are made by their Commodore and special committees, such as the Protest Committee, when decisions are made and not lobby with each other and have these decisions changed to satisfy a few. I further recommend that all Appeals be filed with the Secretary for future reference as I notice that this has not been done in the past.

I have enjoyed my 34 years' association with the BBYRA--24 years as a sailor and 10 years as a committee man. This past year has been a very difficult one for me, as a sailor, to understand. The decisions which were made at the end of the season I disagreed with entirely but I continued to do my job as Secretary and worked for the ~~best~~ ^{good} of the organization. My decisions were based on the "Rules of the Road" and not on sentimental feelings.

BBYRA

It is for this reason that being a committee man has now become a big chore and is no longer fun and, therefore, I have decided not to associate myself with racing management in the future, *and I am sorry unless you the delegates do something to correct this atmosphere many more conscientious knowledgeable valuable people will disassociate themselves from Bay Activities.*

Tom Chapman

Secretary, BBYRA

We have acquired a new and sorely needed sectional Aluminum Signal Mast with a 15 foot hoist which will enable us to properly cancel up to four classes should that be necessary. This replaces an earlier mast that was lost or stolen.

Happily, we were able to do this at no cost to "the Bay" but we do owe a vote of thanks to Harry F. Hooper of the Island Heights Yacht Club who did all of the necessary machining and mechanical work -- to Bill Harjes of the Beachwood Yacht Club who supplied all of the rigging and rigging hardware -- and to Albert T. Stretch, Jr., also of the I.H.Y.C. who supplied a canvas carrying bag for all of the components -- and this is a very great help indeed. Also, we have a four foot yard which can be attached to the mast if we should ever have occasion ~~to~~ to use it.

I called on Captain B. Russell Henry, U.S.C.G. (Ret.) Chief of the Bureau of Marine Law Enforcement (Marine Police) early in June to deliver new "Bay" Racing Schedules to him -- and brought him up to date on our Safety Equipment Requirements -- and checks -- and was pleased to have him remark that he felt that the B.B.Y.R.A. was, in his estimation, one of the most responsible boating organizations in the State. This, I believe, is a well earned feather for our cap.

We have had some entirely unnecessary debacles this past summer -- and one in particular which was generated by the sailors -- and I would recommend that the Sailing Rules be amended to the end that any yacht sailing in a morning or afternoon series which crossed a regularly established finish line for that series -- prior to completing its assigned course be disqualified. This would, I believe, suggest to the sailors that they pay more attention to their course charts -- rather than follow some boat that happened to be ahead of them -- and would hopefully make things easier for the Race Committee.

Also, in spite of the fact that we have had facsimiles of all of the signal flags (excepting only those designating the different classes) and the shapes used on the Committee Boat printed on all of our Course Charts -- sailors apparently do not read them -- or worse yet -- are unable to understand them -- and I believe that some educational program should be established by each of the member clubs to try to correct this.

Other assignments from the Commodore and from the Race Committee Chairman have kept me continually busy every Saturday on the Committee Boat.

Respectfully submitted,


Homer F. Dennis, P/C

Fleet Captain



BARNEGAT BAY YACHT RACING ASSOCIATION

Report of Vice-Commodore:

October 5, 1974

Gentlemen:

We tried to make 1974 the "start on time" year. We did come close. Our average of on time starts was 80%. When you consider a Committee Boat tardy arrival, no wind and shifty wind, we did not do too bad.

On several occasions we were forced to stay on station and have lunch brought to the boat. I realize that all of the Clubs would like to have the Committee come in for lunch, but some times this is impossible. May I suggest that we decide which clubs are close enough to the usual finishing area and plan on having lunch that day at the Host Club. On the other days, plans can be made before hand to transport the lunches out to the boat.

I would like to call to the attention of the Course Committee that the North Wind Course on the UPPER BAY course sheet has the finish near "I". "I" barrel is well up Kettle Creek and is difficult to reach. It has been suggested that course no. 32 on the TOMS RIVER sheet be changed to read, " L X P E S C P B P E P C P B P E P H P L".

We are having trouble with the size of the Laser fleet. There are too many starters to count. We tried a longer line, but then we could not identify the boats to leeward. I would recommend a splitting of the fleet with two separate starts.

May I thank all of the members of the Regatta Committee who worked so hard on the Committee Boat to make this a successful season. Three men worked closer with me and I would like to personally thank Norm Berson on the fore deck, Werner Dahl with the Safety Patrol boats and Mike Fagan on the Protest Committee.

Respectfully,

Roger Brown, Vice-Commodore

PROPOSED SCHEDULE 1975

JUNE 21 BAY HEAD at:
 JUNE 28 ISLAND HEIGHTS
 JULY 5 SHORE ACRES (co-host METEDECONK)
 JULY 12 TOMS RIVER
 JULY 19 MANTOLOKING
 JULY 26 OPEN
 AUG. 2 BEACHWOOD
 AUG. 9 NORMANDY BEACH (co-host MANASQUAN RIVER)
 AUG. 16 OCEAN GATE
 AUG. 23 LAVELLETTE
 AUG. 30 SEASIDE PARK

PAST RECORD OF HOSTING CLUBS.

CLUB	72	73	74
BH	H	H	H
BD	H	H	H
IH	H	BY	H
L	H	H	H
MR	H	H	H
M	H	H	H
MC	H	H	BY
NB	H	H	H
OG	H	H	H
SP	H	H	H
SA	H	H	BY
TR	BY	H	H

October 5, 1974

Another season of racing has passed and I dare say it wasn't the best weather-wise. We just couldn't hit that happy medium as far as the wind was concerned. The patrol boat coverage this year was very good and Werner Dahl did an excellent job with the radios. I would also like to comment on the excellent job done by the fore deck, after deck, course committee, scorers and the protest committee. Without all these people working together we could not have run these races. Again I would like to thank each and everyone of the Regatta Committee and Officers for their time and efforts. I might like to add that some of the happenings that occurred this season will not set a precedent for the future.

I have a few other things I would like to touch on:

- 1- With the possibility of having two more classes in the afternoon bringing it to eight-(8) I would like for you to consider once again the possibility of staying on board the Committee boat during lunch. I think the time recording the finishes in the morning and the starting of the afternoon races, the possibility of having eight-(8) classes in the afternoon warrants our staying on board.
- 2- I would like to recommend to you that the "B" cats be accepted as a class into the BBYRA. They have more than doubled in number in two years which should prove to be a good sound class.

page 2...

- 3- The Thistles having only raced five (5) races this season have more than proved that they should be accepted as a class. They showed up in full number each week they were scheduled.
- 4- I would also like to recommend that the Jet class be dropped from the schedule for lack of participation and I don't feel as if we should take on anymore new classes at this time.
- 5- I would like to make one more recommendation and that is to have someone other than the Secretary at the registration desk. I think that the Secretary has enough duties to perform without having the responsibility of the registration desk. The Secretary should be available on the Committee boat at all times.

In closing I would like to say statistically 1974 showed an increase of 24 boats. In 1973 there were 168 qualifiers against 1974 qualifiers which totalled 192. If we were to count the three (3) "B" cats that qualified it would have brought the number to 27. Providing the "B" cats and thistles are accepted as classes into the BBYRA we could pick up another 18 to 20 boats.

Again I would like to thank the regatta committee for their cooperation during the past season.

Respectfully submitted

Carl L. Bach
Commodore

October 1, 1974

The following are the comments and suggestions made during a meeting of a group of Island Heights Yacht Club members relative to the management of the races run by the Barnegat Bay Yacht Racing Association.

Registration

- A. Registration at the line boat is very difficult on many occasions due to weather conditions and the number of boats involved.
- B. The registration boat should be out on the bay early in the day and well in advance of the committee boat which may help eliminate the above problem.
- C. As the location of the committee boat presently determines the location of the registration boat the entries must guess where this will be prior to the committee boat being on station.

It is frustrating to sail for the registration boat only to have it follow the committee boat to a new location across the bay. The reason for the committee boat moving is understood but the problem still exists.

- D. Perhaps two registration boats anchored at predetermined locations (1 off Shore Acres and 1 off Normandy Beach) would be in order.
- E. Consider the thought of each entry registering only once for the entire season then report his number to the registration boat as he sails out to each race.

COURSES

- A. The present system of finishing some morning races off Shore Acres makes it extremely difficult for an entry to go to Mantoloking or Lavalette for lunch and return in time to race in the afternoon.

The following thoughts were presented for consideration.

- 1. Start and finish all races from a predetermined location in the approximate center of the courses.
- 2. Require patrol boats to tow racing boats into the clubs for lunch in very light air and to Mantoloking under most conditions. A pick-up area could be established by buoyed flag, etc.

Number of Starters

Having a very large number of boats such as the Laser fleet start at one time is not good racing as it interjects the element of luck into the picture.

Suggestion: Split the fleets.

Safety Equipment

It was suggested that a review be made of the safety equipment requirements for each class and updated.

For example, it was stated that an anchor in a Laser is more of a hazard than safety device. Also a bailer on a Hobie Cat is rather foolish, etc.

Protests

Follow the NAYRU rules (#70, 1 & 2) regarding protests so both parties involved have the opportunity to be heard.

Make it the responsibility of the protest committee to advise the club representative immediately that one of his club members is involved in a protest.

Size of Regatta Committee

The Island Heights Yacht Club is finding it more difficult each year to produce suitable committee boats for the bay committee.

The main objection from the owners is they feel there are just too many people aboard which has caused confusion, minor damage and for them a generally unpleasant day.

Suggestion: Reduce the committee to a workable size.

Communications

1. Be certain that the representatives are advised of any action that has an effect upon their clubs or members.

This could be done by the regatta committee designating a specific officer or person to communicate with the representatives.

2. The I.H.Y.C. representatives now have instructions to report to the Commodore, Vice Commodore or the designated person before leaving the committee boat after the races to determine if there is any information concerning his club.

Special Races & Elimination Series Races

All races should be run strictly by the NAYRU rules.