



BARNEGAT BAY YACHT RACING ASSOCIATION

REGATTA COMMITTEE MEETING

2/12/77 @ MRYC

ATTENDANCE - All Officers present  
All Clubs represented

Meeting called to order at 1420 hours.

A moment of silence was called for in memory of Bill Neil, 1959 Commodore of the BBYRA.

A cordial welcome was extended to all attending by BBYRA Commodore Roger Brown and Host Club Commodore Oliver Conover.

Formal roll call waived in favor of pass around sign-up sheet.

Minutes of the May 22, 1976 Regatta Committee meeting approved as submitted.

Secretary advised that all correspondence has been forwarded to appropriate Officers and Committee Chairmen.

COMMITTEE REPORTS

FLEET CAPTAIN McHomedDennis

Report attached. Stressed need for a Registration Starter Kit and that the Registration Boat should be on station by 8:30 A.M, properly identified with appropriate BBYRA Registration Flag. Comments from the floor recommended that the Registration Boat be of adequate size and maneuverable, and that the skipper should be aware his movement and position will be directed by the BBYRA. Discussion also centered on the possibility of a permanent patrol fleet, with the same boats and personnel used each week during the BBYRA season. Although the suggestion had merit, response was poor, and Commodore Brown stressed the fact that it is the responsibility of the Host Club to prepare themselves adequately, and with sufficient patrol boats, when hosting a BBYRA regatta.

SCORING - Bob West

Advised that 1977 scoring would again be computerized at about the same cost as last year, approximately \$400.00. Bob also recommended the following: changes be made as relating to the final BBYRA Championship scoring:

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"In calculating the final score, a skipper's worst race will automatically be dropped by the computer" and "all scoring will become official by the third week following a given race, and no scoring changes or corrections will be made after that period of time".

The Regatta Committee approved the above recommendations with the proviso that the last race of the championship season cannot be thrown out, and that the above changes be printed, with explanation, on the course sheet sailing instructions.

#### NEW SAILING CLASSES - Bill Wood

Bill unable to attend, but Bob West read report recommending acceptance of the Ensign Class as a new fleet in BBYRA on a provisional basis. Bob Duff, Commodore of Ensign Fleet #63, reviewed the specifics of the Ensign, and expressed opinion that, although fitted with a fixed keel, the Ensign should not experience too much difficulty in sailing in the upper bay waters. Regatta Committee voted to accept the Ensign Class on a provisional basis with the stipulation that the class must sail at least five races one of which must be sailed up-bay. The Ensign Fleet will be scored on the races sailed, but will not be eligible for BBYRA Championship awards.

#### USYRU - Dr. H. Irving Dunn

Dr. Dunn reported on the annual meeting of USYRU Board of Directors held at the California Yacht Club, 1/20 thru 1/23, 1977. Copy of report attached. Highlighted reasons for restructuring USYRU, drive for new membership, mandatory membership required for those participating in National Cup Events, and establishment of a new Family Class membership. USYRU has established a central information pool on qualified sailing instructors and those Clubs interested in hiring in hiring Sailing Masters can obtain resume from USYRU. Also advised that the matter of USYRU Regional Championships is a complex matter and thus far has not been resolved.

Dr. Dunn announced that he would no longer chair the National Cup Events for the BBYRA eliminations. This function will be assumed by Roger Brown and Dr. Dunn asked that full Club support be extended Roger in this undertaking. Dr. Dunn commented on his past participation in National Cup Events with all its pleasures and pains. The BBYRA schedule for National Cup Events was given at the Fall Delegates Meeting. In addition to this schedule, Dr. Dunn advised that the Atlantic Coast Midget Championship will be hosted by Lavallette Yacht Club on August 17, 1977.

Plaudits were extended Dr. Dunn for his leadership and direction regarding past National Cup events, as well as his representation of BBYRA on USYRU's Board of Directors.

#### SAFETY COORDINATOR - Chet Sedgley

Advised that the CB's were operative, enough patrol flags were available, and that \$250 authorized last year for additional power packs was returned to the BBYRA Treasurer, as the support packs were not needed. Recommended however that all the BBYRA CB's be given preventative maintenance checks before the start of the '77 season.

COURSES - Jim Carson

No proposed changes in BBYRA sailing courses. US Coast Guard also informed as to the correct whereabouts of BBYRA course markers, this being required to correct discrepancies noted in correspondence received previously from the USCG.

The Regatta Committee voted to approve Jim Carson's recommendation that the individual course sheets be revised to include all pertinent instructions for sailors, the prime objective being to give the sailors everything they need to race on one consolidated form.

The BBYRA Annual Regatta Schedule will be modified to eliminate those items also appearing on the racing course sheets.

FINANCE - Ed Feirer

Reviewed income and expenditures, and advised that the BBYRA is solvent with a balance on hand of \$7,460.54 as of 2/1/277.

CONTRIBUTING MEMBERSHIP - Jim Reynolds

Jim unable to attend meeting, and advised Commodore Brown he could no longer chair the Committee. Roger expressed his personal thanks and that of all the BBYRA Regatta Committee to Jim Reynolds for his fine job in the past. Jack Summerill, TYRC, has agreed to chair the Contributing Membership Committee for the coming BBYRA season.

Gib Patterson, MRYC, advised that his Club is billing their members for BBYRA dues. The \$5.00 is included in the total bill and if the members do not wish to contribute the amount must be deducted by the member. Gibby reported that MRYC has more BBYRA Contributing Members than they have had in the past two years. Dr. Dunn and Commodore Brown both commented the MRYC approach is of real value and most noteworthy, and that the MRYC move should be possibly considered by other member BBYRA clubs.

LAISON MEETING - Sumner White

Advised he is currently working on a schedule to have one person from a given racing class aboard the Committee Boat each weekend of the racing season which will cover only the first eight races. The individual selected will spend 1/2 day aboard the Committee Boat.

Also reported on the Laison Meeting discussions held with the various Fleet representatives. The Regatta Committee decided to retain the starting sequence as currently established.

BY-LAWS AND RACING RULES - Jim Carson

Recommended to the Regatta Committee several proposed changes to the BBYRA By-Laws and Racing Rules. Lengthy debate ensued with the following decisions voted upon by the Regatta Committee:

Approved by a 7 to 5 vote change to REGATTA COMMITTEE, No. 11, Sec. 3  
A Protest Committee shall be established for each regatta which shall function in accordance with BBYRA By-Laws, Racing Rules and procedures to decide all protests received. This Committee shall be responsible

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to a Chairman who shall be appointed by the Vice Commodore of the Association to serve for one year and whose name shall appear on the Annual Regatta Schedule. It shall consist of said Chairman or his designee plus two qualified members provided by the host Club.....'

Unanimously approved to omit Paragraph(c)of Section 3, RACING TRIM as this rule duplicates USYRU Rule 57

Unanimously approved to omit Paragraph (f) of Section 5, Enteries as this rule alters a USYRU rule.

Unanimously approved to change the second sentence of paragraph 4, Section C, PROTEST, DISQUALIFICATION, AND APPEALS: 'They must be filed with the Protest Committee within one and one half hours after the first yacht of its Class has finished.'

Unanimously approved to add an additional sentence to Paragraph 5, Section C, PROTEST, DISQUALIFICATION, AND APPEALS: 'It shall be the duty of the Scorer to file the protest, decision and pertinent papers with the Association Secretary who shall keep them on file for two years.'

Approved by a 7 to 5 vote to omit paragraph (b) of Section 6, STARTING AND FINISHING LINE RULES.

Dr. Dunn and Jim Carson advised that in early 1977 USYRU will present a number of changes to existing rules covering signal changes, warning and prep signals and others. It was recommended that the Regatta Committee members acquaint themselves thoroughly with these changes before the start of the BBYRA season.

OLD BUSINESS -

Vice Commodore Norm Berson presented the revised BBYRA Regatta for 1977. Any revisions to individual member Club open regattas, trophies, and the like should be in Norm's hands no later than 3/15/77.

Commodore Roger Brown reviewed the structure of entry fees and number of lunches per boat for the information of all attending.

<u>ENTRY FEE:</u>	\$3.00	\$4.00	\$5.00	\$6.00
<u>LUNCHES PER BOAT:</u>	1	2	3	4
<u>CLASS OF YACHT</u> :	Laser	Sneakbox	Lightning	E Sloop
	Laser M	Penguin	Thistle	
		Blue Jay	A Cats	
		Hobie 16	Ensign	
		B Cats		
		M Sloop		

Extra lunches usually can be purchased at the host Club for a nominal fee.

NEW BUSINESS - Commodore Roger Brown

Protest and Appeals. Commodore Brown expressed deep concern over the inability of the BBYRA to resolve appeals pending, one at an open regatta sponsored by MYC in July '76, and the other at SPYC at the last race of the BBYRA championship series on Sept. 4, '76. Repeated attempts by the Appeals Committee to secure the original protests, decision of the Protest Committee, and related supporting documents have been for naught, despite numerous letters and phone calls. The situation is a most embarrassing one for the BBYRA, who is part of the chain of appeal to USYRU, regardless if the regatta is an 'open' one, or one sponsored by the BBYRA.

After much discussion and broadside of comments from the floor, MYC and SPYC were censored for their inability or unwillingness to furnish the required documents. The Regatta Committee specifically requested that both Clubs supply the needed information by the next meeting of the Regatta Committee scheduled for 5/21/76 at TRYC.

Championship Flags and Place Pennants - Tom Brooks advised that quotations for flags and pennants were slightly higher than last year, and will do the usual on reordering for '77.

US Coast Guard - Commodore Brown read the following cover letter regarding USCG approval to hold regattas:

'as a direct meeting with the the USCG director at the Sandy Hook CG Station, it was agreed that all requests for regattas be made thru the office of the BBYRA. All regattas consisting of more than 70 vessels must have Coast Guard patrol. Although regattas may have less than 70 vessels, it is still required to submit an application, and this means any kind of regatta, auxilliary, on down to prams. A regatta is considered a marine event and even a five boat event must have an approved application.'

Approved USCG regatta applications were distributed to all clubs represented.

Advised that the next BBYRA Regatta Committee meeting would be held on 5/21/77 at Toms River Yacht Club, starting at 1400 hours (2:00 PM)

Meeting adjourned at 1745 hours (5:45 PM).

February 12, 1977

Report of the Fleet Captain -

In addition to the recommendations made in my report at the Annual Meeting on October 2, 1976 - I suggest that there should be moved each week with the other "Bay" equipment - a "Registration Starter Kit" - to be prepared each week by the Scoring Committee - which would enable the Registration Desk to begin operations as early as 8:00 A.M. - and very particularly enable the Registration Boat to be properly equipped - and on station by 8:30 to 8:45 A.M.

The material in this kit should probably be kept under lock and key through the week.

I believe that this Registration Boat should - at first - be anchored - pending the arrival of the Committee Boat in a specified area depending on the location of the Regatta Headquarters Club for the day - and that information as to its location - prior to the arrival of the Committee Boat - should be printed and available to the sailors so that they will know where to look for it.

After the Committee Boat arrives on the scene the Registration Boat should move only as directed by the Vice Commodore or other "Flag" authority.

I further recommend that the Registration or Late Entry Boat should fly an identifying signal which could be seen from a distance - and suggest a fluorescent orange tube somewhat similar in size and shape to our present Chinese lantern - with large black letters on 3 or 4 sides reading BBYRA from top to bottom.

I would also like to briefly review some of the suggestions in my report of October 2nd last for the information of any who did not attend that meeting - and learn what, if anything, might have been done on them.

Respectfully submitted,

  
Homer F. Dennis,

Fleet Captain

cc to Commodore Brown

Vice Commodore Berson

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ANNUAL MEETING U.S.Y.R.U. BOARD OF DIRECTORS HELD AT THE CALIFORNIA  
YACHT CLUB, JANUARY 20 through 23, 1977/

The President, Lynn Stedman, opened the Meeting, noting that U.S.Y.R.U. was the only sport which meets all 15 criteria recommended by the National Sports Federation.

The Treasurer reported a gain of over 800 new members and a gain of approximately 200 constituent Yacht Clubs. Member Clubs and affiliated Associations fell off. In general the Union operated on a nearly break-even basis, consideration being given to the move to Newport and the cost of an in-house computer which will automate membership records. The application for exemption under the I.R.S. code 501(C)3 has been favorably acted upon. This factor plus the drive to upgrade membership should result in an increase in revenue. Feasibility studies for a group boat insurance policy for Union members is under way.

Among resolutions, U.S.Y.R.U. has recorded opposition to the proposed federal umbrella over amateur sports in the United States as recommended by the President's Commission on Olympic Sports relevant to the formation of a Central Sports Organization. In reference to the proposed regulation that all craft seven feet long or more carry visual distress signals, the Union resolved opposition.

The Offshore Racing Committee indicated over 4000 transactions during the year. Study is going ahead to develop a simplified rule and profile for handicapping.

Under consideration is a program under U.S.Y.R.U. sponsorship for a mobile race committee complete with equipment and personnel with the objective of providing training in race committee excellence through the Yacht Clubs, including lectures on techniques for conducting regattas.

The Yacht Racing Association Council affirmed a prior recommendation that participants at the Area level and above in U.S.Y.R.U. sponsored Championship Events (this includes skippers, crew and alternates) must be members of U.S.Y.R.U.. Members of a family living at the same address qualify under the Family Membership, with students and persons under 21 years of age under Associate Membership.

Studies are under way concerning:

- A) How Associations of Yacht Clubs not in Y.R.A.s fit into the U.S.Y.B.U. structure,
- B) Whether all Areas need Councils to coordinate activities in the Areas,
- C) Area realignment for purposes of Championship eliminations,
- D) The fate of Yacht Clubs which are members of U.S.Y.R.U. but not of Y.R.A.

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The 1977 Yacht Racing Rules of the I.Y.R.U.. effective April 1, 1977, were adopted. U.S.Y.R.U. prescribes regattas covered by Rule 3.2 and 77.6, in which the Right to Appeal may be waived and the decisions of the Protest Committee are declared final. They must satisfy the following criteria:

- 1) Notice of the race and sailing instructions so state and
- 2) U.S.Y.R.U. Protest Committee procedure must be followed.

In an obvious endeavor to ease the problems arising from borrowed boats for a round robin regatta, the general championship regulations are being revised to permit a limited round robin with exchange taking place only on coming ashore.

The U.S. Sailing Center has been closed due to lack of improvement in financial health.

The Women's Sailing Committee stressed the need to build a base of racing interest while emphasizing the importance of National Championships. Consideration is being given to new regionals and new Women's World Championship by the I.Y.R.U.

Priorly submitted was the list of Championships with dates, boats and sites.

Respectfully submitted,

  
H. Irving Dunn, M.D.,