

Secretary

BBYRA REPORTS

REPORT OF THE NEW CLASS COMMITTEE, BBYRA

There were no new classes and no provisional classes sailing on the Bay during the 1988 season. I'm pleased to report that most classes displayed good representation. Only the Laser Modified Class with four qualifiers is weak. With the promotion of the Radial this was to be expected and I would recommend starting the Modifieds at the end of the morning sequence next year in anticipation of their anticipated phase-out.

JGC  
10/1/88

REPORT OF THE COURSE COMMITTEE

There have been no recommendations to the course committee as a result of the 1988 season. However, we have an outstanding request from the Sanderlings for modification of courses which was received too late for consideration before the course charts went to press. This request and any others received in the next few months will be considered in January.

One observation which was brought to my attention by Shore Acres - it is increasingly difficult to maintain our racing barrels in position particularly on the Upper Bay. Perhaps the time is coming when we will be forced to use portable marks.

Also, I have noted discrepancies between the location of marks on our charts and where the Clubs think they should be. Obviously, the marks must be as shown on the charts and if any Club has a problem with that, it should be discussed before the courses are finalized and the charts printed and also cleared with the USCG.

JGC  
10/1/88

REPORT OF THE MEASURER

No measurement problems have been brought to my attention.

The Measurer continues to maintain a file of class specifications and annually solicits up-dates from each class. Currently about half these documents appear to be current.

JGC  
10/1/88

November 27, 1988

To: Dave Loughran

From: Jim Carson (wearing my BBYRA hat)

Subject: BBYRA SCORING

1. Recognizing that there is no perfect scoring system, I favor the high point percentage system used by the BBYRA for many years. It seems the best compromise in our situation.
2. I oppose any system which rewards a skipper for sailing more races than another. Although this may encourage sailing on the Bay, it is not fair to the sailor who sails less races because he is away representing the BBYRA or his Class at a race or regatta or has to return to school early or some other good reason - or even has a nagging wife that won't let him sail every week!
3. I oppose different scoring systems for different classes.
4. I oppose allowing the "E" Sloops to sail in the morning unless they are scored. They sail less seriously and take liberties with other classes. If they're chucked, their attitude is "so what?".
5. I see no reason for continued point races in the AM and consequent afternoons off for the E-Sloops. They only have two major regattas during the season for which they are allowed ample cuts (3). Other classes abandoned this scheduling long ago.



BARNEGAT BAY YACHT RACING ASSOCIATION

111 Southview Ct.,  
Brick, N.J. 08723  
December 21, 1988

David P. Loughran  
1203 Bay Ave.,  
Mantoloking, N.J. 08738

Dear Dave:

Inclosed is a copy of the yearbook which is printed for NJYRA. I have listed below both the costs from the printer they use and from Strand.

From J.V.Graphics ( Red bank - 842-6617):

Last year they had 52 pages and printed 1200 books. The cost was \$2181.85. This is about \$41.96 per page. In units of 8 or 16 pages, the cost might be less. Their cost of advertising is \$90.00 for full page and \$55.00 for one half. The covers go for about \$25.00 more.

From The Strand:

If book contained 48 pages - 2 color cover, black 7 white inside, 5½ by 8½.

2,000 books - \$2750

3,000 books - 3575

4,000 books - 4350

5,000 books - 5175

+ \$25.00 per page for typesetting.

I believe that we still have time to get this in print for this year. I would suggest that we also include our by-laws. Bob West stopped by and I was discussing the book with him and he would be willing to sell ads. I believe that I could also get some. At the Meeting where this was discussed, several other hands were raised.

Sincerely,

Roger Brown



BARNEGAT BAY YACHT RACING ASSOCIATION

OCTOBER 1988 - REPORT

U.S.Y.R.U.: No report. Will be attending Annual Meeting October 19th.

COAST GUARD: Will submit racing dates, when set, to USCG for approval.

APPEALS COMMITTEE: One Appeal heard during 1988 Season.

INSURANCE: The premium for year 1988 was \$1859.00. For the budget, I would recommend an increase of 10%.

BBYRA NATIONAL CUP RACES: Bob West and Norm Berson were co-chairmen during 1988. Bob West does not wish to continue. In his place will be Bill Campbell.

Attached are Applications to attend the USYRU National Junior Sailing Symposiums and Applications fo persons interested in attending a USYRU Program Management Course.

Both of these events are highly recommended for Junior Sailing Programs and Instructional Sailing Organization.

Respectfully Submitted,

*Roger Brown*

Roger Brown, P/C

Chet

480  
500

What is discrepancy?  
ask Roger

Meeting of BBYRA Junior Sailing Coordinators

AGENDA

November 12, 1988

- Discussion of concept of Up-Bay and Down-Bay Junior Regattas
- Discussion of concept of Junior BBYRA
- Coordination of schedule of junior events for 1989
- Discussion of possibility of BBYRA hosting USYRU Instructor's Clinic
- Anything else people want to discuss

3 Levels / 5.11  
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 (BAY FORM) LIMIT  
 17 AND OVER  
 (LIMIT CLASS  
 12 & 16  
 INSTRUCTORS  
 COVERED  
 USA Foul/line

I H 4 C. # CLASSES 76 8 yrs 120 BOATS

O.C. AUG 4<sup>th</sup>

BAY HEAD 3 DAYS 210 BOATS, 4 CLASSES  
 AGE 15 18

Full Laser UNDER 20 YEARS

PARANT BOAT TRAFFIC ON SAT. YOUNGER GROUP.

DEC 3<sup>rd</sup> MANASQUAN RIVER



October 1, 1988

BBYRA FLEET CAPTAINS REPORT

During this past season 18 Safety Equipment Inspection's were performed. A total of 199 boats were inspected, resulting in 15 DSQ's. It is encouraging to see this year's percentage of disqualifications at 7.5%, down from 12% in 1987 and 19% in 1986. The most common deficiency was no throwable life preserver.

The ODD/EVEN approach of splitting large fleets worked well and we plan on it's continued use.

The after deck function of class and course display went well. The use of a single pole for "Homers Ball" proved to be a good idea - thanks to Job Gash.

I would like to formally thank Bob Klump and Al Bonnell, both of whom I understand are leaving the BBYRA, for their years of working in the after deck crew. Their presence will be missed.

Respectively submitted,

  
Bob Zimmermann  
Fleet Captain



## BARNEGAT BAY YACHT RACING ASSOCIATION

### SCORER'S REPORT FOR 1988 REGATTA SEASON

The 1988 Regatta season produced several anomalies for the Scorer, based upon the previous six years of my tenure as such.

First, it was the most productive in terms of total registrations. There were 2296 individual registrations in the ten Regattas. This contrasts with 2004 in 1987 and only 1915 in 1982, my first year as Scorer.

Second, there were six regattas in which we registered more boats than in any previous year in respective regattas.

Third, there were 232 Qualifiers in 1988, which contrasts with 209 in 1987 and 165 in 1982.

During the season the several Protest Committees heard fourteen protests. There were two appeals from decisions of the Protest Committees. Also, there were two appeals for redress from action by the Regatta Committee (protests against the Committee). Documents relating to these have been delivered to the Secretary for the required two year filing.

I am pleased to report that there was less criticism of scores and less need to adjust scores after publication than in any previous year. It was, however, necessary to adjust thirteen individual scores due to the application of penalties.

Several corrections to the final Print-out should be noted. Due to the fact that several (6) registration cards were not delivered to the Scorer until after the Computer had produced the scores which have been given to the Regatta Representatives, there are three sailors who were incorrectly listed as Non-Qualifiers who did qualify. My Score Sheets have been corrected for retention.

In addition, due to an error in computation on the Committee Boat at Seaside Park, after adjustment for protest resolution, the final standings for the E Sloop Class show that Erik Johnson of Toms River should have been awarded Second Place, and Scott Callahan of Bay Head should have been awarded Third, the reverse of the awards made at the Ceremony.

Because of the cancellation and abandonment of several races in three Regattas, there are many more flags and pennants than usual which will be returned to the Manufacturer for re-working for use in the 1989 season. The order for flags for next year has been prepared and will be sent to the manufacturer in late October for customary delivery in June and August of 1989.



I want to thank particularly and emphatically, Sam Garrigues, Harold Lewry and Warren Thomas as Assistant Scorers. Thanks also to the many other members of the Regatta Committee who assisted in recording finishes and were otherwise helpful during the year. And finally to the Bridge and several Past Commodores whose advice and listening ears were of great aid to me.

With the loss of the computer operation with Fellows, Read and Associates, the status of scoring for 1989 is presently uncertain. It is to be hoped that satisfactory arrangements may be made before 24 June 1989.

Respectfully submitted,



Burton Dezendorf  
Official Scorer

1 October 1988

DAVID P. LOUGHRAN  
1203 BAY AVENUE, P.O. BOX 746  
MANTOLOKING, NEW JERSEY 08738  
PHONE: 201-892-8388

December 6, 1988

Dear Dr. Dunn, Job Gash, Chet Sedgley and Charlie Logan:

The following is a copy of a letter I've sent to Joe Van Horn, in my on-going efforts to track the official filing of the association's "Not-for-Profit", corporate filing with the state of New Jersey. Other efforts I've made consists of inquiry through the Prothonotary's Records in Philadelphia (some of the founders were from Philadelphia) for the years, 1913, 1914 & 1915; inquiry of 'Wheez' Van Duyne and his brother, 'Duke' regarding their father's records, if any; and direct inquiry of Hank Rose, whom, I understand, did a great deal of research in historical data in conjunction with Bay Head Yacht Club's 100th anniversary.

Any other leads which any of you may feel might be productive??? If so, send them on to me and I shall explore.

Thanks,

*Dave*

\* \* \* \* \*

Dear Joe:

Hank Rose indicated to me that you might have a copy of the constitution of the Barnegat Bay Yacht Racing Association. If you do, and would be kind enough to respond, would you make a complete photocopy and send it to me?

The Bay has been interested in applying for tax exempt status with the IRS, and to do so, it must submit a great deal of data, including copy of its constitution and by-laws. Unfortunately, the archives of the association do not provide what we need. I've applied to the New Jersey Department of State for a status report on the organization's filing at or about the time of its formation, but am informed, in writing, that "no record of the above mentioned corporation".

Anything you might have which may be of assistance to us would be greatly appreciated. I tried to reach you by phone on a couple of occasions, but got no answer at 899-1648.