



BARNEGAT BAY YACHT RACING ASSOCIATION

THERE WILL BE A MEETING OF THE BBYRA REGATTA COMMITTEES
AT THE TOMS RIVER Y.C. ON MARCH 24th 1990 SATURDAY AT
13.30 HOURS.

MINUTES follow for the dec. 2, 1989 meeting at Manasquan River Y.C.

THE MEETING WAS CALLED TO ORDER BY VICE COMMODORE WILLIAM STUDDI-
FORD AT 13.30 HOURS WHO THANKED THE MANASQUAN RIVER Y.C. FOR THEIR
HOSPITALITY.

THE MINUTES OF THE LAST MEETING WERE APPROVED AS READ.

Correspondence

A LETTER FROM CORNELL UNIVERSITY SAILING TEAM. THEY ARE TRYING TO RECRUIT
MEMBERS FOR THEIR TEAM.

FLEET CAPTAIN FROM BEACHWOOD Y.C. WROTE A LETTER TO THE BBYRA REQUESTING THAT
THE RIVER COURSES BE PUT BACK ON THE COURSE SHEET. THIS LETTER WAS TURNED OVER
TO THE APPROPRIATE COMMITTEE.

COMMITTEE REPORTS

FLEET CAPTAIN: ZIMMERMANN

No report

USYRU BROWN

Attached to minutes.

Spoke regarding the court case about Domenico DeSole sailing accident.

INSURANCE BROWN

Attached to minutes

10 % increase in insurance 1990

PROTEST BROWN

no appeals this year one is pending.

COAST GUARD BROWN

Upon receipt of the new schedule for 1990 will apply for the permits.

SAFETY LOGAN

We will purchase two new radios and all new batteries for the same.

FINANCE SEDGLEY

Saving account \$3300.00, checking 112.26, Franklin fund good, Ed Ferrier fund is
short of \$10,000.00 by \$333.00 Would like to bring it up to \$10,00.00.



BARNEGAT BAY YACHT RACING ASSOCIATION

SCORING DEZENDORF

Commodore Loughran has tow letters from Burt and will bring them up under new business.

MEMBERSHIP LaPIER

No report

MEASURER, NEW BOAT, & COURSES CARSON

Attached to minutes

REAR COMMODORE WEDAM

Went over the Liaison meeting, bring out the most important parts of the report.

VICE COMMODORE STUDDIFORD

This year we will try to have the schedule be put in book form with some advertisement.

COMMODORE LOUGHRAN

Regatta committees will stand fast for this year appointments by law #11, and Patty Applegate as Junior Coordinator. Will be making appointments to the appeals committee by March 1, 1990. Sam Merrick to serve on the appeals committee.

HISTORIAN DR. DUNN

Normandy Beach and Ocean Gate have not submitted their history. It is requested that the other clubs bring their history up to date.

OLD BUSINESS

Secretary Logan reported that two clubs have not submitted the names of their officers for 1990 as of this meeting. Island Heights and Ocean Gate.

NEW BUSINESS

Robert West P.C. made a deed of gift from Bay Head Y.C. the Nelson R. Hartranft Trophy donate by Peter R. Kellogg to be given out each year at Bay Head to the winner of the A-Cat class. Charles Logan made a motion to accept this deed of gift, was second and passed.

William Studdiford brought up a trophy given by members of Bay Head Y.C. to be know as the Joseph F. VanHorn trophy for his many years of service. This trophy to be given to the winner of the Sanderling Class. Motion was made by Charles Logan was second and passed.

Scoring Commodore Loughran reported on the committee that met on several occasions and their reports are attach to the minutes.



BARNEGAT BAY YACHT RACING ASSOCIATION

Robert West made a motion to go with the high point scoring second by Anne Attridge amendments for any changes must be made in writing by March 15th. Motion carried.

The motion made by William Studdiford that the Hobies start before the Prindles was second and passed.

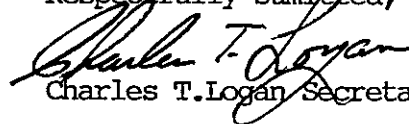
Rodger Brown made a motion that no USYRA flags will be given out if there is no sail off in comption in that class event, was second and passed.

Meeting adjourned at 16.05 hours

Commodore's BALL JUNE 9,1990 Manasquan River Y.C.

22 present

Respectfully Submitted,


Charles T. Logan Secretary

Secy.

REPORTS FOR REGATTA COMMITTEE MEETING, December 3, 1989

Measurer

Current Class Rules and Specifications are on file for most classes. No problems have been brought to the attention of the Measurer.

Course Committee

The Course Committee will be meeting in January. We've tried to make available suitable courses for all classes, at the same time eliminating courses that are unlikely to be used. We recognize the Sanderling Class would appreciate improvement in their early start courses and will be addressing this possibility. We welcome and look forward to comments with respect to those courses sailed in 1989.

New Classes Committee

No new classes were added in 1989. Except for the expected phase-out of the Modified Laser, all other classes qualified at least three boats and therefore are entitled to a 1990 start. We are not aware of any current activity with respect to new classes.

Respectfully submitted,

James G. Carson
12/03/89

Proposed Changes to the RACING RULES OF THE BBYRA: (Bold type indicated change or addition.)

C. ENTRIES

Change paragraph 3. to read, "An entry fee will be charged for the season or for each race of the championship series for all classes at rates established by the BBYRA."

Delete paragraph 4. (moved to Section E. SCORING, 4).

E. SCORING

In paragraph 1, change "lowest score" to "best score".

Change paragraph 4. to read, "A yacht shall rank as a starter if she has entered in accordance with Section C. of these Rules and conforms to USYRU Rule 50. No race shall be declared official unless there are two or more starters."

Change paragraph 5. to read, "The championship record of a qualified yacht will be her total score divided by the number of points she would have received had she finished first in every race she ranked as a starter. The highest score wins."

Change paragraph 6. to read, "A yacht shall score one point for finishing plus one point for each yacht beaten. All other yachts, including a yacht which finishes and thereafter retires or is disqualified, shall score 0 points except as otherwise provided in these Rules. All yachts ranking as starters shall be considered beaten whether or not they start, finish, or are disqualified. Yachts not starting or ranking as starters will not be scored."

Renumber paragraphs 7 thru 14 to 10 thru 17.

Add a new paragraph 7 as follows, "Notwithstanding paragraphs 5 & 6, any class which so requests prior to March 15th, may be scored in accordance with USYRU Appendix 5A, Paragraphs 2a, "Low-Point Schedule", 2b, and 3."

Move the following rule from paragraph 6 to new paragraph 8, "A yacht receiving an Alternative Penalty shall be scored in accordance with USYRU Appendix 3, Paragraph 2, "Percentage".

Add a new paragraph 9 as follows, "A yacht which ranks as a starter in more than the minimum number of races required to qualify shall have that race most detrimental to her record excluded."

JGC

11/29/89



BARNEGAT BAY YACHT RACING ASSOCIATION

REPORT OF DELEGATE TO USYRU - DECEMBER 2, 1989

RULES DISCUSSION:

- 42 b & 42.4: Remove "surrounded by navigatable water".
- Rule 6: Call "limit buoy" a "mark".
- Rule 33: Consider removal reflecting Appeal.
- Change luffing to "slow" ALL of the time.
- Consider alternate penalty to a 360° turn instead of 720°.

SAILORS WITH SPECIAL NEEDS:

Propose a new Championship for this group.

OLYMPIC:

Propose to make the Olympics an "Open Event."

APPENDIX 14:

- Change to new classifications.
- a) Corinthian -(no Marine Industry.)
- b) Marine Industry - (make boats "go fast".)
- c) Pro's - (receive prize money.)

YRAC:

Accept the Community Sailing Program.
Suggested that the YRA's assist in this program by forming an Education and Training Committee. This is the High School Program. See attached.

Following a general discussion it was agreed to suggest that the USYRU "Ladder Event" Sailing Instructions be mailed to all concerned.

Attached:

- Court Case .
- "Golden Anchor Club."
- High School program.

RKB/12-89



BARNEGAT BAY YACHT RACING ASSOCIATION

REPORT OF INSURANCE COMMITTEE - DECEMBER 2, 1989

This year we have had two claims. Both of these claims were the result of injuries sustained on the "Late Entry Boat". Both were caused by members getting their hands caught between two boats.

I would recommend that instead of all sail boats going to the Late Entry Boat, they be limited to one boat from each Club deliver the late registrations in one packet. This would stop the crowding around the boat with the potential damage and injuries.

We also had a claim for an injury sustained from a person being injured as the result of "horse play" at the Seaside trophy awards. I do not believe that the BBYRA is responsible for this action, but it points up the fact that this type of irresponsibility should not be allowed.

RKB/12-89

E. SCORING

1. Each season the Association will award the championship to the yacht in each class making the **best** score according to the method outlined below. The BBYRA may act to suspend the awards of a class's season championship series if the final outcome of its series is dependent on the outcome of an appeal.
2. Only those races designated for points in the championship series will be considered in computing the record of each yacht. No new class shall be added to the race program for championship purposes after the issuance of the Annual Regatta Schedule.
3. In order to qualify for the championship a yacht must be classified as a starter in all but three races of those started for her class except as indicated in the Annual Regatta Schedule.
4. A yacht shall rank as a starter if she has entered in accordance with Section C. of these Rules and conforms to USYRU Rule 50. No race shall be declared official unless there are two or more starters.
5. The championship record of a qualified yacht will be her total score divided by the number of points she would have received had she finished first in every race she ranked as a starter. The highest score wins.
6. A yacht shall score one point for finishing plus one point for each yacht beaten. All other yachts, including a yacht which finishes and thereafter retires or is disqualified, shall score 0 points except as otherwise provided in these Rules. All yachts ranking as starters shall be considered beaten whether or not they start, finish, or are disqualified. Yachts not starting or ranking as starters will not be scored.
7. Notwithstanding paragraphs 5 & 6, any class which so requests prior to March 15th, may be scored in accordance with USYRU Appendix 5A, Paragraphs 2a, "Low-Point Schedule", 2b, and 3.
8. A yacht receiving an Alternative Penalty shall be scored in accordance with USYRU Appendix 3, Paragraph 2, "Percentage".
9. A yacht which ranks as a starter in more than the minimum number of races required to qualify shall have that race most detrimental to her record excluded.
10. Points shall be awarded to a yacht and may not be transferred except by specific permission of the Regatta Committee.
11. If two or more yachts tie in a race, the total points for the positions involved shall be divided equally between them.

12. If two or more yachts tie for first place in a race involving a trophy, the Regatta Committee may order a resail if possible, otherwise the trophy will be awarded to each yacht to be held an equal length of time.

13. In the event that two or more yachts tie in the final championship standings, the yacht that has finished ahead of the other yacht the greater number of times in the championship shall be considered the winner. If this does not break the tie the yacht with the most firsts, then seconds, etc. shall be declared the winner.

14. A report of each championship race giving the identification of all yachts registered therein, their order of finish, together with the entry sheets, shall be filed with the Scorer of the Regatta Committee and kept for two years.

15. A suitable Point Accumulation Sheet will be maintained by the Scorer showing in detail the record of each yacht's activity for the current racing season. All scores shall be considered final fifteen days after they are published except as indicated in the Sailing Instructions or where a decision on a valid protest is pending. Final Point Accumulation Sheets shall be filed with the Secretary at the conclusion of each season.

16. First place individual regatta pennants will be awarded for each race of the championship series. Second place pennants will be awarded when there are between 4 and 6 starters, and third place pennants awarded when there are more than 6 starters.

17. Season championship flags and trophies will be awarded to the winning yacht in each class. Second place trophies will be awarded when there are between 4 and 6 qualifiers; third place when there are between 7 and 17 qualifiers; fourth place when there are between 18 and 28 qualifiers; and fifth place when there are more than 27 qualifiers.

JGC
11/29/89
BBYASCC

Applicable USYRU Appendix 5A paragraphs referenced in BBYRA Racing Rules, Section E, new Paragraph 7:

2 POINTS AND SCORE FOR EACH RACE

- a) Each yacht finishing in a race and not thereafter retiring or being disqualified will be scored points as follows:

Low-Point

<u>Finishing Place</u>	<u>Points</u>
First	1
Second	2
Third	3
Fourth	4
and so on.	

- b) All other yachts starting or ranking as starters, including any that finish and thereafter retire or are disqualified, will be scored points for the finishing place one more than the number of yachts starting or ranking as starters for that race. Yachts not starting or ranking as starters will not be scored.

3 SERIES SCORE

The series score for each yacht will be the sum of her race scores divided by the number of races for which she is scored. The lowest score wins. (Remainder of paragraph redundant with BBYRA Section E, Paragraph 3.)

JGC
11/15/89

30212M

REPORT OF BBYRA SCORING SUB-COMMITTEE

Over the last year the committee has investigated perceived problems in the existing BBYRA scoring system and format for registration with the objective of enhancing participation in the championship series. Based upon its studies, the committee recommends implementation of the following proposals.

1. REGISTRATION

The committee believes a system of seasonal registration will help to increase participation, reduce host club registration staffing, reduce host clubs costs assure more simplified financial accounting, relieve congestion at and improve safety at the late entry boat, and promote safer yachting. Seasonal registration would be optional. However, fees would be set to encourage seasonal registration i.e.: a \$3 daily fee or \$20 for the season, lunch not included. (See separate proposal attached, entitled "Concept of fees, BBYRA season registration"). Host clubs could charge a fee not to exceed \$X per lunch, and would retain the entire fund collected for lunches. This innovation would eliminate the necessity for a lunch dependent entry fee and will allow the yacht clubs and the BBYRA to more equitably cover their costs.

The process for seasonal registration could be easily accomplished by mail-in registration at the time of payment of BBYRA dues, and/or at registration on the first three or four Saturdays of the season on forms provided by the BBYRA

2. CHECK-IN

A check-in procedure would be implemented to determine the starters for each race. Each yacht would sail by the late entry boat on starboard tack and hail class and number, which would be checked off on a list of potential starters, and start in accordance with USYRU Rule 50. For those who wished to register weekly, rather than seasonally, this could be done at the host club and/or possibly at the late entry boat. For seasonal registrants who were using a substituted sail, this could be made known on the sail-by and duly recorded. The late entry/check-in boat would be separate from the line boat. There would be no need to hand out lunch tickets.

It is expected most sailors would avail themselves of the seasonal registration.

The committee strongly recommends the adoption of the seasonal registration option for the 1990 season, as well as the pay-as-you-eat lunch system.

3. QUALIFICATION

As a means to encourage more sailing, the committee recommends allowing either three cuts or two cuts plus one throw-out. A yacht would be entitled to a throw-out only if it competed in more than seven races. (E sloops would be scored on the best six of eight, as they were in 1989). In the event of a cancellation, all boats would get an additional cut. Yachts, with the exception of E Sloops, would be required to be a starter in seven of ten races to qualify. E Sloops, whose maximum races would be eight, would have to sail in six to qualify. It is felt the elimination of the three cut and one drop system would avoid the inherent incentive not to race which exists (i.e., a yacht which was ahead after seven races would not wish to jeopardize her championship by racing at the end of the season). This problem occurred in at least three classes over the last two seasons, though there was one instance where a yacht, which did not have to race, did so, and lost the championship a result!).

4. SCORING

It is the opinion of the scoring sub-committee that the current BBYRA scoring system is flawed. The most glaring example is that a yacht could, depending on fleet size, win a race but to the detriment of her overall standing in the series.

Accordingly, the committee, having considered several alternatives, recommends the implementation of two scoring systems, namely high point percentage (see attachment) and low point average (see attachment). It is felt these two scoring systems will meet the needs of all BBYRA classes. The fundamental difference between then systems is that fleet size is a factor in the former and not in the latter. A class may elect either system with a default to high point percentage if a designation, in writing, is not made by March 15 of each year (this to enable appropriate designation to be made in the annual regatta schedule).

A competent volunteer has offered his services to write the necessary software to run on a PC compatible to implement these recommendations.

Respectfully submitted,

James Carson, David Loughran,
Jan O'Malley, Had Brick, Dave Magno

CONCEPT OF FEES, BBYRA SEASON REGISTRATION

(The data supplied is approximate based on the 1989 scoring print-out.)

CLASS	TOTAL FEES	TO CLUB	TO BBYRA	# QUAL.	PROPOSED		
					1989 FEE	DAILY	1990 SEASON
Laser II	164	82	82	5	4	3	20
M-Scow	472	236	236	12	4	3	20
Laser	620	413	207	19	3	3	20
Laser 150	180	120	160	7	3	3	20
Sneakbox	480	240	240	13	4	3	20
Laser Radial	966	644	322	38	3	3	20
Blue Jay	916	458	458	27	4	3	20
Sanderling	1032	516	516	25	4	3	20
E-Sloop AM	286	-	286	14	2	3	20
E-Sloop PM	1080	360	720	14	6	3	20
Frindle	268	134	134	9	4	3	20
hobie	268	134	134	5	4	3	20
Lightning	285	114	171	5	5	3	20
Flying Scot	200	100	100	5	4	3	20
A-Cat	230	92	138	5	5	3	20
Ensign	654	218	436	13	6	3	20
Total	8201	3861	4340	216			4320*

Assumptions: Lunches not included.

Seven races required to qualify for season.

* In setting fees, BBYRA should work back from a figure which represents what income is required from entries. (4320 assumed not necessarily that figure)

Low Point Average Scoring

In low point average scoring, low point scoring (1 point for first, 2 points for second, etc.) is used for each race. At the end of the series, the sum of points for all counting races is divided by the number of counting races (after throw-out race) to determine an average score. The boat with the lowest score wins. This scoring system is detailed in a new appendix (Appendix 5A, Club Series Scoring Systems, p. 80 -82) in the 1989 - 1992 USYRU Racing Rules.

This system differs in a number of ways from the proposed high point percentage scoring system.

- **The low point average system is simple and easy to calculate.** It is possible to figure out in your head on the race course.
- **With low point average scoring, a boat cannot hurt its score by finishing in its normal finishing position.** For instance, if a boat normally finishes third, a third will always be 3 points. This promotes participation, particularly toward the end of the season when fleets tend to decrease in size and fleet leaders are trying to maintain their scores. However, in the high point percentage system, if a boat finishes third in a fleet of ten boats, its score would be 80%; in a fleet of 20 boats, its score would be 90%. Depending on its previous record, this can either improve or worsen the boat's overall score. For example, if the boat's previous percentage was 85%, the third in the fleet of ten boats would hurt its score.
- **Each race has equal weight toward the final score, because the finishes are averaged.** In the high point percentage scoring system, each race is weighted by the number of boats in the fleet, counting more heavily a race with more entrants than one with fewer entrants. For example, take the situation where a competitor finishes first and last; when he finishes first there are ten boats, when he finishes last, there are two boats. Normally, you would expect the competitor to have approximately the average of his finishes, which in the case of low point average scoring, he does $(1 + 2)/2 = 1.5$. However, with the high point percentage scoring system, this competitor would have a score of 91.7 % $((10 + 1)/12 = .917)$, in the top 10% of the fleet.
- **Fleet size is not a factor in the low point average scoring system.** Fleet size is not controlled by the competitor. Frequently on windy days, there are fewer entries. Why should a sailor who is good in heavy air be penalized because the fleet is smaller? Who is to say that just because the fleet size is larger, there are more good sailors in the fleet and it is harder to win? On a windy or rainy day, it is probably the less competitive sailors who stay ashore.

HIGH POINT PERCENTAGE

$$\frac{\# \text{ of boats beaten} + 1}{\text{boats starting or ranking as starters}} = \%$$

This is a well known scoring system and has frequently been used in other part of the country. It is simply one whereby you receive points for all the boats you beat and a point for finishing. The first place boat always receives 100% and the fleet size does not alter that fact. This constitutes the prime difference with the present low point percentage system of the BBYRA.

Percentage based systems recognize variability of fleet size and give greater weight to a good finish in a large fleet than a good finish in a smaller fleet

While percentage scoring systems are not readily calculated in your head while sailing the course, the customary analysis of the scores before the race will reveal answers to questions such as how many boats one competitor has to beat another by, to pull ahead in the series score.

EXHIBIT 1