1991 RACING FEES

Introduction.

In 1990, a readjustment of racing fees was implemented to defray the increasing expenses of both the B.B.Y.R.A. and Regatta Host Clubs. This readjustment coupled a racing fee with a lunch fee based on crew-count, the latter being returned to the host clubs to defray race day expenses. This program was approved on a 1 year trial basis.

History.

Reaction to this change was initially probed by a mail-back survey sent to all qualifiers/ season registrants. Total response was 20%, and split evenly, for and against the lunch tie-in.

Subsequently, Liaison Meetings with Class Reps. demonstrated substantial resistance to the lunch tie-in.

Finally, W. Studdiford spent the first two weeks in March, discussing an optional proposal on the phone with the following persons:

Roger Brown

Dave Loughran

James Carson

Ted LaPier

Anne Attridge

Norm Berson

Job Gash

P.C.

P.C.

Class Reps of:

A Cat, Sanderling, Sneakbox Ensign, Laser, Laser 150 M Sloop, Lightning, Laser II, Laser Radial.

With the exception of the A Cats, the consensus is as follows:

- A no-lunch option should be provided.
- 2. The logistics of time and distance work against procurement and reasonable enjoyment of lunch, If one sails A.M.& P.M.
- 3. The registration option must ensure that the host clubs have prior knowledge of the number of lunches needed.

4. The 1991 modification of race fees and formats should be on a 1 year trial basis, and the effects on the quality of Race Days should be monitored.

Proposed Fee System:

A proposed 1991 Fee System is herewith provided(see att. pages). This system includes the following features:

- 1. Season registration should be received and recorded by June 10th, 1991. Sample forms are given.
- 2. Season registration for 1991 again is at a 70% discount, based on 10 races.
- 3. An additional race fee of 1 Dollar is charged for daily (non-season) registration.
- Fees for Registration-with-Lunch will remain the same as they were in 1990, with the exception of the Sanderling class, whose crew count would be reduced from 3 to 2, to reflect actual conditions.
- 5. Sailing Fees for Registration-without-Lunch show an increase from 35 Dollars to 49 Dollars This 2 Dollar increase would serve as a buffer fund, to ensure minimum hardship to Host Clubs under the proposed new system. It is in no way a punitive or choice biasing surcharge.

Implementation:

Discussion of the fee system has taken an inordinate but necessary amount of time at recent past meetings.

Discussion of this proposal, and floor motions for and against, must be made today, so that we can concentrate on further aspects of our normal business.

Thank You,

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1991 REGISTRATION FEES

	REGISTRATION	REGISTRATION
CLASS	WITH LUNCH	WITHOUT LUNCH
E Sloop (A.M.) E Sloop (P.M.) E Sloop (Both)	102 Q 30 132	9/ 42 E Difor 84 greatests
Laser II	77	49 8 1 1 9
M Sloop	77	49
Laser, Laser 150	56	49 Month
Laser Radial Laser Radial Junior	56 49	49- Mele more
Sneakbox	77	49 Publish
Ensign	102 \$3,	wh 49
Blue Jay	63	Sylve 49 BHY
A Cat	161	while 49 " " Pare dive
Sanderling	77	10) 49 May No Capo
Hobie 18	77 (")	met y
Prindle 18	77	49 Did from
Lightning	98	49 35 Object.
Flying Scot	77	49 FP 0
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SEASON REGISTRATION

WITH LUNCH INCLUDED

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1. Registration and payment must be received no later than JUNE 10,1991

Send to:

B.B.Y.R.A. c/o W.E.Studdiford P.O.Box 302 Bay Head,N.J. 08742

2. Please include your Class Division.

I.E.: E Sloop A.M./ P.M./Both
Laser/Laser 150
Laser Radial, Open/Junior
(Junior must be 18 or younger in the calendar year)

3. Season lunch tickets will be provided for registration with the lunch option.

SEASON REGISTRATION

WITH NO LUNCH

NAME			
ADDRESS			
			*
PHONE			
CLASS	·		•
CLASS DIVISION			
SAIL NUMBER		 	

 Registration and payment must be received no later than JUNE 10,1991

Send to:

B.B.Y.R.A. c/o W.E.Studdiford P.O.Box 302 Bay Head,N.J. 08742

- 2. Please include your Class Division.
 I.E.: E Sloop A.M./ P.M./Both
 Laser/Laser 150
 Laser Radial, Open/Junior
 (Junior must be 18 or younger in the calendar year)
- 3. Lunch provision shall be the resonsibility of the skipper and crew.