



## BARNEGAT BAY YACHT RACING ASSOCIATION

Minutes to the March 28, 1992  
Meeting at Toms River Yacht Club

There will be a meeting of the BBYRA REGATTA COMMITTEE at Manasquan River Yacht Club December 5, 1992.

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The meeting was called to order by Vice Commodore Werner Wedam at 13:40 hours.

The minutes from the last meeting were approved.

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### CORRESPONDENCE

Letter from Jan O' Malley regarding the Laser II class, would like that no race be started on August 22 and that two races be started on July 25, at the Shore Acres Regatta.

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#### Fleet Captain Zimmermann

No Report.

#### U.S. Sailing Association-Brown

See attached report.

#### Coast Guard-Brown

The "Up Bay" permit has been secured.

#### Insurance-Brown

There were no insurance claims.

#### Safety-Doria

All life jackets have been checked and are in good condition. We are in the process of purchasing a new "AA" mark and bull horn.

#### Membership-Lapier

All supplies are on order or have been received. A request was made to separate individual membership from seasonal membership. Seasonal membership should not include individual membership.

Finance-Attridge

A proposal will be made at the next meeting to increase club dues from \$150.00 to \$200.00 .

Scoring-Lewery/Applegate

The scoring is still at 1991 status.

Measurer-Carson

See attached report.

U.S.Sailing-Lines

All US Sailing forms have been received. The Adams Trophy is in the process of being repaired. O'Day Trophy is scheduled to be raced for on a Sunday.

Historian-Bottomly

No report.

Rear Commodore P/C Gash

All equipment is ready to go.

Vice Commodore-Wedam

Final revision to sailing instructions have been approved. Instructions were distributed at this meeting.

Motion made and passed to recommend to the Delegates Committee to change the time element to 15 days and a \$10.00 fee to be filed with the appeal.

Scoring of cancelled races was changed and distributed.

Motion made and passed to adopt scoring of cancelled races as proposed by Lewery/ Applegate.

An "X" Flag will be needed for the line boat to indicate boats over early at start. A new "X" Flag will need to be purchased. Line boat to receive instructions from the Committee Boat as to when to drop the "X" Flag.

Permanent patrol boats are encouraged to participate in all BBYRA Regattas. This should be encouraged within individual yacht clubs.

Commodore-Studdiford

Thanks were given to P/C Loughran for obtaining the Federal Tax

Exempt Status. Thanks also to Jim Carson for all the course work completed.

Thanks to Mr. Joe Van Horn for the protest committee kit.

Old Business

Sailing Instructions were approved and passed.  
Scoring of cancelled races were approved and passed.  
"X" Flag for line boat was discussed.  
Appeals note and fee was passed.  
Permanent patrol boats were discussed.

New Business

Motion made and passed for Laser II class for a schedule change. The August 22 a.m. race would be deleted and two races will be sailed on July 25 in a.m. and p.m.  
Laser II class to start as last class in p.m. on July 25 and note this in the schedule change. The p.m. race shall change to letter "H".

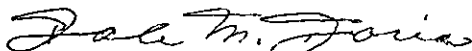
The Jet 14's will be permitted to race in the Bay Regatta of Ocean Gate/Pine Beach. This is the week before their National Regatta, and will be held as a special race.

Host club instructions will be mailed to all club representatives.

Meeting adjourned 15:35 hours.

29 Present

Respectfully submitted,

  
Dale M. Doria, Secretary

Eight Bells

Fleet Captain Robert Zimmermann passed away early April.

REPORT OF THE NEW CLASSES COMMITTEE for  
REGATTA COMMITTEE MEETING, March 28, 1992

Nothing to report.

REPORT OF THE BBYRA MEASURER for  
REGATTA COMMITTEE MEETING, March 28, 1992

Most classes have recent class documents on file. As usual, I'll be requesting up-dates before the season.

REPORT OF THE COURSE COMMITTEE for  
REGATTA COMMITTEE MEETING, March 28, 1992

2 Sanderling Upper Bay courses lengthened at request of the Regatta Committee.

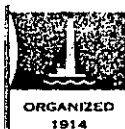
7 Toms River & Seaside Sanderling courses adjusted because of the changes made to Government marks.

6 Upper Bay courses adjusted to eliminate "over land" leg between O & R.

6 "E" Scow courses changed as a result of a request received from the "E" Scow class for more windward/leeward courses.

Respectfully submitted,

James G. Carson, Chairman



BARNEGAT BAY YACHT RACING ASSOCIATION  
REPORT OF THE BBYRA DELAGATE TO U S SAILING TO THE REGATTA COMMITTEE: 3/28/92 .

The Spring Meeting of U S Sailing was held at the Radisson Hotel, Ft.Worth, TX.

REPORTS:

GOVERNMENT RELATIONS COMMITTEE. Member. .

A meeting was held with the U.S.Coast Guard to discuss the requirements for Sailing Instructors to have an Operators License. The Commandant excepted the suggestion of an "Alternative" license. U S Sailing may include the requirements in their Instructors Class. The USCG has offered to have a representative present at the exam. Suggested to "ease off" the local USCG and let U S Sailing get the situation resolved.

The decal issue is still on the table. Partial repeal appears to be most likely. 16' - 19' repealed Oct. 92; 20' - 25' repealed Oct. 93; and all above repealed Oct. 94.

The luxury tax is still in effect. It is in the President's budget. Looking for a substitute revenue source.

INSHORE.

It is understood that NBC is not going to give coverage to sailing events in the Olympic's. It is requested that Clubs and individuals write their local NBC affiliate and request coverage.

RULES .

Called attention that sailing instructions may never change class rules without the express consent of the class.

RACE MANAGEMENT.

RMC recommends that the indemnification clauses not be required and agrees that requiring these may constitute an unreasonable barrier to participating sailors.

BY-LAWS.

Suggested change. 1) Member yacht racing associations shall be represented at meetings by delegates designated by their respective associations. Unless otherwise designated, an association's delegate is its representative to the Yacht Racing Association Council.

VAN ALLEN CLARK TROPHY.

Awarded to Dick Ronan, Larchmont Y.C.

RESOLUTIONS.

See Attached.

Respectfully submitted,

Roger Brown, P/C

*Roger Brown*



# United States Sailing Association

(formerly United States Yacht Racing Union)

BOX 209 • NEWPORT, RI 02840-0209 • (401) 849-5200

FAX: (401) 849-5208 • CompuServe 75530,502

**TO:** US SAILING Spring Meeting Attendees  
**FROM:** Allison Peter, Communications Director  
**RE:** Usage of our new name

Although we've had our new name for several months now, there still seems to be some confusion about how to refer to it when speaking and writing. Officially and formally, we're the "United States Sailing Association."

Since we're trying to get away from using lots of abbreviations (often pretty confusing!), please try not to use either "USS" or "USSA." (Apparently, the United States Skiing Association already uses "USSA.")

Please help us to get the word out; tell your friends and fellow US SAILING members that our name is US SAILING--written in all caps and without periods around the "US." ("U.S. Sailing" is incorrect.)

If anyone has any questions about the new name, I'll be happy to discuss them here in Ft. Worth or later, in Newport. Thanks!



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## US SAILING INSURANCE PROGRAMS

US SAILING maintains an extensive umbrella of coverages to protect the staff and principal volunteers from lawsuits arising from their performance of duty. Board members are particularly well shielded.

The foundation of our coverages is a General Liability policy underwritten by the Transamerica Insurance Group, through a captive program operated under the aegis of the U.S. Olympic Committee. It is a "Commercial General Liability Coverage" for \$1,000,000. This is extended to \$10,000,000 by an excess liability policy provided by the Royal Insurance Company of Boston. The coverages include "Bodily Injury and Property Damage," "Personal and Advertising Injury" and "Medical Payments." Geographic limitations are the United States, its territories and possessions; but can be extended by letter from the Executive Director for operations outside the United States. Our sponsors are *also-named insureds* in this policy, as is the U.S. Sailing Center in Miami and the US Sailing Foundation. Legal Defense is provided and is not subject to the limitations of the policy.

Pertaining particularly to the Board of Directors is the Directors and Officers Liability insurance policy. It also has a \$1,000,000 limit. There are some deductibles associated with this policy, but they would be paid by US SAILING in the event of claims. "Also named insureds" in this policy are the U.S. Sailing Foundation, U.S. Sailing Center, the Offshore Racing Council (for activity in the U.S.) and the U.S. Professional Sailing Association. The Excess Coverage policy does not apply to the D&O policy (we found out in March 1992), and we hope to have that covered commencing in July 1992.

All the other coverages (Commercial Marine, Floaters, Ocean Cargo, Inland Marine, Yacht and Marina Liability) pertain to the various operations of the Union but do not provide protection for volunteers.

Basically, if you are sued for any action relating to your volunteer activity in good faith, we will protect and defend your interests without charge to you. We cannot protect you if you commit fraud or other illegal activity.

Copies of any or all of these policies are available upon request.

## US SAILING EVENT RECOGNITION PROPOSAL

The intent of the US SAILING Event Recognition Program is to help classes and regatta organizers increase attendance and revenues while upgrading their race management standards and simultaneously providing support for US SAILING and its programs.

Specific benefits include:

1. Increased revenue from applying a "differential entry fee" (\$5 surcharge);
- 2) Use of recognized US SAILING judges and race officers ensures high standards of race management;
- 3) Highlighted calendar listing in AMERICAN SAILOR; and
- 4) Use of US SAILING logo in regatta literature.

The One-Design Class Council, moves that the Board of Directors of US SAILING establish a category of "US SAILING Recognized Events" with requirements and benefits as described below:

### REQUIREMENTS:

If a regatta or race meets the following requirements:

1. The organizing authority is a member of US SAILING;
2. The event is open only to US SAILING members or members of another National Authority or a discount for the entry fee is offered to US SAILING members (or members of another National Authority) of at least \$5;
3. At least one of the judges is certified by US SAILING;
4. At least one of the Race Officers is recognized by US SAILING as a Senior Race Officer or Club Race Officer.
5. The sailing instructions do not modify the sections of the IYRU rules listed in IYRU rule 3.1 (b):
  - (i) Parts I and IV,
  - (ii) rules 1, 2, 3, 26, 51.1(a) and 61,
  - (iii) the definitions and Sections C and D of Part VI,
  - (iv) Appendix 14, and
  - (v) the provision of rule 68.3(a), Protests by Yachts, that International Code flag "B" is always acceptable as a protest flag.";and
6. The Notice of Race contains the words, "This event meets the requirements established by U.S. Sailing for Class" 2, 3, or 4 as appropriate "juried events."

### BENEFITS:

then the organizing authority may use the insignia of U.S. Sailing as described below:

1. The insignia of US SAILING may be shown on the Notice of Race or other advertising of the event.
2. The insignia of US SAILING may be shown on the Sailing Instructions.
3. The insignia of US SAILING may be shown on the board for posting notices to the competitors.
4. The words "Class" 2, 3, or 4 "Juried Event" may appear immediately under each use of the US SAILING insignia.

In addition, in the sailing event listing of AMERICAN SAILOR, the event will be listed in boldface type.

Clark Chapin, March 21, 1992





# United States Sailing Association

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## RESOLUTIONS FROM THE GENERAL SERVICES COMMITTEE:

1. Effective 1/1/93, US SAILING expects that member organizations using the Regatta Liability insurance program will add a reasonable additional fee for non-US SAILING members in regattas for which an entry fee is required.

2. That effective 1/1/93, US SAILING expects that its Golden Anchor organizations will add a reasonable additional fee for non-US SAILING members in regattas for which an entry fee is required, and in events for which no entry fee is required (including club events) will score for season prizes only those entrants who are members of US SAILING.

3. That effective immediately the staff is empowered to negotiate with regatta organizers who require US SAILING membership by skippers as a condition of entry, to officially sanction those events, to become a joint organizing authority, and to extend the General Liability insurance coverage available to those events.

4. That the Umpire Insurance proposed by Myers-Baker be adopted by US SAILING and offered to its member organizations.

5. That the Racing Rules Committee consider a US Prescription to the Racing Rules for 1993, "Individual membership in US SAILING shall be sufficient to satisfy the requirements of Rules 20 and 21. Organizing authorities are free to impose additional requirements within the limitations of the rules."

## US SAILING RESOLUTION

US SAILING endorses the concept of establishing two United States IMS fleets: Cruiser-Racer, and Open.

Open: Any IMS-rated sailboat that has a compliance rating of 100 or more according to the IMS Regulations.

Cruiser-Racer: Those IMS-rated sailboats with a design/series date of July, 1989 or earlier and that have a compliance rating of 100 or more according to the IMS Regulations. Later and newly designed sailboats may be designated as Cruiser-Racers following the approval of the US SAILING IMS Owners Committee. These sailboats must also have a compliance rating of 100 or more according to the IMS Associated Regulations. The criteria used to assess the applying designs shall include current sailboat manufacturing processes; appropriate draft, mast scantlings, hull, deck, and interior construction; interior component weight; and weight distribution within the sailboat as well as other measures that may be developed from time-to-time.

Sailboats participating in the Open Class may apply to the IMS Owners Committee at any time for designation as Cruiser-Racers. The evaluation of these boats will be made according to the same criteria as those applied at the time of application to new designs.

The National Offshore Council Executive Committee, IMS Owners Committee, and IMS Committee are directed to consider the implementation of this resolution and to report to the US SAILING Executive Committee by May 31, 1992.

RESOLUTION

WHEREAS, the Medical Advisory Committee of the United States Sailing Association is aware that alcoholic beverages are consumed by minors at sailing events in the United States, and

WHEREAS, the ingestion of alcoholic beverages by minors has resulted in bodily injury and death to those individuals and others, especially in vehicular accidents following regattas, and

WHEREAS, the Medical Advisory Committee met on October 17, 1991, and by those members present unanimously voted that the following statement (or words to that effect) be adopted.

BE IT THEREFORE RESOLVED, that sailing instructions for any United States Sailing Association championship or ladder event contain a provision that any minor (as defined by the Alcoholic Beverage Commission, or equivalent, of that state) consuming alcoholic beverages during an event will cause the Race Committee to disqualify the entire team, with which the minor is affiliated, from the event.

INDUSTRY ADVISORY BOARD RESOLUTION  
March 20, 1991

That US SAILING support SAILING EXPO '93 in Atlantic City NJ during the first week in February, by providing leadership in coordination of the EXPO seminar program, by providing a booth, personnel and information center as a membership drive opportunity, maximizing US SAILING identification where possible.

It is recommended that this public relations/membership effort be covered by a \$1500 line item in next year's budget.

WOMEN'S SAILING COMMITTEE

RESOLUTION TO US SAILING BOARD OF DIRECTORS

- o Whereas sailing is a sport that is enjoyed by everyone
- o Whereas women do not enjoy freely the opportunity to participate in the management of the sport
- o Whereas the IYRU Women's Committee is a forum that allows women to participate at all levels of our international sport and its management.

RESOLVED that the United States Sailing Association supports strongly the position that there shall be a Women's Committee of IYRU.

Passed March 20, 1992