



BARNEGAT BAY YACHT RACING ASSOCIATION

**Minutes of Regata Committee Meeting
December 5, 1992**

THERE WILL BE A REGATTA COMMITTEE METING ON MARCH 27, 1993 AT THE TOMS RIVER YACHT CLUB AT 13:30 HOURS.

The meeting was called to order by Vice Commodore Werner Wedam at 13:30 hours. He thanked the Manasquan River Yacht Club for their hospitality. V.C. Wedam introduced the new officers to the Committee.

The minutes of the last meeting were approved.

Correspondence

- Letter from Ted Skinner, Manasquan River Yacht Club, thanking BBYRA for O.G. Dale Memorial Trophy.
- Letter received from Wayne Patterson regarding need to improve protest committees' hearing procedures.

Fleet Captain - McNeil

In 1992, 136 boats were inspected and safety checked, 7 were disqualified for deficiencies, 2 disqualifications were subsequently reversed. We spend \$16,226 for flags and trophies in 1992.

USSA - Brown

see attached report

Insurance - Brown

no report

Coast Guard - Brown

Permits will be requested for 1993 sailing season when schedule is approved (tentative 1993 schedule attached)

Appeals - Brown

There were two appeals in 1992.

Safety - Attridge, Dalton

All equipment and radios will be checked for the 1993 season and repaired or replaced as necessary.

Membership - LaPier

Report for 1992 as included in Delegates minutes of October 3, 1992 meeting (attached).

Finance - Attridge

No significant changes since last report as included in minutes of Oct. 3, 1992 meeting of delegates. All bills are paid and are current to date.

Scoring - Lewry, Applegate, Dusendorf

No changes from September reported results. All 1992 scores are reported to be final.

Measures, Courses - Carson

Long Point marker should be removed from courses. There will be some course changes for 1993. Prindle class must reapply or be dropped from schedule (see attached letter from Rear Commodore). Sandpipers may be a class added in 1994.

U.S. Sailing Regattas - Campbell, Lines

Area "C" Junior/Senior Finals will be the responsibility of BBYRA in 1993 (August 2nd and 3rd).

Texas Corinthian Yacht Club will host Sears, Bemis and Smyth finals.

Historian - Bottomly

No report

Rear Commodore - Doria, Gach

Liason Meeting held on November 14, 1992 (copy of minutes attached).

Vice Commodore - Wedam

Thanks to all who helped on the Committee Boat this year, especially the Past Commodores and Hank Waite.

We should document and standardize instructions for new members of the Regatta Committee - this would be helpful.

Commodore - Studdiford

- We are looking into an alternate supplier of flags in order to save money.
- No increase in dues is seen for 1993.
- New Perpetual trophy for 1993 for A Cats given by Don Turner of Shore Acres entitled BBYRA Scorer's Cup.
- We should de-list any awards that no longer exist.

Old Business

- Motion was made and carried to leave Hailing Rule as is.

New Business

- Patty Applegate to submit suggested wording to clarify reporting requirement for boats leaving the race course.
- Safety gear - Laser II - BBYRA requires separate tow line
Jim Carson to submit suggested wording changes for next meeting.
- Jim Carson to again poll Liason Fleet Reps regarding 720 Rule - and report to Committee - no changes in rule for now. Jim Carson will submit suggested wording to committee for next meeting
- Prindles (see attached letter)
- No change in rule re: time limit per race, at this time. Jim Carson to submit suggested wording to committee for next meeting.
- Motion was made and carried to drop the Long Point Marker from course sheet.
- A fixed time for holding protest hearings as well as having BBYRA representatives at all hearings was discussed. Dave Longhrham volunteered to work on and submit a plan to address issues of consisting in hearing protests, and report back to the committee.
- See attached schedule for 1993.

There being no other business before the committee meeting was adjourned at 3:30 hours.

Respectfully submitted,



Kevin B. Dalton
Secretary, BBYRA



BARNEGAT BAY YACHT RACING ASSOCIATION

CLASS LIASON MEETING

November 14, 1992

This meeting was called to order by Rear Commodore Dale M. Doria at 10:00 hours at the Toms River Yacht Club.

The major issues discussed were: the 720 rule, the time limits on finishing races, the R.C. current over early non-hailing policy, selection of courses in shifty wind conditions, the makeup of and timing of protest committee hearings, policy re: cancellation of races and treatment of non-registrants.

The general feelings and concensus were as follows:

The use of the 720 rule was enthusiastically accepted, most classes indicating its current use for national events. B-Cats will have a serious problem in heavy air as will Sneakboxes and the Lightning has a rule covering fouls while flying a spinnaker (drop the spinnaker, do a 360, rehoist the sail). It was generally agreed that the 720 rule should be adopted but that other options should be available as classes choose (20% penalty and only a 360 in some instances). Classes will tell R.C. what they opt for. More class self-policing was suggested.

Time limits must take into account late starts, etc. Limits should be set, for example: first boat must finish two hours after the start and last boat in the class must have finished 1/2 hour later in order to be scored. This system was much preferred over a fixed time of day: e.g., 12:30 hours for a.m. race.

Hailing of premature starters - Chase boats should not be used again for many reasons. - Hails from R.C. would be appreciated as a courtesy. One hail, no follow-up.

Course selection - Fleet captains (class reps) on the water would sail by the R.C. and suggest a course to the R.C. based on current wind conditions. This would be advisory only and would not be binding on the R.C.

Protest Committee - Protest committees are too inconsistent among clubs. Inexperience can lead to unfair treatment. A system of standing race committees, perhaps one up-bay and one down-bay, was suggested. All protests should be heard at the host club at a set time, e.g., 18:00 hours Sunday nites. Also it was suggested the hearings be public and if parties involved don't show they lose the protest. It was suggested that the Bay might offer a seminar on the rules for those interested in serving on a race committee.

Cancellations of races and counting and scoring thereof should effect all sailors equally whether season registrants or daily registrants. No refunds of daily registration fees in the event of cancellation.

Other comments and discussion by class were as follows:

Flying Scot - Kris Smith.

Courses should be longer with more windward work. Perhaps the same course as for the Lightning which is similarly rated.

Laser - It was reported that Had Brick would like to step down as class rep. Dave Magno would like to be rep. They may select a rep for the 150 class. They will advise BBYRA. Laser is now an Olympic class boat.

Laser II - Jan O'Malley

Request a day off on 8/21/93 no-race and make up day 7/10/93 two races.

Laser II's need longer courses in heavy air. A general rule might be less than 8 knots wind 4-5 miles, 8-15 knots wind 5-8 miles and over 15 knots 8-10 miles.

Junior Rep - Patty Applegate

Age limit has been raised for Juniors to under 19. (Can't turn 19 in calendar year). A committee has been formed to help set up a Barnegat Bay Foundation which will raise funds to support coaching costs for Junior Sailors on a BBYRA Team of junior sailors.

The introduction of a new BBYRA class, the Sandpiper, in 1994, was discussed. Bay Head has about 16 boats sailing now.

There being no further discussion the meeting was adjourned.

Respectfully submitted,


Kevin B. Dalton, Secretary

BBYRA 1992 CONTRIBUTING MEMBERSHIP PROGRAM

<u>Participation</u>	<u>'87</u>	<u>'88</u>	<u>'89</u>	<u>'90</u>	<u>'91</u>	<u>'92</u>
Bay Head	648	746	691	677	691	711
Beachwood	72	61	60	59	48	48
Island Heights	98	64	132	103	98	101
Lavallette	174	199	196	187	153	146
Manasquan River	219	206	212	168	232	257
Mantoloking	168	102	54	129	87	93
Metedeconk River	144	142	143	132	132	127
Normandy Beach	78	81	95	91	89	94
Ocean Gate	35	25	30	28	31	37
Pine Beach	104	95	114	80	72	55
Seaside Park	127	132	120	108	100	112
Shore Acres	61	78	87	74	82	108
Toms River	66	80	294	281	242	224
Not given						2
 Total	 1994	 2011	 2228	 2117	 2057	 2115
 <u>Receipts, \$</u>	 9992	 10077	 11432	 10756	 10357	 10664
 <u>Expense, \$</u>						
2500 Decals	1101	955	1078	1109	1132	1125
2000 Envelopes	484	548	540	542	626	629
Cards	125	112	0	140	0	165
Supplies	35	9	38	0	0	0
 Total	 1745	 1624	 1656	 1791	 1758	 1919
 <u>Net Income, \$</u>	 8247	 8453	 9776	 8965	 8599	 8745

Thanks to the Club Treasurers and Office Managers, and to the Reps, Anne Attridge, and the Scorers.

Respectfully submitted,



R. T. LaPier, Chairman
Contributing Membership

B.B.Y.R.A.

TENTATIVE 1993 SCHEDULE

June 26th	Bay Head, Metedeconk Y.C.
July 3rd	Island Heights Y.C.
July 10th	Mantoloking, Manasquan Y.C.
July 17th	Toms River Y.C.
July 24th	Shore Acres Y.C.
July 31st	Open Weekend
August 7th	Ocean Gate, Pine Beach Y.C.
August 14th	Normandy Beach Y.C.
August 21st	Beachwood Y.C.
August 28th	Lavallette Y.C.
September 4th	Seaside Park Y.C.



MANASQUAN RIVER YACHT CLUB

FOUNDED 1899

405 RIVERVIEW LANE
BRUELLE, N. J. 08730

October 12, 1992


Mr. Werner Wedam
Vice Commodore, BBYRA
9 Wenzel Drive
Lawrenceville, N.J. 08648

Dear Werner:

Please extend to the Regatta Committee members my belated but nonetheless sincere thanks for their award to me of the O.G. Dale Memorial Trophy.

Needless to say the experience of some 23 years of service in the BBYRA and the resulting contact with a generation of sailors, their Yacht Clubs and Race Managers is a pretty substantial reward in its own right.

Finally, I remain embarassed that I was not physically present for the award. So again, my deep appreciation.


Ted Skinner,
Manasquan River Yacht Club

B.B.Y.R.A. MID-WINTER MEETING
MID WINTER MEETING, B.B.Y.R.A.
DECEMBER 5, 1992
MANASQUAN RIVER YACHT CLUB

The winter meeting is designed to allow the exchange of ideas that could improve the upcoming summer season.

To this end I would like to recount three personal experiences of the 1992 racing season.

During the season I was involved in 3 protests over 3 separate weeks (more in this season than the last 20 seasons I might add). The quality of the clubs' designated protest committees ranged from professional to laughable. If it is the B.B.Y.R.A.'s opinion that protests should be the host club's responsibility, I feel the B.B.Y.R.A. should at least provide advisors or some form of written procedure so the individual club committees would follow the rules we are racing under.

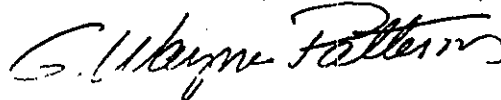
Specifically, at Normandy Beach each protested-participant was interviewed separately behind closed doors. This prohibited all parties from hearing all testimony which is a direct contradiction to the rules governing protest hearings.

At Lavallette all parties were well versed in the rules and used the model boats to describe the incident. All parties were notified in writing and the decision was swift and with foundation, but not one written decision was ever mailed to the parties as required in the rules.

At Seaside the protest committee was hastily called between the morning and afternoon races so the scorer could complete the scores. The committee asked the participants to describe the incident using Jack Daniels' bottle caps and it was apparent that the committee's technical ability could have used some polish. The outcome of that protest was never communicated to the land-based B.B.Y.R.A. committee and attempts by the land committee to determine the outcome were inconclusive as we were told everyone involved was thrown out, which was NOT the case. Plus, the protest committee was unable to verify if a proper flag was flown by one of the protesting yachts.

In conclusion, as we continue to tighten the rules governing racing and offer more professional and well-run races, I feel we have overlooked a seldom used portion of the rules, namely the protest and it's proper administration.

Respectfully submitted,





BARNEGAT BAY YACHT RACING ASSOCIATION

November 17, 1992

Mr. Richard Lister
60 Nina Court
Brick, NJ 08723

Dear Mr. Lister:

The Prindle 18 class has failed to qualify three yachts for the 1992 season. In accordance with the racing rules, the Prindle 18 Class shall be dropped from further competition unless the class wishes to petition the Regatta Committee. This would be in accordance under Eligibility (2).

Thank you.

Sincerely,

Dale M. Doria
Rear Commodore

c: Commodore Studdiford
Vice Commodore Werner
Secretary Dalton
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BARNEGAT BAY YACHT RACING ASSOCIATION

REPORT TO REGATTA COMMITTEE MEETING - December 5, 1992

U S SAILING:

In order to effect cost saving, the American Sailor will no longer be published by Marblehead Communications, Inc. U S Sailing will attempt to publish "in House".

RESOLUTION:

Be it resolved that U S Sailing wishes to discourage the use of alcohol and controlled substances by minors at regattas. To that end, U S Sailing recommends that event organizers include provisions in Sailing Instructions and Notices of Race which prohibit same.

GOLDEN ANCHOR:

To qualify as a "Golden Anchor " Club, must sign an agreement that they enroll a "majority" of the racing sailors and race management members. Must work toward 100%.

MEMBERSHIP:

In order to increase membership, Race Organizers will charge non-members an additional fee. In order to use Regatta Liability Insurance, non-members will also be charged an additional fee. This is all leading toward a universal membership where everyone crossing a starting line pays a part for the administration of the sport.

OLYMPIC:

There will now be a ceiling of 443 athlete-sailors - no substitutes. For the 1996 games the Mistral will replace the Lechner board and the Laser will replace the Flying Dutchman.

INSURANCE:

If the Sailing Instructions, or the Entry Form includes an Indemnification Clause, the U S Sailing Insurance will be voided.

APPEALS:

Two additional Appeals have been received.

INSURANCE:

All policies in order. Would request an inventory of all insured items.

U.S.COAST GUARD:

Race permits will be requested. WARNING - the Coast Guard has, while on patrol called vessel by name, if answered, boarded and checked for station license. One boat fined \$8,000.00!

Respectfully submitted,

Roger Brown
Roger Brown, P/C