



BARNEGAT BAY YACHT RACING ASSOCIATION

REGATTA COMMITTEE  
MEETING

November 23, 1996 MRYC

Minutes

The meeting was called to order by Commodore McNeil at 1330; he then turned the meeting over to Vice Commodore Waite.

Roll call was taken by Secretary Gelenitis - all clubs represented with the exception of Normandy Beach Y.C. (22 attendees).

Motion made and seconded to accept minutes as written, (March 30, 1996).

Correspondence - none.

Vice Commodore Waite reported an excellent year for Regatta Committee; Liaison meeting is helpful; inspections were good; 4 meetings were held regarding changes in the sailing rules; scores were posted appropriately.

Rear Commodore Foote reported Liaison results - there were comments regarding certain courses - only A Cats had a problem with equipment; recommendation that a lunch boat be on the Bay to hand out lunches so that all boats would not have to go into hosting club.

Fleet Captain Heacock reported all fleets inspected - less static than previously - people from certain yacht clubs committing themselves for specific jobs such as Bill Bogardus as permanent line boat has been very helpful.

Measurer Jim Carson reported that the A Cats have a problem which will be taken care of by internal solutions. There was good input at the Liaison meeting - windward/leeward courses were tried and was a disaster; perhaps next time it will be better. 420's were tried as a provisional boat; they will continue to sail. No other classes have approached the "Bay" for consideration. Comparative 5 yr. qualifying lists show very little change in number of participants and qualifiers.  
Committee Reports:

U.S. Sailing National Cup Events - Patty Applegate reported lower participation in Sears, Bemis and Smythe, but higher in Midgets. Adams participation for the first time in 4 or 5 years. Potential changes in the works regarding "Area" changes - Patty was asked to delay scheduling because of possible changes. Roger Brown advised that anticipated Area changes did not happen at the annual meeting of U.S. Sail; therefore it would be o.k. to go ahead.

Scoring - Patty reported no changes; everything posted and distributed; program has been updated; finishes can be posted immediately; lap top on committee boat. V.C. Waite praised the "scoring" people for doing a wonderful job.

Protest - Dave Loughran reported that protests were handled well; would like to invite new people to observe and serve.

Appeals - none

USSA General Programs and Services - Roger Brown submitted his written report which is made a part of these minutes. Good news was that the proposed Olympic Path Program to restructure junior sailing in the U.S. was voted down; things will remain the same. Bad news - the experimental racing rules will be in effect for 4 years - perhaps BBYRA can do some meetings and/or seminars to explain the new rules. New signal for changing course " plus or minus sign" to be added to indicate length of leg lengthened or shortened. New membership for small businesses with a \$100 per yr. fee; however no insurance would be available. Women's matchracing boat to be considered; Star Boat has been removed from Olympics. New Scoring Programs are available through USSA. V.C. Waite commented that a good job is always done by Roger.

Jr. Sailing - Pat Dunn presented her written report which has been made part of these minutes. Question raised by Jr. Committee was "why was the Powell trophy not given out in 1996" (this is the junior sportsmanship award). V.C. Waite responded that not one name had been submitted. Proposal made that junior reps could submit names to club reps by the 9th week of sailing stating why and the reason for the name being submitted. Committee also questions the 420 age requirement at 19 years when the class rule is 21 years. Ethics and sportsmanship is to be encouraged at the junior level since it seems to be a problem; perhaps parents and coaches, etc. could also be involved.

Membership - Werner had called Don McNeil and advised him that he was having surgery; therefore no report.

Old Business:

P.C. Studdiford questioned the financial status of commodore's ball; a letter is to be written by the planners of the ball to the Executive Committee explaining ways and means.

New Business:

V.C. Waite complimented Anne Attridge for the great job she does on the radio each Saturday; extremely difficult to do inasmuch as there is a new environment each week.

Meeting adjourned at 2:30 p.m. Next meetings on April 12, 1997

Regatta - 1000  
Delegates - 1330

Respectfully submitted,

  
Eleanor Gelenitis, Secy.

**Minutes of BBYRA Junior Sailing Committee**  
**November 9, 1996**

Meeting called to order at 9:35am by Chairperson Pat Dunn at MCYC

All Clubs present except: MRYC, NBYC and PBYC  
22 in attendance

Topics discussed:

1. BBYRA special awards: ~~George~~ George Roth Powell, Jr. Trophy was not handed out this year. Junior Chairman need to communicate with their delegates about possible candidates so that this never happens again. Hard to understand that there were no Juniors to award this to for character and sportsmanship when we had several attend US Sailing and other major events. And, even if there weren't any participants, the nominations could have come from the Bay sailors.
2. Club 420 age requirement on the Bay is questionable at 19 yr.. and under when the class rule is 21yrs. Reconsider! Reinstate 420's for 1997 even though they did not qualify ~~because the last race need to qualify in was canceled.~~ *still questionable*
3. Race changes; requesting BBYRA consider the following changes for 1997(why wait for 2000!)
  - Shorter courses for Juniors
  - Multiple courses
  - Junior Sailing Instructors run races on rotating basis
  - Separate courses
4. Set calendar dates for local club Junior regattas.
5. Need dates for US Sailing Instructor courses
6. Major theme for all sailing programs will be ethics and sportsmanship(to be discussed more at January meeting.)
7. Proposals from the floor;
  - Change the date for Area C elimination's from June to 2 weeks before race, increasing interest and participation
  - Possible change in skipper/crew rule for elimination's and finals/by association instead of Club which could also increase participation(as per Mallory, Adams and O'Days)

Meeting adjourned at 11:45am.

Next meeting January 25, 9:30am. TRYC

NUMBER OF BBYRA QUALIFIERS

<u>Class</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>
Sanderling:	27	25	20	23	23
Flying Scot:	14	14	9	15	19
Radial Jr.:	13	12	10	8	14
Laser:	17	12	13	14	11
Blue Jay:	22	14	14	8	11
"E" Sloop FM:	21	18	14	14	10
Laser Radial:	14	7	10	9	10
Sneakbox:	21	14	10	9	10
Ensign:	13	13	11	13	9
Sandpiper:	-	-	7	8	9
Lightning:	5	6	6	7	9
"E" Sloop AM:	12	9	8	8	8
"A" Cat:	6	6	8	8	7
Club '420'	-	-	-	-	6
"M" Sloop:	7	6	3	6	4
Laser Masters:	3	3	3	3	2
Laser II:	7	6	4	4	1
Laser "150":	3	2	-	-	-
Hobie "18":	5	1	-	-	-
Frindle "18":	2	-	-	-	-
TOTAL:	212	168	150	157	163

JGC  
09/05/96

AVERAGE NUMBER OF BBYRA PARTICIPANTS PER RACE

<u>Class</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>
Sanderling:	25.4	22.8	18.8	24.6	23.5
Flying Scot:	13.2	13.2	11.3	17.9	18.7
Radial Jr.:	11.0	10.6	9.7	7.6	13.6
Blue Jay:	15.0	14.4	11.1	9.0	11.0
Laser:	16.8	16.8	16.7	12.9	10.2
"E" Sloop PM:	23.3	18.1	14.0	13.9	10.0
Laser Radial:	11.1	7.1	10.4	10.2	9.9
Sneakbox:	16.4	13.2	9.4	8.4	9.6
Sandpiper:	-	-	7.2	7.0	9.1
"E" Sloop AM:	15.1	10.3	8.8	9.4	9.0
Lightning:	4.2	6.3	6.4	6.1	8.2
Ensign:	11.7	11.1	9.8	12.0	7.7
"A" Cat:	5.8	5.5	7.4	7.0	6.7
"M" Sloop:	7.1	5.2	3.7	5.1	5.6
Club "420"	-	-	-	-	4.6
Laser Masters:	3.9	3.4	2.8	2.9	2.1
Laser II:	5.3	5.5	3.9	3.6	1.5
Laser 150:	3.1	2.0	-	-	-
Hobie "18":	4.1	1.4	-	-	-
Prindle "18":	1.8	-	-	-	-
TOTAL:	188	167	151	158	161

JGC  
09/05/96

Events Committee - 6 November 1996  
Sailing Committee - 6 November 1996  
Centreboard Boat Committee - 4 November 1996

Item 7(d) (ii)  
Item 6(b)  
Item 3(a)

## 2000 OLYMPIC REGATTA

### High Performance Dinghy Evaluation

Report to the Council & Events Committee by the Evaluation Team dated 30th September 1996.

#### Background

Last November, Council decided to include for 2000 an event "Open Dinghy, High Performance", and also decided that classes to be considered for selection in November 1996 need not at that time necessarily have International Status. The Executive Committee, at its meeting of 3rd/4th February, appointed an Evaluation Team to examine those classes wishing to be considered for selection, meeting set criteria, and to present their recommendations to Council by 1st October.

The criteria were:

- i. Two person
- ii. One or two trapezè(s) or other devices for supporting crew outboard.
- iii. Capable of providing close competition among crews of a wide weight range and both men and women.
- iv. Must have the unquestioned ability to meet the requirements of International Class status within a reasonable time.
- v. World wide availability of materials and opportunity for construction.

We received entries from 11 classes, these being B14, BOSS, 505, 5000, Flying Dutchman, 49er, ISO, JET, International 14, One Design 14, Mach2.

Council at its meeting in May approved the Executive Committee action and the appointment of the Evaluation Team, with the following members: Mike Jackson GBR (Chairman), Karel Bauer CZE, Fernando Bolin ESP, Bettina Lemstrom FIN, Iain Murray AUS, Ding Schoonmaker USA.

A sailing event was organised at Torbole, Lake Garda, by kind invitation of the Federazione Italiana Vela and the Circolo Vela Torbole. Entrants were permitted to bring up to 3 boats. In addition to the Evaluation Team members, eleven National Authorities, AUT, DEN, FRA, GBR, GER, ITA, JPN, NED, NZL, SUI, USA, sent, at their expense, a total of 22 highly experienced sailors to test and report on the boats. In addition to this event some of the leading contenders have been observed in open sea conditions not available at Torbole.

During the year, detailed examination was made of construction specification and costs for all those boats not currently holding International Class status, together with arrangements in hand for production capability and world wide supply

#### Conclusions and Recommendation.

In the judgement of the sailors who tested the boats, their preference for the 49er for selection was overwhelming, and it was the only boat with more supporters than rejecters for Olympic selection.

The 49er has by a substantial margin the best racing performance of any of the boats. It was outstanding in a wide variety of conditions.

The Evaluation Team consider it to meet all the criteria set by the Executive Committee, and in addition find the boat, including its rig and sails, to be sound and durable for hard racing, now that detail weaknesses of initial production are being corrected.

The boat has been in continuous production in Australia since September 1995, and in the UK since March 1996. Production can be expanded quickly in other regions if demand requires. At 8th September, 113 boats had been delivered, with some to all 5 continents.

We recommend the 49er for selection.

Apart from the lack of sailor support for the other boats entered, and their lesser performance, all have one or more other considerations which prevents us from offering any of them as a genuine second choice. Only if there is a solid reason for rejecting the 49er would we suggest considering any of the others, and in this case our recommendation would be for the Boss.

#### Supporting Information.

##### Sailors Choice.

The 49er had a very clear lead in the sailors assessment. Results from the questionnaires for three major questions were:

Jel	117kg	
B14	121kg	
49er	132kg	
Boss	158kg	
Mach2	185kg	
5000	188kg	(after deducting 8kg for intermediate racks, allowable for crew equalisation)

Other Factors.

(a) Executive Committee criteria.

The 49er meets these criteria as follows.

It is a two person boat, and has two trapezes.

The National authority nominated sailors ranged fairly uniformly from 60kg to 93kg in weight, with four women included. Answers to two questions were:

What is your feeling about the boat considering your weight:

I'm too heavy: 3 OK: 15 Too light: 1

What is your feeling about the boat considering your strength:

It's OK: 19 It's too hard: 0

In addition, the class has under experiment a rule for performance equalisation for different weight crews.

For International status, it is certain that any class selected for the Olympics will meet the requirements of continental distribution in a short time. For the other requirements, we have obtained a signed Memorandum of Understanding from the representatives of all the classes entered that they acknowledge that the ISAF will be the final authority in setting the detailed requirements for meeting ISAF Regulation 10.2.2., which sets out the requirements for a Class seeking International Status.

The 49er rights are held by a consortium from Australia, Japan, UK, and USA. It has been built in both Australia and UK throughout this year, and the other rights holders are in a position to start building quickly should demand justify it. All materials in the boat are readily available in all continents.

(b) Durability. The hull construction, as is that of 8 of the entrants, is of GRP with PVC foam core sandwich. This method, used properly, has been shown over many years to provide light rigid hulls which remain competitive over several years of hard racing, and has become the norm for those classes permitting its use. This was a particular point made by the FD. 505, Int.14, OD14, in their presentations to us, and confirmed by experience of Team members in respect to other classes also. There is a small amount of carbon fibre in strips under the mast and shroud positions.

Details of the construction specification and close study of boats during the course of construction has satisfied us that the 49er hull is equally as robust



as those of the established classes above. In addition, the boat is laminated with epoxy resin, which gives greater life than polyester resin. We are satisfied that spars and rigging have been tested hard in all conditions.

As with many of the entrants, the sails were of Mylar and fully battened. They will have a top racing life much longer than that of woven Dacron of the weights used by some of the current Olympic classes. Inevitably, there have been weaknesses of detail in the initial production. We are satisfied that these have been dealt with as they have arisen. The only problem of equipment at Torbole, was a jib halyard which had frayed on a raised screw head.

(c) Price. We were given, confidentially, full details of construction costs. We are satisfied that present retail prices are sustainable, giving satisfactory margins for both builders and dealers. The rights holders have signed an undertaking of price stability, and world wide equitability. World wide retail price basis for 1997, fully ready to sail, including sails, is based on £8,468. In the UK, the Vat at the current rate makes this £9,950. A 15% discount is offered to National Authorities for fleet building etc.

(d) Safety. When a crew member was not quickly enough on the centreboard, it shared with many of the boats a tendency to invert readily when capsized. It was relatively easy to recover from this position even by light weight crews, helped by the solid wings. We would note that, other things being equal, a chute system (as has the 49er) made recovery significantly easier, as compared with those boats with a bag. Most capsize occurred with the gennaker set, and for those boats with a bag, hand stowing some 30+ sq.metres of sail in a bag was a significant extra task.

(e) Weight Equalisation. Five of the boats entered have provisions in their class rules for adjustments to the boat to compensate for crews of different weight, and in some cases of different height. The equalisation rules for the 49er are described as provisional. We do not think that the details of the current rules for crew weight equalisation of any of the boats should be regarded as a significant factor in selection.

(f) Class Rules. Being effectively a manufacturers class, with no construction requirements in the class rules, we consider that the 49er can sail under their current rules whilst rules to ISAF requirements are finalised. We strongly recommend that details of the boat are not regarded as frozen, and that for one more year, ISAF should be supportive of changes recommended by the class association and builders. Suggestions include the incorporation of more and/or higher moulded-in foot rails, and a more easily lowerable jib.

End

Summary of details of boats entered

Boat	Build Location	Hull Length	Weight kgs	Trapezes	Adjust for crew weight	Number built	UK price inc. VAT	Mainsail m2	Jib m2	Spinnaker m2
B14	Aus UK, Can	4500	114	Racks for 2	no, but possible	240	£6,500	12	5.2	29.2
Boss	UK Canada	4900	151	2	yes	89	£9,450	12.25	5.6	33
5000	UK	4995	181	2	yes	264	£8,975	15.3	5.8	33
49er	Aus UK	4995	125	2	yes	113	£9,950	15	6.2	38
ISO	UK Canada	4740	139	1	yes	600	£5,750	9.7	4.6	18.8
Jet	Italy	4850	110	2	no	40	£8,000	13.5	5.1	25
Mach2	Germany	6000	178	2	yes	10	£11,500	16	6.7	27
505	Several	5050	127	1	no	8,600	£ 8,000	11.5	4.5	18
OD14	USA	4260	100	2	no	270	£6,000	11.3	6.4	25.6
FD	Several	6000	165	1	no	8,000+	£13,500	10.8	7.8	21
Int 14	Several	4260	105	2	no	Many	£10,000	Main + jib = 18.5		32

2000 OLYMPIC REGATTA

High Performance Dinghy Evaluation

Analysis of Torbole Questionnaires

BOAT 49er

HOW DEMANDING IS THE BOAT?

LITTLE	2
MEDIUM	2
MUCH	11

HOW EXCITING IS THE BOAT?

MEDIUM	1
MUCH	18

HOW DIFFICULT IS THE BOAT TO SAIL?

LITTLE	2
MEDIUM	8
MUCH	8

WHAT IS YOUR FEELING ABOUT THE BOAT?

VERY GOOD	15
GOOD	3
MEDIUM	1

FEELING ABOUT TACKING

GOOD	14
MEDIUM	2
BAD	1

FEELING ABOUT GYBING

GOOD	14
MEDIUM	2
BAD	1

FEELING ABOUT RIG ADJUSTMENT

GOOD	13
MEDIUM	3
BAD	1

CONSIDERING YOUR WEIGHT

I AM TOO HEAVY	3
IT IS OK	14
I AM TOO LIGHT	1

CONSIDERING YOUR HEIGHT

IT IS OK	18
I AM TOO SHORT	1

CONSIDERING YOUR STRENGTH

IT IS OK	18
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EASE OF RIGGING

EASY	7
MEDIUM	8
DIFFICULT	1

EASE OF HANDLING ONSHORE

EASY	8
MEDIUM	8
DIFFICULT	2

ABILITY TO TRANSPORT

EASY	11
MEDIUM	3

HULL QUALITY FEELING

WEAK	1
MEDIUM	5
STRONG	13

RIG QUALITY FEELING

MEDIUM	5
STRONG	13

FITTINGS QUALITY

MEDIUM	3
STRONG	16

ROPE QUALITY

MEDIUM	3
STRONG	16

FITTINGS LAYOUT

GOOD	18
MEDIUM	1

WOULD YOU BUY THIS BOAT?

YES	13
NO	3
NO ANSWER	3

WOULD YOU SELECT BOAT FOR THE OLYMPICS?

YES	18
NO	2
NO ANSWER	1

DRAFT

Membership	Golden Anchor	Individual	Contributing	Sustaining	Supporting	Sponsoring	Benefactor	Patron	President's Club
YRA/SA						\$200.00	\$500.00	\$1,000.00	
Yacht & Sailing Clubs That are YRA/SA Members	\$10.00 Credit*				\$100.00 ***	\$200.00	\$500.00	\$1,000.00	
Yacht & Sailing Clubs That are not YRA/SA Members	\$10.00 Credit*					\$200.00	\$500.00	\$1,000.00	
Sailing Organizations other than Yacht & Sailing Clubs	\$10.00 Credit*				\$100.00	\$200.00	\$500.00	\$1,000.00	
College/Scholastic/Armed Forces Sailing Programs/One-Design Classes	\$10.00 Credit*			\$75.00	\$100.00	\$200.00	\$500.00	\$1,000.00	
Corporate Membership						\$250.00	\$500.00	\$1,000.00	
Small Business*****					\$100.00	\$250.00	\$500.00	\$1,000.00	
Non-Profit Corp. Membership					\$100.00	\$250.00	\$500.00	\$1,000.00	
Youth Membership, USA	\$10.00 ****	\$12.00 ****							
Individual Members, USA	\$35.00	\$40.00	\$60.00	\$75.00	\$100.00	\$200.00	\$500.00	\$1,000.00	\$1000.00, 5 year pledge
Family Membership, USA	\$50.00		\$60.00	\$75.00	\$100.00	\$200.00	\$500.00	\$1,000.00	\$1000.00, 5 year pledge
Youth Membership, Non-USA		\$12.00**							
Individual Membership, Non-USA		\$40.00 **	\$60.00	\$75.00	\$100.00	\$200.00	\$500.00	\$1,000.00	\$1000.00, 5 year pledge
Family Membership, Non-USA			\$60.00	\$75.00	\$100.00	\$200.00	\$500.00	\$1,000.00	\$1000.00, 5 year pledge

All membership levels listed, except as noted below, will include the US SAILING Directory, 12 issues of Sailing World, 10 Issues of American Sailor, the Official Racing Rules or a Log Book, plus discounts on regatta entry fees, Publications, accessories, and safety gear.

\* Golden Anchor programs generate a \$10.00 credit for the organization for each NEW US SAILING members.

\*\* Non-US resident youth and individuals may join at \$12.00 and \$40.00 respectively and will receive a membership card, and rule book or log book only. Non-USA resident members joining at the Contributing level or higher receive all benefits of membership

\*\*\* Any Yacht Club, Sailing Club, OD Fleet, PHRF Fleet, or association that is a member of a YRA/SA may join US SAILING as a new member, or renew after a five year absence, for \$75.00 per year for two years.

\*\*\*\* Youth Membership includes a quarterly publication, Jr. Sailor, and does not include Sailing World or American Sailor Magazine, or Directory.

\*\*\*\*\* A small business is defined as a business with 50 or fewer employees. A small business membership includes a listing in the US SAILING Directory, and all other benefits of Individual Membership.

## **Proposed Amendments to the US SAILING Regulations**

1. The Council of Sailing Associations proposes that the US SAILING regulations be amended to include the following paragraph under regulation, "7.00 Financial":

### **7.01 Dues Structure**

The dues structure for membership in the US SAILING Association shall be in accordance with the following table:

2. The Council of Sailing Associations proposes that the US SAILING Regulations be amended as follows:

That the regulation "5.04 Canadian Participation"; be deleted and replaced with the following:

### **5.04 Non-USA Resident Membership:**

For the purpose of encouraging non-USA resident membership in US SAILING, and to provide Canadian residents access to US SAILING championships, the annual dues paid to US SAILING by non-USA residents will be the same as those paid by US residents and shall include a membership card, a rule book or a log book. This membership will not include mailings of Sailing World, American Sailor, and the US SAILING Directory. Non-USA Residents joining at the contributing level or higher will receive all benefits of membership.

October 19, 1996  
US SAILING Annual General Meeting  
Newport Beach, CA

## Keelboat Certification Program Report

*Submitted by:* James P. Muldoon  
Vice President

### Nineteen Ninety Six (1996)

The Keelboat Certification Program completed its first full year in 1996 and is in the process of fulfilling all of its promise. Most notable is the fact that the Keelboat Program currently represents approximately 26.6% of all the new adult acquisitions for US SAILING.

It is anticipated that the program will add 2,300 new adult members in 1996, a 102% increase over 1995. These gains were made in spite of the fact that *Bareboat Cruising* was not available until half-way through 1996, and that *Coastal Navigation* did not become available for sale until August.

The 1996 members of the Keelboat Program bring the total new members added to US SAILING in the last 19-month period to approximately 3,500. At this time, we are also experiencing a renewal rate of approximately 42%. This is below the 50% forecasted for budgetary purposes in 1996, but since the program was heavily back-loaded last year, we anticipate the renewals will increase. This fact is further borne out by a survey done for US SAILING by the New York Times, indicating that 76% of the Keelboat members surveyed claimed they are likely to renew their membership.

Program revenues for 1996 will be approximately \$233,000 which is a 111% increase over 1995. This brings the total Program Revenue-to-Date to \$345,000. In spite of the fact that we lost much of the anticipated dues revenue resulting from the lateness of two books, we were pleasantly surprised by the fact that "other" products, meaning our books and logbooks sold in the commercial marketplace, have exceeded the number that was budgeted. This revenue of \$134,000 was 169% over our forecasted target, indicating that we have a strong market-place for these products. This revenue will be very useful in off-setting the cost of running the Keelboat Program.

Forty-six (46) of the 64 products that comprise the entire Keelboat Program, have been completed and work continues on finalizing the remaining other products.

### Nineteen Ninety Seven (1997)

We are forecasting that in 1997 we will bring 3,300 new members into US SAILING via the Keelboat Certification Program. This will represent approximately 35% of US SAILING's forecasted new adult acquisitions. Please be reminded that these are members that most likely would never have joined US SAILING without the Keelboat Program. This will bring the total number of new members brought into US SAILING through the Keelboat Program since its inception to 7,800.

Total development of the first part of the Keelboat Program was completed in 1996 and was accomplished within 5% of the budget.

Thirty-five thousand dollars (\$35,000) of the approximately \$192,000 that was borrowed from US SAILING has been repaid. The remaining balance will be repaid over the next 5.5 years.

The National Faculty of the Training Committee is involved in completing the next three levels of the Program. At this time, no additional development money is being sought.

Ninety-nine percent (99%) of all the participants of the Keelboat Program are satisfied with the training they were given, indicating a high level of quality among our member schools. The study conducted for US SAILING by the New York Times also indicated a high degree of interest in the racing part of the sport, with only 11% of respondents feeling that *The American Sailor* contains too much about racing. We will continue to work on ways to entice this group of people into exploring the competitive part of the sport.

During 1996, the number of sailing schools using the Keelboat Program increased by 170% and we hope to add a similar amount of schools during 1997.

Finally, I would like to take this opportunity to thank the Training Department and specifically Heather Godsey, Jill Homen, and Hilary Spindler for their tremendous dedication to the program which has contributed greatly to its success.

October 19, 1996  
US SAILING Annual General Meeting  
Newport Beach, CA

## **Government Relations Report**

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*Submitted by:* **James P. Muldoon**  
**Government Relations Committee Chairman**

US SAILING's Government Relations activity is in an expanding mode due to increased legislative and regulatory activity at all levels of government. Requests for US SAILING involvement in government relations has been escalating in part because of the change in the name of our organization. US SAILING is now viewed as an organization with a broader mandate than that which the previous name would have implied.

Government Relations responds to two types of needs:

### **1) Federal and State Watch**

This is an on-going surveillance of legislative activity at the state and national levels to attempt to contribute our input to situations where the financial or recreational interests of sailors are involved. (This activity has been enhanced by our involvement in the "National Recreational Boating Safety Coalition".)

### **2) Interpretation and Application of Government Laws**

US SAILING responds to requests for involvement in the interpretation and application of government laws. Examples of our 1996 involvement are:

#### **a) Regatta Permits**

US SAILING's intervention prevented the implementation of regatta permit rules, greatly reducing the burden on race organizers throughout the US. Our comments to the US Coast Guard were to a very large extent adopted and the requirements for regatta permits in the US have been reduced from several thousand to less than 20.



b) PFD success in New York

With the assistance of Boat US, we were able to help Cory Sertl and others in modifying the New York State Personal Floatation Device (PFD) laws, which were punitive to young racing sailors.

c) "Passenger for Hire"

We have continued to work with the US Coast Guard throughout the US to strengthen our substitute for US "Passenger for Hire" laws.

d) US Olympic PFD's

We were instrumental in assuring that the US Olympiads were allowed to use the more preferred PFDs of the individual competitors.

e) Inflatable PFD's

We are continuing to monitor and support the use of self-inflatable PFDs.

f) Propeller Guards

We have an on-going effort in any legislation involving propeller guards to ensure that sailboats do not get swept up in rules designed for faster moving motor boats.

We have no matters to bring before the US SAILING Board for action.