

BARNEGAT BAY YACHT RACING ASSOCIATION

Regatta Committee Meeting

1000 - April 12, 1997

Bay Head Yacht Club

MINUTES

The meeting was called to order by Commodore McNeil at 1000 who then turned the meeting over to Vice Commodore Waite.

Roll call was taken by Secretary Gelenitis - 11 clubs represented, 24 attendees.

Motion made and seconded to accept the minutes as written, no exceptions.

Correspondence - during the summer, a donation of \$250 was received from the Rotary Club of Toms River, a letter of thanks was sent to the Rotary. Also, during the summer, a letter was sent to all yacht clubs advising them that the BBYRA does not sanction any fund raising by vendors or private groups during the "Bay" Races.

Officer reports:

V.C. Waite reported good year because during the season, any problems were brought to the committee's attention immediately and it was handled immediately. Race management improving, fewer complaints, observations passed on asap.

R.C. Foote distributed a summary of the liaison committee meeting which is made part of these minutes. Bill Bogardus at this time asked if a chalkboard could be provided to the line boat to be used for "compass changes."

Fleet Captain Heacock reported that inspections will continue - E-Scows must use flotation in all races (fleet has no objection); he also asked that each club provide the best boats available for patrolling.

Sailing Instructions/Class Eligibility Report given by Measurer Carson : Some inconsistencies in A-Cat rules and that of the Bay - to be resolved. Eligibility - Only 1 Laser II qualified in 1996, recommendation to not be included in 1997 starting sequence; on motion made and seconded, Laser II will not be included in starting sequence, unanimous. Recommendation that Laser Masters be a sub-group and continued if they pay for their own award. On motion made and seconded, Laser Masters will be a sub-group paying for their own award. 420 was provisional in 1996 (3 clubs, 6 boats). Discussion ensued as to making them a full class or keeping a provisional status for 1997. Vote was taken to keep 420 class as a provisional class for 1997 and eliminating the age limit-- vote was 6 yes, 5 no. Motion was then made and seconded to award flags weekly depending upon qualifiers, vote taken 10 yes 1 abstained. Motion was then made that 420's receive trophies same as other classes (provisional trophy exists), vote taken, 9 yes 2 abstained.

T This will go back to the Eligibility Committee next year.

• Measurer Carson continued with recommended changes to the Racing Rules of the BBYRA. Changes are word changes to conform to the new rules adopted by ISAF and US Sailing plus a reorganization of the scoring rules into a more logical and easier to understand order. Motion was made and seconded to change Racing Rules as presented; unanimous.

Carson now presented recommended changes to the Sailing Instructions occasioned by the new rules - changes in terminology and number changes in referring to the Racing Rules of Sailing - one other change in finish line for windward/leeward course - one change in direction of rounding one of the marks in four courses on the Toms River sheet. On motion made and seconded, changes to Sailing instructions were approved. Copies of all changes were distributed to those present and are made part of these minutes.

#### Committee Reports:

Patty Applegate reported on U.S. Sailing National Cup events - she gave deadlines and dates for Sears, Bemis, Smyth, Midgets; also requested host club for Area C Adams eliminations. 1998 Area C Bemis, Sears and Smyth in our area; motion made and seconded that Lightning be used as racing boat.

Scoring - no report.

Protest - no report

Appeals - none

U.S. Sailing/General Programs and Services - report submitted and made part of these minutes.

Pat Dunn reported that Junior Sailing Level 1 and Level 2 sessions are set. Instructor training course 1998; program ready, next meeting will be April 19.

Werner Wedam reported that membership numbers are up (11,685); lists sent out to treasurer or membership secretaries. Thanks to Carol Lapier for her help - asked that letter of thanks be written to Carol (this was taken care of by secretary).

Meeting adjourned 1130.

Next meeting November 22 at Manasquan River Yacht Club.

Respectfully submitted

  
Eleanor Helenitis, Secy.

Secretary

REPORT OF THE BBYRA MEASURER for  
REGATTA COMMITTEE MEETING, April 12, 1997

A-Cats requested a copy of their rules which were on file. There are inconsistencies between their rules and BBYRA rules. I hope to receive an amended version and will follow up when I contact all the classes with regard to their course preferences, etc.

REPORT OF THE CLASS ELIGIBILITY COMMITTEE for  
REGATTA COMMITTEE MEETING, April 12, 1997

The Laser II class in 1996 qualified only one boat and averaged barely over one boat per race. We recommend the Laser II not be included in the 1997 starting sequence.

Three Laser Masters sailed, two of which qualified. The Laser Masters is a sub-group of the Laser Class as designated by their representative. As such they are supposed to bear the cost of awards which they did occur until a year or two ago. The Laser Representative understands this. Therefore, we recommend the Laser Masters be continued as a sub-group and that we be sure they are billed for their awards.

The Club 420 was included on the 1996 schedule as a provisional junior class with an age limit of 19. Five of the six skippers who pledged to qualify, did so. One other skipper qualified for a total of six from three Clubs, the bare minimum under our rules for a new fleet requesting a start. An average of 3 1/2 boats sailed per race. For 1997 the class has requested the age limitation be dropped inasmuch as the boat is more suited to the college age. Based on this request and the recognition that 1996 with its bad weather, etc. was a poor test of the interest in the class on the Bay, we recommend the Club 420 be continued for an additional year as a provisional class and that the age limit be dropped.

REPORT OF THE SAILING INSTRUCTIONS COMMITTEE for  
REGATTA COMMITTEE MEETING, April 12, 1997

In order to adapt to the new racing rules adopted by ISAF and US Sailing, many changes are required in our documents. With respect to the Racing Rules of the BBYRA, we recommend the attached changes. All the recommended changes are word changes to conform to the new rules plus a reorganization of the scoring rules into a more logical and easier to understand order. There are also many changes in the Sailing Instructions occasioned by the new rules, changes in terminology and number changes in referring to the Racing Rules of Sailing. The only other changes are in the finish line for the windward/leeward course, one course change and a change in the direction of rounding one of the marks in four courses on the Toms River sheet. We recommend the attached changes.

Respectfully submitted, James G. Carson  
Measurer & Chairman Eligibility and Sailing Instructions Committees

PROPOSED Changes to the RACING RULES OF THE BBYRA 1997

- NOTE: PER THE BY-LAWS CHANGES MAY BE RECOMMENDED BY THE REGATTA COMMITTEE BUT MUST BE SUBMITTED TO THE EXECUTIVE COMMITTEE FOR REVIEW & APPROVAL BEFORE SUBMISSION TO THE DELEGATES FOR FINAL ACTION. Unless otherwise indicated proposed changes are needed to conform to the new rules and do not change existing BBYRA Rules.

Change yacht/yachts to boat/boats wherever it occurs.

A.1 Change rules of the IYRU to Racing Rules of Sailing (RRS).

A.3 Change IYRR Part II, 2, "Notice of Race" to RRS M1, "Notice of Race Contents".

Revise Section E. SCORING as follows: (The wording and order of this section has been changed to conform to the new rules & simplify the format.

#### GENERAL CONDITIONS

1. Each season the Association will award the championship to the **boat** in each class making the best score according to the method outlined below. The Association 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 **boat**. 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 **boat** 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. Points shall be awarded to a boat and may not be transferred except by specific written permission of the Regatta Committee.
5. A **boat** shall rank as a starter if she has entered in accordance with Section C. of these Rules and **comes to the starting line**. No race shall be declared official unless there are two or more starters. **Boats** not ranking as starters will not be scored.

#### RACE SCORES

6. a) Each **boat** starting and finishing in a race, and not thereafter retiring or being disqualified, shall score one point for finishing plus one point for each **boat** beaten. All other **boats** which rank as starters shall score 0 points except as otherwise provided in these Rules. All **boats** ranking as starters shall be considered beaten whether or not they start, finish, **retire**, or are disqualified.

b) Notwithstanding paragraph a) any class which so requests prior to March 15th, may be scored in accordance with RRS A2.2, Low Point System, modified so that all **boats** ranking as starters that do not start, finish, retire, or are disqualified will be scored points for the finishing place one more than the total number of starters. When such request is granted, it shall remain in effect until a new request is received.

7. A boat taking a Scoring Penalty shall be scored in accordance with RRS 44.3, Scoring Penalty.

8. Races not started and deemed "abandoned, not to be sailed", shall not be scored. The total number of races in the series shall be reduced by the number of "abandoned, not to be sailed" races.

9. When a race is sailed and subsequently "abandoned, not to be sailed", only **boats** ranking as starters will be entered for purposes of qualification in accordance with Par. E3 & E11.

#### SERIES SCORES

10. The championship record of a qualified **boat** 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 except as modified by Paragraphs E3 & E11 of these Rules. When scored in accordance with 6.a), highest score wins; with 6.b) lowest score wins.

11. A **boat** 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.

#### TIES

12. a) Modifying RRS A1.4 a), if two or more boats 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 **boat** to be held for an equal length of time.

b) Modifying RRS A1.4 b) and A2.3, in the event two or more **boats** tie in the final championship standings, the **boat** that has finished ahead of the other the greatest number of times in the championship shall be considered the winner. If this does not break the tie, RRS A2.3 will apply.

#### ADMINISTRATIVE RULES

13. A report of each championship race giving the identification of all **boats** registered therein and their order of finish shall be filed with the Scorer of the Regatta Committee and kept for two years.

14. A suitable Point Accumulation Sheet will be maintained by the Scorer showing in detail the record of each **boat's** activity for the current racing season. All scores shall be considered final eight days after they are posted on the official notice board except that they shall be considered final at 0830 on the day of the final regatta and unless a decision on a valid protest or appeal is pending.

15. First place individual regatta pennants will be awarded for each race of the championship series. Second place pennants will be awarded when there are at least four starters and third place when there are at least seven starters.

16. Season championship flags and trophies will be awarded to the winning **boat** in each class. Second place trophies will be awarded when there are at least four qualifiers, third place when there are at least seven qualifiers, fourth place when there are at least 10 qualifiers and fifth place when there are at least 20 qualifiers.

(Delete old E11. (Included in the new rules.))

JGC

2/28/97

revised 3/30/97

revised 4/3/97

revised 4/8/97

PROPOSED

BARNÉGAT BAY YACHT RACING ASSOCIATION  
1997 SAILING INSTRUCTIONS - UPPER BAY  
TOMS RIVER  
SEASIDE PARK

1. RULES

Races will be governed by the Racing Rules of Sailing (RRS), the prescriptions of US SAILING, the Racing Rules of the BBYRA and by these Sailing Instructions.

2. NOTICE TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board located in the vicinity of the registration desk at the regatta headquarters.

3. CHANGES IN SAILING INSTRUCTIONS

Any change in the sailing instructions will be posted at least one hour prior to the scheduled AM or PM Warning Signal.

4. SIGNALS MADE ASHORE

Signals made ashore will be displayed at the regatta headquarters.

5. ACCOUNTABILITY

5.1 Changes of registered skipper or sail number must be submitted in writing at the registration desk or late entry boat.

5.2 Boats intending to race shall pass close by the late entry boat, hail class and sail number, and receive acknowledgement. Onus for being counted as a starter rests with each boat. Any registered boat sailing in the starting area between her preparatory and starting signals will be considered a starter.

5.3 The committee will endeavor to account for all entered boats. If a boat does not start or fails to finish, the skipper shall report to the Regatta Committee or Patrol Boat flying a numbered patrol flag before leaving the course. Any boat withdrawing from the race without prompt notice may be disqualified for the next two races.

6. CLASS SIGNALS & STARTING TIMES

See inside

7. THE COURSE

7.1 The course chart shows the approximate location of marks, the order in which marks are to be passed, and the side on which each mark is to be left.

7.2 The Class designation and number of course to be sailed by that class will be displayed, contrary to RRS 27.1, at its Preparatory Signal and remain until its Starting Signal.

7.3. The Race Committee may signal a windward-leeward course by display of "W" followed by a numeral indicating the number of laps. Rounding marks will be special yellow inflatables. All marks will be left to port. The finish will be in the vicinity of the windward mark following the indicated number of laps unless a change of course is signaled.

7.4 The Race Committee may elect to establish a special turning marker for the "E" Sloop Class near the final turning marker of the course. In such case this marker will be an orange cylinder carrying flag E.

7.5 Any special course will be posted on the Official Notice Board at least one hour prior to the scheduled Warning Signal.

## 8. MARKS

Marks will be drums painted orange and white with identifying letters painted in black, except as noted.

## 9. THE START

9.1 Races will be started in accordance with RRS 26, System 2 with classes starting at intervals and in the order shown under Class Signals and Starting Times.

9.2(a) The starting line for the "E" Sloop, Laser, Laser Radial, Flying Scot, and Sanderling Classes will be between a staff displaying an orange flag on the committee boat at the starboard end and an orange cylinder with the letter "L" painted on the side at the port end. A midline marker, which will be an orange ball, may be placed as a reference only. It is not a mark of the course and may not be exactly on the line.

9.2(b) The starting line for all other classes will be between a staff displaying an orange flag on the committee boat at the starboard end and an orange ball at the port end.

9.3 An orange ball attached to the Committee Boat is considered a part of the mark.

9.4 Boats sailing on a leg of the course may not cross the start or finish line except to start or to finish.

## 10. RECALLS

10.1 Individual recalls will be signaled in accordance with RRS 29.2. In addition, the Race Committee may attempt to hail each boat that has not started correctly. Failure to make or hear such hail will not be grounds for redress.

10.2 Modifying RRS 29.3, a general recall will be signaled by display of the first substitute over a blue shape (preparatory signal) with a sound signal. Means: "The class is recalled for a new start. This signal will be lowered four minutes after the aborted start with a sound signal. This will be one minute before the restart signal".

10.3 When a general recall has been signaled, starts for the succeeding classes will be postponed accordingly.



## 11. THE FINISH

11.1 The Race Committee will attempt to establish a windward finish for the first class to finish. Failure to do so will not be grounds for redress.

11.2 The finish line will be between a staff displaying an orange flag on the race committee boat and an orange cylinder with an "L" painted on the side.

## 12. TIME LIMIT

The time limit will be 2 1/2 hours for AM classes and 3 hours for PM classes. A **boat** finishing more than 30 minutes after the first boat of her class finishes or after the time limit, whichever is later, will be scored "Did not finish".

## 13. PROTESTS

13.1 The BBYRA prescribes the following modification of **RRS 61.1**: A protesting **boat** must fly flag B or a red rectangular flag no smaller than 6 inches by 8 inches in order to signify her intent to protest.

13.2 Protests shall be written on forms available at the regatta headquarters or late registration boat and lodged in accordance with **RRS 61.3**.

13.3 Protests not disposed of on race day will be heard at Regatta Headquarters commencing at 0730 on the next scheduled race day.

## 14. PENALTIES

14.1 The 720 Degree Turns Penalty, **RRS 44.2** will apply with the additional provision that when an infringing **boat** has its spinnaker drawing at the time of the **breach**, drops it completely while taking her penalty and resets it and has it drawing after the penalty, the penalty is one full turn or 360 degrees instead of two full turns.

14.2 Notwithstanding paragraph 14.1, a **boat** may elect to accept a Scoring Penalty, **RRS 44.3**.

14.3 All penalties taken shall be reported to the Regatta Committee immediately after finishing.

## 15. SAFETY

15.1 All Junior class competitors (Junior Laser & Blue Jay) shall wear life jackets or other adequate personal buoyancy as specified in **Rules 1.2 and 40** at all times while racing.

15.2 When flag F is flown by the Race Committee, "E" sloops shall deploy mainsail flotation. Mainsail flotation shall also be deployed whenever flag Y (Life Jacket Signal) is displayed prior to the Warning Signal.

15.3 Safety inspections will be conducted at the discretion of the committee. Flag L and a class signal displayed at the finish line will indicate a mandatory inspection. **Boats** are required to respond by checking in with a safety patrol boat flying flag L and the class signal while laying at anchor to windward of the finish line. All **boats** must be acknowledged.

16. POSTPONEMENT SIGNAL (AP, Answering Pennant)

Modifying **Race Signals**, this signal made before 1:15 PM does not refer to afternoon races.

17. COME WITHIN HAIL SIGNAL (Flag L)

With respect to **Race Signals**, flag L, when displayed afloat to indicate "Come within hail", is mandatory. Failure to respond will be grounds for disqualification.

18. MARK MISSING (Flag M)

Modifying **Race Signals**, sound signals while displaying flag M may be omitted.

19. ABANDONMENT SIGNALS (Flags N & N over H)

Modifying **Race Signals**, flag N over H means, "All races including those not started are abandoned and will not be sailed." This signal made before 1:15 PM does not refer to afternoon races.

20. SHORTEN COURSE SIGNAL (FLAG S)

Modifying **RACE SIGNALS**, this signal displayed at a rounding mark means, "All classes finish between the rounding mark and **this boat**". When this signal is displayed over one or more class flags it pertains to those classes only.

21. RADIO COMMUNICATION

A **boat** shall neither make, receive, nor monitor radio communications while racing.

22. RACE SIGNALS

The following signals will be used in accordance with **Race Signals shown in the Racing Rules of Sailing**, except as modified in these Sailing Instructions:

4/8/97

SUMMARY OF CLASS LIAISON MEETING  
23 NOVEMBER 1995  
MRYC

Comments from the class representatives present :

Laser and Laser Masters - Overall class was pleased with the format. Recommended that in future windward leeward races that a different distinctive shape be used for the finish mark . This may alleviate some confusion that was noted. It was also suggested that the windward leeward race course only be used when there is a strong probably of a constant wind direction and that there is sufficient space which to set the course, clear of islands and channels.

SneakBox - Course 82 needs to be reconsidered. When used this season it turned into a series of reaches due to a wind shift.

Flying Scot - In races 3,8 and 9 the finish line could be made with just one tack due to the location of the committee boat. Course 33 was noted to have bad angles between the marks and courses 22 thru 24 lack the letter "L" in front of the first course. A question in the prohibition of crossing the finish line was raised. If a finish line was established for another class, can other vessels cross it in the course of their race? It was recommended that a clarification in the racing instructions be made.

Club 420 - Pleased with their season. Would like to change the maximum age to 21 to conform to the class rules. Current age limit is 16. Class representative will make this request in writing.

M Scows - Courses turned into reaches too often due to wind shifts and in light air days were stopped prematurely. this was noted at the Seaside regatta.

A Cat. - It was requested that the course be shortened when wind speeds exceeded 21kts.

Sanderlings - Courses were satisfactory - and the class prefers the Olympic course as their primary choice with windward -leeward as a second choice. Also requested that their courses be shortened at the same speeds as the A Cats, 21kts.

Lighting - Cat boats are starting to impinge on other classes and it was requested that they be given a different course from other fleets. It was also felt that the finish line was being set too early.

E Scow - although not represented at the meeting a comment was forwarded that mast head panels be mandated for all regattas.

General comment covering all classes was that consideration of providing a "lunch boat" to provide lunches to the crews at the race site be considered. This would allow a longer race time and perhaps if a race was abandoned it could be restarted.

Classes not represented at the meeting were:

E-Scows

Blue Jays

Sandpipers

Ensigns

Laser radials



## BARNEGAT BAY YACHT RACING ASSOCIATION

BBYRA DELEGATE TO US SAILING: SPRING MEETING, 1997; REPORT:

April 12, 1997

THE SPRING MEETING OF USSA WAS HELD AT THE SOUTH SHORE HARBOUR RESORT, LEAGUE CITY; TEXAS; ON MARCH 21 - 23.

### AWARDS:

VAN ALAN CLARKE TROPHY (SPORTSMANSHIP) DICK BESSE.  
ONE-DESIGN REGATTA AWARD, CHUCK FULLER; 1996 SCYA 67th MIDWINTER REGATTA.  
ONE-DESIGN CLUB AWARD, DON MARSHALL, LIDO 14 FLEET 77.  
ONE-DESIGN LEADERSHIP AWARD, ERIC SCHLOEMER.

### APPOINTMENTS:

WILLIAM C. MARTIN; US SAILING DIRECTOR TO THE US OLYMPIC COMMITTEE.  
KEVIN McLAUGHLIN, NATIONAL BOATING FEDERATION DELEGATE.  
JOHN B. BONDS; BOAT US REPRESENTATIVE.  
JOHN B. BONDS, UNITED SAFE BOATING INSTITUTE DELEGATE.  
JANET BAXTER, NATIONAL SAIL INDUSTRY ASSOCIATION.  
ROGER BROWN, UNITED SAFE BOATING DELEGATE.  
ROGER BROWN, NATIONAL BOATING FEDERATION DELEGATE.

### ROLEX SPONSORSHIP:

LAST YEAR WE WERE NOT CERTAIN OF ROLEX'S INTEREST IN CONTINUING ITS INVOLVEMENT WITH SAILING. ROLEX HAS NOW INDICATED A CONTINUING INTEREST IN NATIONAL-LEVEL SPONSORSHIP OF SAILING, WHERE ROLEX FEELS THAT IT CAN PROVIDE THE MOST BENEFIT FOR THE MOST SAILORS. BILL SANDBERG AT ROLEX, AND OUR MARKETING DIRECTOR LOREN APPEL, HAVE PUT TOGETHER A PROGRAM BY WHICH ROLEX WILL BECOME AN OFFICIAL SPONSOR OF ALL OF OUR ADULT CHAMPIONSHIPS. AT PRESENT, THIS IS ONLY A ONE YEAR AGREEMENT.

USSA MEMBERS HAVE RECEIVED THE NEW 1997-2000 RULE BOOK. APPENDIX "R" HAS BEEN CHANGED. IT WILL BE INCLUDED IN THE NEXT PRINTING. IF YOU WISH THE CORRECTED VERSION, CONTACT THE OFFICE.

CHAMPIONSHIPS: MANUFACTURERS WHO HAVE SO GRACIOUSLY SUPPLIED BOATS FOR OUR CHAMPIONSHIPS IN THE PAST ARE COMING TO THE REALIZATION THAT IN ORDER TO CONTINUE, SOME METHOD OF OFFSETTING SOME OF THE HIGH COST MUST BE ACHIEVED. ONE OF LAST YEAR'S SUPPLIERS HAS SIMPLY STATED THAT IT CANNOT AFFORD TO DO ANNUALLY. SOME SUPPLIERS HAVE ESTABLISHED CHARTER FEES FOR THE USE OF SUPPLIED BOATS. OTHERS HAVE ASKED THAT WE PAY THE COST OF TRANSPORTING THE BOATS. VARIOUS SOLUTIONS HAVE BEEN OFFERED, BUT THE ISSUE CANNOT BE IGNORED WITHOUT ADVERSE CONSEQUENCES TO THESE EVENTS. OUR CHAMPIONSHIPS MUST DETERMINE HOW THEY WILL RESOLVE THESE ISSUES FOR THE FUTURE.

REGATTA VISIBILITY PROGRAM AND BOAT SHOW VISIBILITY: WE PLAN TO CONTINUE THESE PROGRAMS AND TO INCREASE THE NUMBER AND EFFECTIVENESS OF VOLUNTEER RUN BOOTHS. WE ARE INTERESTED IN TALKING WITH ANYONE WHO IS WILLING TO TAKE CHARGE OF RUNNING A BOOTH FOR AN EVENT IN THEIR AREA, AND WILL WORK WITH YOU TO HAVE MATERIALS AND INSTRUCTIONS ON HAND. MOST OF THE ADMINISTRATION IS HANDLED BY STAFF; BUT WE NEED VOLUNTEERS TO TAKE CHARGE AT THE SCENE. CONTACT JANET BAXTER OR ANY STAFF PERSON.

APPEALS COMMITTEE: THE APPEALS COMMITTEE HAS SPENT MANY HOURS OVER THE PAST THREE MONTHS RE-WRITING THE APPEALS BOOK TO CONFORM TO THE NEW RACING RULES. IN THAT EFFORT, THEY HAVE DECIDED TENTATIVELY TO ELIMINATE 37 APPEALS. IN SEVERAL INSTANCES, THE OUTCOME OF A PUBLISHED APPEAL WILL BE DIFFERENT THEN BEFORE (E.G., THE BOAT DISQUALIFIED WILL BE REINSTATED AND ANOTHER BOAT MAY BE DISQUALIFIED). IT IS INTERESTING TO NOTE THAT THIS CIRCUMSTANCE HAS ARISEN IN RELATIVELY FEW APPEALS. THEIR CURRENT BACKLOG IS ZERO.

OFFSHORE: RESOLVED THAT US PRESCRIPTION; PARAGRAPH 4.24(f) BE CHANGED TO DELETE CATEGORY 4 FROM APPLICATION AND THAT THE PRESCRIBED REDUCTION OF THE LUFF BE 10% RATHER THAN 15%. ALSO; ORC SPECIAL REGULATION; PARAGRAPH 4.18a. REMOVE 121.5,243.0 Mhz EPIRB. (THIS HAS THE EFFECT OF ALLOWING ONLY 406Mhz EPIRB FOR CATEGORIES 0,1,2.

JUNIOR CHAMPIONSHIP COMMITTEE: REQUESTED THE BOARD OF DIRECTORS TO UTILIZE THE \$12,000 FROM BOARD OF DIRECTORS ROLEX-NAUTICA FUNDS FOR JUNIOR SAILING CHAMPIONSHIPS TO BE USED AS FOLLOWS: \$3,500 FOR THE CLINIC AND COACHING AT THE FINALS; \$5,000 FOR SAILING ASSOCIATIONS AND AREA CHAMPIONSHIP CLINICS; AND \$2,500 FOR HOST CLUB SUPPORT.

BOARD DESIGNATED FUND: THE BOARD DESIGNATED FUND, WHICH ORIGINATED IN THE SURPLUS PAID TO US SAILING AFTER THE 1984 OLYMPIC GAMES; SHALL BE MANAGED FOR TOTAL INVESTMENT RETURN AND PROTECTION FROM LOSS OF VALUE THROUGH INFLATION. THE EXECUTIVE COMMITTEE SHALL HAVE FULL AUTHORITY AND RESPONSIBILITY TO CARRY OUT THIS POLICY; INCLUDING THE HIRING OF PROFESSIONAL INVESTMENT MANAGERS. THROUGH THE US SAILING BUDGET PROCESS, THE BOARD OF DIRECTORS SHALL TRANSFER TO THE US SAILING OLYMPIC SAILING COMMITTEE OPERATING FUNDS; AN AMOUNT IT CHOOSES. THE FUNDS TRANSFERRED SHALL BE EXPENDED BY US SAILING SOLELY FOR THE SUPPORT OF OLYMPIC AND PRE-OLYMPIC DEVELOPMENT INCLUDING ASSOCIATED DEPARTMENT AND ORGANIZATIONAL OVERHEAD.

RESPECTFULLY SUBMITTED,

*Roger Brown*

ROGER BROWN, P/C



## **SPONSORSHIP AND VALUE-IN-KIND (VIK)**

### **"Protected" Categories**

Sponsorship and in-kind donations in the following categories are limited by US SAILING's agreement with the United States Olympic Committee (USOC), current sponsorship agreements and US SAILING policy. Please do not contact anyone in these categories for sponsorship or in-kind donations.

- Non-alcoholic Beverages
- Film/Batteries/Cameras
- Malt Beverages\*
- Computers
- Copiers/Faxes
- Credit Card
- Banking
- Restaurants
- Telecommunications
- Airline
- Automotive
- Cereal/Yogurt/Fruit Snacks
- Footwear
- Apparel
- Watches
- Foul Weather Gear
- Tobacco

\* US SAILING policy prohibits alcoholic beverages at junior and youth events

### **Product Requests**

VIK product may be available from Coca-Cola, Anheuser-Busch, Kodak and McDonald's. Forms for requesting product are attached. Forms for 1997 events must be completed and submitted to the US SAILING office by April 15, 1997 for consideration.

### **Soliciting Other Sponsors**

Sponsorship and VIK in other categories may be sought by Event Chairs on a local level. And, all such deals must be pre-approved by US SAILING in order to avoid conflicts. Sponsor/supplier agreements which include national exposure or title sponsorship may only be signed by US SAILING.

Firms most likely to support your event are those with headquarters in your event city and those that can promote their products through your event. A form is enclosed outlining the minimum information a sponsor would use to make a decision. Allowing the sponsor to distribute coupons may help them track sales. Following an event, always send your sponsor a thank-you and post-event report including photos and media clippings.

#### **Sponsor Fulfillment**

In cases where a national sponsor has been sold, event coordinators will be sent an agreement describing the sponsor's contribution and fulfillment requirements. Generally, fulfillment will include hanging banners, public address announcements, logo usage and premium distribution.

All events will receive a disposable camera from the US SAILING office for recording sponsor fulfillment and opportunities. Use the camera to document signage, opening and awards ceremonies, social events; competition, clinics; etc. The used camera should be returned to US SAILING along with event results, a participant list and copies of any media exposure the event receives.

Help us help you. The more exposure your events get, the better chance we have of selling a national sponsor.

#### **Logo Usage**

Event coordinators will receive a diskette with US SAILING's logo and any other necessary artwork. The US SAILING logo may be printed in red (PMS 201) and blue (PMS 295) or all black. The logo includes a white border that must not be altered.

Other artwork distributed may include event logos (i.e., Junior Olympics) and sponsor logos.

#### **Other Fundraising**

Cash donations may be accepted as long as: (1) the contributor does not fall under a protected category; and (2) the contributor is only recognized through event programs and public announcements.

#### **US SAILING Contact**

Please direct all sponsorship and VIK correspondence to Loren Barnett Appel, Marketing Director, US SAILING; 15 Maritime Drive, Portsmouth, RI 02871, (401) 683-0800 x615, Fax (401) 683-0840.





## PROMOTING YOUR EVENT

### Publicity Check List

- 3 months prior* Prepare budget  
Mail Notice of Race  
Compile list of local press and make initial contact  
Order merchandise and awards  
Order posters  
Advertise
- 2 months prior* Assemble a press kit including:  
-date, time, place, participants and map  
-bios of previous winners and top competitors  
-how to watch a regatta (Appendix C)  
-general sailing/US SAILING info (Appendix D)  
-history of your event  
Try to schedule personal appearances at community service clubs, schools, etc.
- 1 month prior* Order banners  
Distribute posters  
Write initial press release with pertinent information and contacts  
Distribute press release to newspaper and magazine calendars and radio stations  
Send invitations to local dignitaries
- 2 weeks prior* Write and send second press release with basics plus info on expected competitors  
Create a program for race, include "how to watch regatta" (available from US SAILING)  
Call US SAILING to determine VIK availability  
Receive disposable camera from US SAILING
- 1 week prior* Mail press kits and follow up with call
- 3 days prior* Call press again, urge attendance with camera/photo crew, offer interview time

**Race day**            Appoint one person to assist press  
                          Keep list of all attending press  
                          With supplied camera, document key event happenings,  
                          include all sponsor visibility

**Post Event**            Send thank you's to all attending press  
                          Send photos, results and post-event press release  
                          to all press  
                          Document all publicity received, including  
                          circulation/audience size  
                          Send post-event reports to all sponsors, include  
                          photos and clippings  
                          Send results, participant list, camera and media  
                          documentation to US SAILING

#### **Hints for Dealing with the Press**

Sell human interest  
Follow up, follow up, follow up!  
Learn to be quotable

#### **Newspapers/Magazines**

Get to know a sports writer  
Don't forget the "lifestyles" pages, not all sailing news must  
be sports-oriented  
Write well, if your press release can be used verbatim it has  
a better chance of being used  
Give out your home number, reporters don't keep 9-to-5 hours  
Provide captions with all photos

#### **Radio**

Public service announcements are free, but keep them short  
Try to get guest spot on sports show

#### **Television**

They want action and sound bites  
Give GREAT directions to the event site  
Give 2-3 weeks lead time  
Cater to the crew  
Brief competitors about talking on film



## 1997 PRODUCT REQUEST FORM

Complete and return to US SAILING office by April 15, 1997

Event Name: \_\_\_\_\_

Dates: \_\_\_\_\_

Location: \_\_\_\_\_

Contact Name: \_\_\_\_\_

Contact Phone/Fax: \_\_\_\_\_

Contact Address: \_\_\_\_\_

Expected Participants (including event management): \_\_\_\_\_

Date Needed: \_\_\_\_\_

Ship Product to: \_\_\_\_\_

\_\_\_\_\_

### Product Requested

Coca-Cola: (number and type of beverages; soda, juice, sport drink)

\_\_\_\_\_  
\_\_\_\_\_

Kodak: (number of disposable cameras, flash needed?)

\_\_\_\_\_  
\_\_\_\_\_

Anheuser-Busch: (number to serve, product preference, keg or cans)

\_\_\_\_\_  
\_\_\_\_\_

McDonald's: (number of meals required)

\_\_\_\_\_  
\_\_\_\_\_



## LOCAL SPONSORSHIP REQUEST

Event Name: \_\_\_\_\_

Dates: \_\_\_\_\_

Location: \_\_\_\_\_

Contact Name: \_\_\_\_\_

Contact Phone/Fax: \_\_\_\_\_

Contact Address: \_\_\_\_\_

Expected Participants: \_\_\_\_\_

Event Description: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### Sponsor Benefits

Event Signage: (number and size)  
\_\_\_\_\_

Program Ad: (ad size, placement, distribution)  
\_\_\_\_\_

Promotional Opportunities:  
\_\_\_\_\_

PA Announcement:  
\_\_\_\_\_

Hospitality:  
\_\_\_\_\_

### Proposed Sponsor Payment

Cash: \_\_\_\_\_

Value-in-Kind: \_\_\_\_\_



## ROLEX SPONSORSHIP AGREEMENT

Complete and return to US SAILING office by May 1, 1997

Event Name: \_\_\_\_\_

Dates: \_\_\_\_\_

Location: \_\_\_\_\_

Contact Name: \_\_\_\_\_

Contact Phone/Fax: \_\_\_\_\_

Contact Address: \_\_\_\_\_

Expected Participants: \_\_\_\_\_

In exchange for a grant in the amount of one-thousand dollars (\$1,000); I agree to providing the following fulfillment to Rolex:

- (1) Display Rolex banners and/or burgees at the host club throughout the event, and prominently at opening ceremonies and awards presentations. Banners should be hung by grommets or with double-sided tape, never with duct tape showing. Burgees should be displayed on yardarms, clubhouse flagpoles and/or committee boats.
- (2) Distribute premiums provided by Rolex, as directed.
- (3) Use Rolex-supplied race marks (optional).

Number and size/type desired: \_\_\_\_\_

Ship to: \_\_\_\_\_

- (4) Include Rolex identification on all event collateral (notice of race, sailing instructions, press releases, ads, T-shirts, etc.). Logo provided on disk by US SAILING. All materials must be pre-approved by US SAILING/Rolex.
- (5) Return the following items to US SAILING in order to release sponsorship payment: disposable camera used to record event, event results, participant list and media clippings.

Agreed to: \_\_\_\_\_

Date: \_\_\_\_\_



BARNEGAT BAY YACHT RACING ASSOCIATION

23 November, 1996

REPORT OF THE DELEGATE TO USSA FROM THE BBYRA

THE ANNUAL GENERAL MEETING OF USSA AT NEWPORT BEACH, CA ON October 16-19.

I HAVE GOOD NEWS AND BAD NEWS. THE GOOD NEWS IS THAT THE RESTRUCTURING PLAN WAS DEFEATED 100%. AS DIRECTED BY BBYRA WHEN THE REQUEST FOR A SHOW OF HANDS TO SUPPORT THE MOTION WAS CALLED, I, WITH ALL THE OTHERS, SAT ON OUR HANDS.

THE BAD NEWS IS THAT I UNDERSTAND IYRU HAS DETERMINED THAT WE WILL BE RACING UNDER THE NEW EXPERIMENTAL RULES FOR THE NEXT 1997-2000. MOST OF PART IV WILL BE RE-WRITTEN. RULE 33 IS GONE. MANY OF THE OLD RULES, IF NOT CHANGED, WILL HAVE NEW NUMBERS. THE APPEALS BOOK WILL ALSO BE REVISED TO REFLECT THE NEW RULES AND NUMBERS. THERE WILL BE A SEMINAR AT THE SPRING MEETING ON THE NEW RULES AND, I UNDERSTAND, THE RAJ WILL BE CONDUCTING SEMINARS IN THEIR AREA'S.

THE RACING RULES COMMITTEE SUGGESTED THAT THE RULE "CHANGING THE COURSE AFTER THE START", BE MODIFIED, PREFERABLY BY THE ISAF, OTHERWISE THROUGH A US SAILING PRESCRIPTION. THEY BELIEVE THAT IT WOULD BE BENEFICIAL TO COMPETITORS AND RACE COMMITTEES IF IT WERE POSSIBLE TO CHANGE EITHER THE LENGTH OR DIRECTION OF A LEG OF THE COURSE, OR BOTH. THE CHANGE(S) SHOULD BE COMMUNICATED TO COMPETITORS THROUGH FAMILIAR SIGNALS. A SUGGESTED DRAFT WAS SUBMITTED AS FOLLOWS:

AT ANY ROUNDING MARK THE RACE COMMITTEE MAY SIGNAL A CHANGE IN THE DIRECTION OR LENGTH OF THE NEXT LEG OF THE COURSE BY DISPLAYING FLAG "C" AND THE COMPASS BEARING OF THAT LEG, AND/OR A + or - ( A PLUS INDICATING THAT THE LEG HAS BEEN LENGTHENED AND A - THAT IT HAS BEEN SHORTENED) BEFORE AND BOAT BEGINS IT.

MR. IRISH ANNOUNCED THAT HELEN INGERSON IS THE 1996 RECIPIENT OF THE HERRESHOFF TROPHY. (OUTSTANDING CONTRIBUTION TO THE SPORT OF SAILING)

JOHN BONDS PRESENTED THE ARTHUR B. HANSON RESCUE MEDAL TO MRS. MARGIE BROWN.

PRESIDENT IRISH RECOGNIZED HARRY ANDERSON, THE 1996 RECIPIENT OF THE ISAF BEPPE CROCE AWARD.

AN ADDITIONAL MEMBERSHIP CATEGORY WAS ESTABLISHED WITH DUES OF \$100.00 CALLED SMALL BUSINESS MEMBERSHIP. BUSINESSES OF LESS THAN 50 EMPLOYEES ARE ELIGIBLE. BENEFITS DO NOT INCLUDE THE RIGHT TO PARTICIPATE IN INSURANCE PROGRAMS. BENEFITS INCLUDE A GEOGRAPHIC LISTING IN THE DIRECTORY AND ALL OTHER GOODS AND SERVICES PROVIDED TO INDIVIDUAL MEMBERS.

SUPPORT WAS EXTENDED FOR THE ELEVENTH OLYMPIC MEDAL FOR WOMEN'S MATCH RACING.

THE STAR BOAT HAS BEEN REMOVED FROM OLYMPIC COMPETITION.

A RESOLUTION WAS PRESENTED FROM THE COMMITTEE ON SAILORS WITH SPECIAL NEEDS.

RESOLVED THAT COMMITTEE ON SAILORS WITH SPECIAL NEEDS ASKS THE BOARD TO ENDORSE THE BID OF NEW YORK YACHT CLUB/ SHAKE-A-LEG TO HOST THE 1998 WORLD DISABLED CHAMPIONSHIP AND THE BOARD OF US SAILING ENDORSE THIS PROPOSAL AND INSTRUCT THE ISAF DELEGATES TO PRESENT THIS AS THE US POSITION AT THE ISAF AND IFDS MEETINGS.

RESOLVED THAT THE BOARD OF US SAILING ASK THE ST. PETERSBURG YACHT CLUB TO HOST THE US TRIALS, TO BE HELD IN 1997, TO SELECT THE US ENTRIES TO THE 1998 WORLD DISABLED CHAMPIONSHIP AND THAT, IF, FEASIBLE, THIS EVENT BE COMBINED WITH A PROPOSED

- 1997 WESTERN HEMISPHERE DISABLED CHAMPIONSHIP.
- THE DATES FOR THE U.S. JUNIOR WOMEN'S CHAMPIONSHIP (NANCY LEITER CLAGETT CHAMPIONSHIP) ARE IDA LEWIS, EDGEWATER YACHT CLUB, CLEVELAND, JUNE 28-JULY 3, 1997. A RESOLUTION WAS PRESENTED TO HAVE THE IDA LEWIS AND LEITER AS QUALIFIERS FOR THE YOUTH WORLDS.

SAFETY AT SEA - A NUMBER OF ON-GOING PROJECTS WERE DISCUSSED - HIGHLIGHTS ARE THAT FOLLOWING EXTENSIVE TESTING AND ANALYSIS THE COMBINATION OF THE QUICK STOP AND THE LIFESLING ARE THE BEST COMBINATION OF MAN OVERBOARD RECOVERY. A NUMBER OF PUBLICATIONS AND INFORMATIONAL MATERIALS ARE IN THE PROCESS OF DRAFTING AND REVISION INCLUDING A CHECKLIST OF SAFETY ITEMS FOR CRUISERS. NEW BUSINESS INCLUDES LIFELINE TESTING, SAFETY ISSUES WITH SPLIT PULPITS; WEARING FLOTATION DEVICES WHILE RACING AND THE SAFETY ADVANTAGES OF USING CARBON SPARS ON CRUISING BOATS.

US SAILING HAS EVALUATED SEVERAL SCORING PROGRAMS. SOME OF THE PROGRAMS ARE:  
WINDSOR YACHT CLUB "COMPUTER PRODUCTION OF YACHT RACING RESUNTS AND SCORING".  
RACE LOG FOR SAILBOAT RACING  
QUICK SCORE 96  
ONE DESIGN, LOW POINT SCORING  
SAILUSSA-PORTSMOUTH RACE SCORING PROGRAM  
SAILRACE  
YACHT RACE SCORING SYSTEMS-ONE DESIGN REGATTA  
YACHT RACE SCORING SYSTEMS-10 RACE HANDICAP.  
IF INTERESTED CONTACT: US SAILING ASSOCIATION, ATTN. RACE SCORING PROGRAMS  
EVALUATION, P.O.BOX 1260, 15 MARITIME DRIVE, PORTSMOUT, RI 02871-6051.

ATTACHMENTS:

1. DRAFT FOR DUES STRUCTURE.
2. 2000 OLYMPIC REGATTA HIGH PERFORMANCE DINGHY EVALUATION.
3. KEELBOAT CERTIFICATION PROGRAM REPORT.
4. GOVERNMENT RELATIONS REPORT.
5. THE OLYMPIC PATH PROGRAM.

Submitted:  
Roger Brown  
23 Nov. 1996

Although this issue of focus needs to be discussed, plans for the 1998 Women's Open are well underway. Preliminary details are as follows:

Host: Richmond Yacht Club, Richmond, CA

Date: June 19-21, 1998

Boats: JY 15, Byte or Laser Radial, Sailboards?

Chair: Judy Yamagucci 510-528-8352

Questions for discussion on this championship are as follows:

1. Tentative dates conflict with Youth Champs as in 1997 - how many junior women will this realistically effect and is it a large enough group to try and change dates, if possible
2. Should sailboards be reinstated into the championship? What type of boards are suggested? How should the boardsailing portion be advertised?
3. Opinions on using the Byte vs Laser Radial?

In 1999, Seawanhaka Yacht Club in New York has agreed to host the Open. What type of boats should be pursued for use in this championship? This should go along with what the focus of the event is decided to be.

Respectfully Submitted,

*[Handwritten signature]*

Nancy Haberland

*encourage Bytes if we can find the fleet, use Laser Radials*

*- Laser Radial - Marriage*



## WOMEN'S OPEN CHAMPIONSHIP REPORT

In early January 1997, Nancy Haberland, chair of the US Women's Open Championship, along with several committee members, made the decision to "cancel" the Women's Open event for the 1997 year. This decision was made after a cancellation by the 1997 host in early October 1996 and the difficulty in finding another site. Additionally, all felt that the focus of the Women's Open needed to be redefined.

With its induction, the Women's Open was traditionally used as a qualifier for the Women's World Championships. With the elimination of that regatta in 1990 and the introduction of women's singlehanded, doublehanded and boardsailing as Olympic classes, the focus of the event was shifted to the training of Olympic hopefuls. By 1993, with Olympic class participation and regatta schedules set, the concept of the Open was again changed to make it a championship which was more appealing to a wide range of sailors. This included junior women, training for the Leiter Cup, and the ever growing population of keelboat competitors. Small keelboats and Laser Radials were used as vehicles to capture this audience with a marked jump in participation seen. However, sailboarding was dropped from the event due to lack of participation. In the mid 90's, the championship was held in smaller dinghies, because of the difficulty in finding an identical fleet of supplied keelboats and Radials. The attendance started to decline nationally. It was becoming more and more of a local event. To help sort out the purpose of the Open, it was felt that a year off from the championship could only strengthen future participation numbers.

However, in mid-February 1997, I received a phone call from Lee Parks at US SAILING. She informed me that a host had just been found for the 1997 Open. Through an aggressive championship organizer, Larry Ehrhardt, the event is developing quickly and solidly. A web site has been developed. The address for it is listed below. Although the doublehanded boat is not 100% sure, the facts of the regatta are as follows:

Host: American Yacht Club, Rye, NY

Date: June 18-21

June 18 Registration, Informal Practice

June 19 Late Registration, mid-day races start

June 20 Racing Continues

June 21 Racing Continues, awards to follow last race

Boats: Ideal 18 (available for charter @ \$200)

Laser Radial (charter at \$160 or byob)

More Info: Sheila Cameron at 212-749-2802 ext 531

Meg Bruno at 914-967-9387

Web Site: <http://www.yranet.com/AYCrace>

Due to the late organization of the event, please spread the word of it throughout your local regions.

SAFETY AT SEA COMMITTEE  
Spring Meeting, 3/21/97  
SALIENT ISSUES

REEF POINTS IN SAILS: At the Fall 1995 meeting, the SASC voted unanimously to require that offshore mainsails be manufactured with a capability for reefing to reduce the hoist of the sail by 15%, to take effect from 30Jun96 as a US Prescription to the ORC Regulations. The Offshore Committee also voted unanimously to approve this new Prescription, which was then also sanctioned by the Board. When the US-version of the Regulations were not ready prior to the spring 1996 meeting, implementation of the prescription was delayed until 1 January 1997, to allow the constituency a chance to comprehend the rule and to appeal to a regular meeting of US SAILING before its implementation. The constituency was informed through AMERICAN SAILOR and press releases of the 1995 meeting and its decisions, and then through publication of the 1996-7 edition of "Recommendations for Offshore Sailing," our version of the ORC Regulations. With no input received from any member or any industry spokesman, the prescription became effective as scheduled. However, since that time, numerous objections have been voiced by the sailmaking community, who contend that most offshore sail customers do not want reefing capability in their new sails. The SASC will reconsider the Prescription at this meeting, and will submit their finding to the Offshore Committee.

LIFELINES AND PULPITS: The regulations are quite clear on the requirements for lifelines and pulpits. However, designers of one-design boats have deviated from these requirements in order to enhance performance. The owners of these boats then wish to race in events which employ the US-version of the ORC regulations, and find their boats are not in compliance. Naturally, they would like the rules waived; the organizer wishes to keep as many competitors as possible; the SASC believes that the regulations should be enforced. To this end, we have provided race organizers with specific guidance for inspection to ensure compliance. This is somewhat controversial and the SASC will reconsider its stand at this meeting.

WEARING OF FLOTATION WHILE RACING: With the advent of adequate inflatable gear, it is now possible to require that flotation be worn while racing. The SASC, at this meeting, will consider several avenues of approach. Currently, among the committee, the solution of the Irish ocean racing club appears to be most suitable--requiring the wearing of "adequate flotation" while crossing the starting and finishing lines. This leaves to the competitors the essential decision as to wearing the gear, but forces the crew to at least identify and don appropriate gear twice in the race.

Other matters: Structural integrity problems; Recommendations for Cruisers, Seminar attendance for Cruising instructors, EPIRB and drogue requirements, revenue from inflatable sales.

Safety at Sea Committee  
Minutes  
3/22/97  
League City, TX

Sarah Alger reported on Small Boat Safety Seminar activities.

Action Items:

The question of the regulation regarding mainsail reefing was reconsidered and after lively discussion among the committee and observers the following action was taken: The committee recommends removal of Category 4 from the US Prescription, paragraph 4:24(f) in "Recommendations for Offshore Sailing:" A typographical error should also be corrected in paragraph 4.24(e); removing the secondary application line containing "0 1 2 3 4." Thus this paragraph will apply to Categories 3 and 4 only.

Further, the US Prescription in paragraph 4.24(f) should be changed to reflect reduction of the luff by at least 10%. This is a technical correction resulting from professional advice; and will produce a reduction in area of about 20%; with no interference with the lower batten.

The SASC recommends the following submissions to ORC for the 1998-99 Regulations:

In paragraph 4.18a, remove the following words from the first sentence: "121.5;243 or:" This has the effect of requiring the carriage of only a 406MHz beacon. Rationale: USCG advises that a high false alarm rate results in a long delay in SAR efforts for the other equipments.

Add a requirement in Categories 0 and 1; the carriage of a drogue or sea anchor: The Committee will develop a technical standard to be submitted with the submission in late summer.

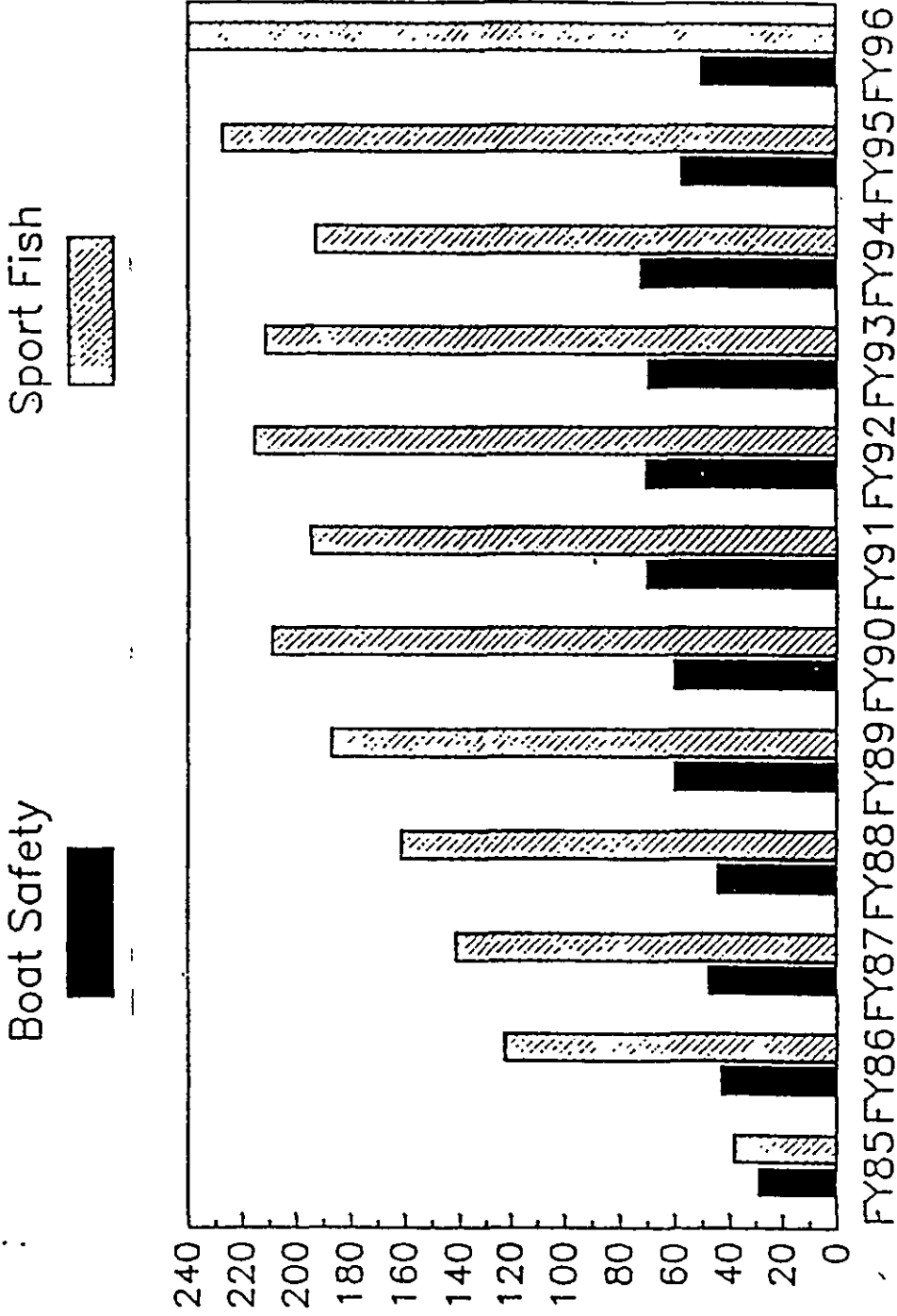
Information Items: The committee considered a wide range of subjects and issues. The Tonga Storm video and data book were introduced, a communication regarding radar reflector was distributed for study, the status of inflatable PFD approval was discussed, lifeline research was outlined; as was EEC construction standards development.

An additional SASC advisory to race organizers will be produced and mailed quickly; covering the illegality of split pulpits and other matters. The research director will be advised of the committee's concern at loss of keels; and the lack of technical standards for designers and builders. The staff will be advised that sales of Stormy Seas inflatable equipment falls under the Board guidance regarding crediting SASC accounts for profits accruing from inflatable safety equipment:

  
A. B. Bonds

# Wallop-Breaux Appropriations

(\$ in Millions)



\* Sport Fish excludes Wetlands Restoration funds and amounts transferred for Boat Safety.  
 Boat Safety includes transfer from Sport Fish of \$5M/FY93, \$7.5M/FY94&95, and \$10M/FY96.

\*\* FY94 reflects \$17.4M adjustment to Sport Fish in FY93 for overpayment of import duties.

Budget Committee

The following motion is proposed for Board approval:

That the 1998 Fiscal Budget meet the following standards:

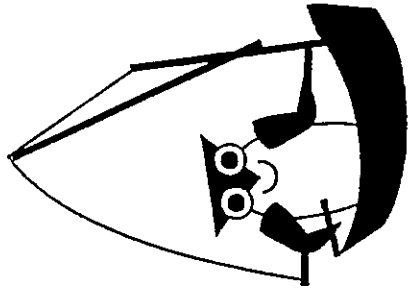
1. A net budgeted excess of revenue over expense of \$178,000 (which is 4.8% of 1997 expenses).
2. Targets for each department which are expressed as a percentage of expense in the table shown below.
3. If the approved capital budget exceeds the margin in number one above, then that margin will be increased to equal the capital budget.

1998 Table of Targets

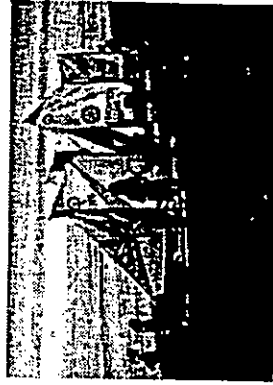
	1997 Approved Budget			Fiscal 1998			
	Income	Expense	Net	committee request		Recommendation	
				%	contribution	%	contribution
Services to Members	77,125	678,476	(601,351)	10.0%	\$ (610,628)	10.3%	\$ (608,593)
Membership	1,667,023	792,116	874,907	210.0%	\$ 871,328	212.0%	\$ 887,170
Communications	18,710	200,454	(181,744)	10.0%	\$ (180,409)	10.3%	\$ (179,807)
General Merchandise	511,628	514,669	(3,041)	106.0%	\$ 30,880	110.3%	\$ 53,011
Olympic Path	120,000	113,000	7,000	107.0%	\$ 7,910	110.3%	\$ 11,639
Offshore	407,283	364,712	42,571	110.0%	\$ 36,471	114.3%	\$ 52,154
Inshore	64,700	99,085	(34,385)	65.3%	\$ (34,382)	67.0%	\$ (32,698)
Championships	103,464	140,325	(36,861)	73.7%	\$ (36,905)	80.3%	\$ (27,644)
Community Sailing	23,610	48,190	(24,580)	61.0%	\$ (18,794)	61.0%	\$ (18,780)
Commercial Sailing	12,510	10,700	1,810	117.0%	\$ 1,819	117.3%	\$ 1,851
Training General	342,055	306,135	35,920	112.0%	\$ 36,736	115.3%	\$ 46,839
Training Keelboat	313,850	359,284	(45,434)	100.0%	\$ -	110.3%	\$ 37,006
Race Administration	71,816	94,359	(22,543)	52.0%	\$ (45,292)	53.3%	\$ (44,066)
<b>TOTALS</b>	<b>3,733,774</b>	<b>3,721,505</b>	<b>12,269</b>		<b>\$ 58,733</b>		<b>\$ 178,082</b>
						1.6%	4.8%

NOTE: Olympic Sailing Committee budget is not included.

NOTE: all dollars are based on 1997 approved budget



# WaterWise



Photos courtesy of Richard Chidwell

## What is *WaterWise*?

*WaterWise* introduces children between the ages of 10 and 12 to water safety and recreation. It originated in New Zealand.

The *WaterWise* curriculum encourages confidence in and on the water. A sailing dinghy is capsized in a pool and children learn to dive in, under and around it. They learn to sail, paddle canoes, row boats and run outboards. Programs often include first aid, CPR, nutrition, fitness, fishing and appreciating the local ecology.

The benefits of *WaterWise* are enormous. Children develop water safety skills at a critical age. They learn about sailing and other water recreation. This comprehensive course reaches children from families new to water activities.

## Why is US SAILING leading this initiative?

US SAILING recognizes that *WaterWise* will assist in developing the next generation of sailors and members of US SAILING.

US SAILING's reputation for quality of training and instructor certification system makes it the natural leader for this initiative.

Funding to develop *WaterWise* will come from private contributions. A grant for funding curriculum development has been submitted to the US Coast Guard.

## Where is *WaterWise* beginning?

*WaterWise* has begun in Oklahoma City, OK with an afterschool program. Savannah and Atlanta, GA, Newport, RI and eight additional

cities want programs this year. More than 20 organizations have expressed interest.

## What can you do?

You can look for opportunities for *WaterWise* in your area.

Contact your congressional representatives and urge them to support US SAILING's grant request to the US Coast Guard for *WaterWise*.

You can make a contribution through the US SAILING Foundation for developing *WaterWise*.

Please contact Gus Miller for more information.  
600 Bristol Ferry Road • Portsmouth, RI 02871  
Phone/Fax 401.683.4532  
WaterWise@compuserve.com

## WaterWise Draft Budget

March through September 1997  
for WaterWise Pilot Development

US Sailing Foundation will accept contributions for WaterWise, pending reaffirmation of the Pilot Development by the US SAILING Board of Directors and approval of the Draft Budget for March through September 1997.

Project Director	\$36,000
Consultants (Curriculum, Business Issues, Marketing)	12,000
Phone/E-Mail	3,500
Books	500
Marketing Material	3,500
Travel to Pilot Program Sites	2,500
Miscellaneous/Contingency	<u>6,000</u>
<b>TOTAL</b>	<b>\$64,000</b>

TO: US SAILING Board of Directors

FROM: Barbara Farquhar, Chair, Judges Committee

SUBJECT: Standards and Plans

DATE: March 17, 1997

Three years ago, the Executive Committee of US SAILING directed the Judges Committee to find ways to improve the quality of judging, to review the criteria for certifying and recertifying US SAILING Judges and Umpires, and to consider training and testing.

To respond to the mandate, the Judges Committee

- examined a number of incidents where US SAILING Judges experienced difficulties;
- reviewed qualifications for US SAILING Judges and the application/approval process;
- investigated local and regional programs designed to prepare people to hear protests;
- concluded that standards for certification and availability of training programs vary;
- developed explicit standards (criteria for certification) for US SAILING Judges and sent a draft to all US SAILING Judges a year ago for comments and suggestions;
- updated the Standards for US SAILING Judges to incorporate suggestions; and
- agreed that if the new rules were adopted, the Judges Committee would expect those who wished to become or remain US SAILING Judges to take a regional seminar and pass a written (open rule book) test within a year or so of April 1, 1997 (the date the new rules go into effect worldwide).

The Judges Committee asks the Board of Directors to review and approve the Standards for US SAILING Judges and Umpires and our plans described in this memorandum.

Our next projects will be to develop a US SAILING Judging Seminar and multiple versions of a test that can be given regionally. We have volunteer resources to develop the seminar and test, and we plan to involve the Regional Administrative Judges in administering them. The new Judges Manual will include the seminar outline and visual aids. We expect these projects will be carried out by volunteers. Those taking the seminar and test will pay the nominal costs associated with providing them. We anticipate these activities will have only a minor impact on the US SAILING staff and the US SAILING budget.



## Standards for US SAILING Judges

A US SAILING Judge is qualified to judge any local or regional event in the US.

A US SAILING Senior Judge is qualified to judge a regatta of any size anywhere in the US.

*Note: Additional requirements for US SAILING Senior Judges are shown in italics.*

### Organizational

Be a member in good standing of US SAILING.

### Experience

1. Be, or have been, an active racing sailor for at least three complete racing seasons in a position requiring on-the-water application of the racing rules;
2. be an active sailor (not necessarily an active racer);
3. be, or have been, actively involved in race management in multiple on-the-water positions; and
4. be an active member of protest committees:
  - In the last four years,
  - 4.1 served on protest committees for at least three years and chaired at least three hearings at a regatta of significant importance to the region; A
  - 4.2 served on juries in at least three events in the US at the interclub, regional or national level; B [In]
  - 4.3 *served on juries separate from and independent of the race committee or on international juries for at least three events of significant importance (usually national or international events);*
  - 4.4 *served capably as Chief Judge for at least three different events;*
  - 4.5 attended a regional or national US SAILING Judging Seminar; and
  - 4.6 passed the written (open book) US SAILING Judging Exam.
  - 4.7 *Consideration for Appeals Committee work.*

### Technical Attributes

1. Have thorough knowledge and understanding of the current RRS, US SAILING Appeals Decisions and ISAF Cases and be able to use them appropriately;
2. interpret the RRS and other rules as they are written, not as you think they should be written or as it was intended that they be written;
3. be able to review a Notice of Race and Sailing Instructions so as to make constructive suggestions about them to a race committee and organizing authority;
4. observe racing on the water and record critical events accurately; and
5. hear protests according to RRS Part 5 and Appendix P.

### Physical Attributes

1. Be at least 21 years old;
2. be able to see and hear well enough to perform the job;
3. be capable of going on the water in small boats for extended periods in a variety of weather conditions;
4. be able to operate small motor boats safely in proximity of racing sailboats; and
5. have the stamina to work on the water during the day and then hear protests in the evening.

### **Personal Attributes**

1. Be viewed by sailors and other judges as a person with judicial temperament (be honest, fair, act with integrity, respect the rights of others);
2. view hearing protests as a service by sailors for sailors (not an exercise of power and control);
3. be able to have a rational discussion with someone with whom you disagree;
4. be considerate of other people (be aware of the needs of others and respectful of them);
5. take good care of other people's property (boats, equipment, housing);
6. accept the assignment of tasks willingly and cheerfully (don't whine);
7. not expect special privileges (duties, housing, meals, arrival and departure dates);
8. understand that protest committee work comes before social obligations and before taking care of a partner who has attended the event as a guest;
9. abstain from use of alcohol until protest committee duties are complete;
10. refrain from use of medications which might impair judgment or alertness;
11. honor commitments;
12. be viewed by other protest committee members as contributing, cooperative, thoughtful (not as manipulative, divisive, elitist or insistent on getting one's own way);
13. maintain the confidentiality of the deliberations of the jury;
14. act as a strong and effective leader (not either a dictator or weak manager);
15. act with reason and thoroughness when solving problems;
16. document actions; take responsibility for follow through;
17. seek advice from more experienced people when that is appropriate;
18. work cooperatively with the race committee and organizing authority;
19. respond constructively to sailors and others under stress;
20. admit mistakes graciously and in a timely manner;
21. be able to act completely free of favor or discrimination towards any sailors; and
22. be a good role model and mentor for those interested in becoming judges.

### **Equipment**

1. Mandatory: own current RRS, US SAILING Appeals Decisions and ISAF Cases.
2. Optional: model boats, VHF radio with extra battery and charger, tape recorder, binoculars, hand-bearing compass, whistle, template for drawing boats, PFD, sun protection and appropriate clothing to keep warm and dry.

### **Desirable Optional Certifications**

CPR, First Aid, Senior Life Saving or Water Safety Instructor

### **References**

Be highly recommended by three US SAILING members who have served with the candidate on a protest committee or jury and are either experienced protest committee members or US SAILING Judges, at least one of whom shall be a US SAILING Senior Judge or a Canadian "Gold" Judge.

### **Commitment**

Be willing to serve actively for a four-year term.

## Standards for US SAILING Umpires

1. Be a US SAILING Judge or Senior Judge;
2. attended a current US SAILING or ISAF umpiring seminar;
3. passed a US SAILING or ISAF umpire examination;
4. be recommended by at least three US SAILING Umpires or ISAF International Umpires; and
5. have worked a minimum of six days on the water with a US SAILING Umpire or an ISAF International Umpire.



#### 1997 Pilot Events

June 14-15

Midwest Junior Olympics, Chicago YC, IL  
Classes: Laser, Club 420, Optimist  
Estimated Attendance: 100 boats, 125 sailors

July 18

Rochester Junior Olympic Festival,  
Rochester YC, NY  
Estimated Attendance: 300 new sailors

July 19-26

Texas Youth Race Week, Houston, Texas  
Corinthian & Lakewood YC's, TX  
Classes: Laser Radial, Optimist  
Estimated Attendance: 120 sailors

July 20-23

Narragansett Bay YA Race Week, Bristol YC, RI  
Classes: Laser, Sunfish singles & doubles, JY15  
Estimated Attendance: 250-300 sailors

July 21-23

Larchmont Junior Race Week, Larchmont YC, NY  
Classes: Laser, Blue Jays, Laser Radials  
Estimated Attendance: 300 sailors

July 24-27

SCYYRA Junior Olympic Regatta,  
Navy YC on Coronado, San Diego, CA  
(SCYYRA=Southern California Youth Yacht  
Racing Association)  
Classes: Laser, Laser 2, C420, CFJ  
Estimated Attendance: 150 sailors

*Except for the Midwest Junior Olympics which will qualify sailors for the 1997 National Junior Olympic Sailing Championship, each of the regional competitions will qualify one singlehanded and one doublehanded team for the 1998 National Junior Olympic Sailing Championship.*

June 20-26

National Junior Olympic Sailing Championship -  
North Cape YC, LaSalle, MI  
Classes: Laser, Laser 2, Mistral  
Attendance: 60 Lasers, 35 Laser 2's, 20 boards -  
150 sailors

#### Overview

The US SAILING Junior Olympic Program evolved over the past year with substantial input from volunteers and staff. It is designed to enhance the current US SAILING championships structure for young sailors, and to provide a head start into our Olympic development. It achieves this through activities and strategies that will promote lifelong interest in and increased financial support for the total US Sailing program.

#### Goals

- engage young sailors in the excitement of sailing
- encourage young sailors to enjoy racing
- increase the number of youth participating in sailing at the local, regional and national levels through junior sailing festivals, a Junior Olympics competition, and comprehensive communication with participants
- improve the skills of young sailors through enhanced training
- define a path for achievement and recognition from an early age to adulthood

#### Why the Junior Olympics?

The Junior Olympics is the largest grass-roots youth development program in the United States. Junior Olympics programs involve more than 3,500,000 participants annually. Two-thirds of the National Governing Bodies for Olympic sports have Junior Olympics programs.

The United States Olympic Committee (USOC) supports the Junior Olympics movement because it believes that the Junior Olympics:

- respond to America's culture and needs by providing additional recreational opportunities
- provide positive goals and alternatives for youth, which have tremendous public approval
- present positive associations in the minds of the American public of all ages, thereby drawing children and their parents and appealing to commercial sponsors

#### Will a Junior Olympics Program Increase Participation in Sailing?

Indicators from other sports are that it will have a substantial impact on the participation of youth in sailing. The largest Junior Olympics program is Softball, which has more than 1,000,000 members.

More comparable to Sailing is Volleyball, which started a Junior Olympics program in 1977. By 1984, seven years later, volleyball had grown to 28,000 members of which 4,000 were juniors (slightly smaller than US SAILING's current membership). Today, in 1996, Volleyball has 120,000 members of which 70,000 are juniors.

#### How do we're starting our Junior Olympics Program?

Our plan is to start small, evaluate our success, and then plan controlled growth. We have:

- Selected five regional competitions and one festival to act as pilot events for 1997.
- Obtained sanctioning for the use of "Junior Olympics" from USOC for our 1997 program.
- Started working on a Junior Olympic Sailing Manual to assist local organizers with planning.
- Developed a membership verification plan.
- Started developing a Junior Olympic merchandise program which will include t-shirts, water bottles, hats and duffle bags.
- Started to work with local organizers on event details.
- Developed a promotion plan which includes a national poster.
- Met with USOC to learn about marketing and merchandising of JO programs.

#### 1998 and beyond:

Evaluate our 1997 program at the NJSS'97 in Newport, RI and propose a 1998 program at the '97 AGM.

Expand the regional competitions and festivals so that each US SAILING Area has at least one Junior Olympic event by 1999. With each of the 10 Areas covered, the regional event will become open qualifiers for the National Junior Olympic Sailing Championship.



FOR YOUR IMMEDIATE ATTENTION!

March 1, 1997

These are the changes to the *Join The Race Committee Team!* book that reflect *The Racing Rules of Sailing 1997-2000* effective April 1, 1997. It is recommended that the reader take a few minutes to transfer the information from this sheet to the actual pages involved. To abbreviate *The Racing Rules of Sailing* use "RRS".

- Page 14      **To Learn More**  
See *The Racing Rules of Sailing*: Part 3 Starting Systems, rule 26; Starting/Recalls, rule 29; Starting Penalties, rule 30.
- Page 18      **To Learn More**  
See *The Racing Rules of Sailing*: Definitions; Race Signals; Part 1 Fundamental Rules; Part 3 Conduct of Races; Part 4 Personal Bouyancy, rule 40; Part 5 Protests; Part 6 Entry and Qualification; Part 7 Race Organization; Appendix A Scoring, and the Sailing Instruction Guide.
- Page 19      **To Learn More**  
See *The Racing Rules of Sailing*: Appendix A Scoring.
- Page 20      **To Learn More**  
See *The Racing Rules of Sailing*: Part 3 Conduct of a Race, and Race Signals.
- Page 23      **To Learn More**  
See *The Racing Rules of Sailing*: Race Signals.
- Page 25      **To Learn More**  
See *The Racing Rules of Sailing*: Part 3 Conduct of a Race.
- Page 27      **To Learn More**  
See *The Racing Rules of Sailing*: Part 3 Conduct of a Race.
- Page 31      **The IYRU Racing Rules Book**  
*The Racing Rules of Sailing*  
Basic rule knowledge is helpful for race management personnel, but not required. There are sections of the rule book, however, that apply directly to race management. Some of these are:  
    Definitions  
    Race Signals  
    Part 1, Fundamental Rules  
    Part 3, Conduct of a Race  
    Part 4, Other Requirements When Racing  
    Part 6, Entry and Qualification  
    Part 7, Race Organization  
    Appendix A, Scoring  
    Appendix G, Advertising  
    Sailing Instruction Guide
- Page 32      **Glossary**  
  
    **Bonus-Points Scoring System** - See Appendix A of *The Racing Rules of Sailing*.  
  
    **Fundamental Rules** - The five most basic racing rules: found in Part 1 of *The Racing Rules of Sailing*.  
  
    **IYRU** - Change to ISAF (International Sailing Federation) - The international governing body for the sport of sailing.  
  
    **Low-point scoring system** - The most commonly used scoring system; see Appendix A of *The Racing Rules of Sailing*.  
  
    **OCS** - On the course side of the starting line and failed to comply with rule 29.1 or rule 30.1.  
  
    **PMS** - Delete  
  
    **RDG** - Redress given.  
  
    **Scoring Penalty (Formerly Percentage Penalty)** - An alternative penalty to disqualification. See rule 44, Penalties for Breaking Rules of Part 2 of *The Racing Rules of Sailing*.  
  
    **YMP (Yacht Materially Prejudiced)** - The score of a yacht that, after a protest hearing, is given redress under rule 60 of *The Racing Rules of Sailing*.  
  
    **ZPG** - Z flag penalty given.  
  
    \*Official definition is found in the Definitions of *The Racing Rules of Sailing*.