

Minutes of Regatta Committee Meeting

March 25, 1995 - Toms River Yacht Club

Meeting called to order by Commodore Wedam at 1335, Then the meeting was turned over to Vice Commodore McNeil. Role call indicated that all clubs were represented except Manasquan River, Ocean Gate, and Shore Acres. The proposed agenda was approved and the minutes of the last meeting were approved with two corrections.

Correspondence: Letter from Jan O'Mally to change the date of the laser II no race day to Aug. 5, and two race July 15. - Information to be included in the schedule. Letters to Don McNeil to request a start for the Vanguard 15 on July 15 and Aug. 19 in the afternoon. Request from the Snipe class to have a start July 22 at Shore Acres in the afternoon.

Committee Reports:

- **Regatta Committee** McNeil: Request from the Vanguard 15, Snipe, Blue Jay, Sandpiper all have been handled by the committee and passed to the sailing instructions committee for inclusion in the schedule.
- **Class Liaison Committee** - Waite: Reported on the Nov. 19 meeting including safety concerns of the sailors regarding weather and inspections. Use the method of shorten course more readily and affectedly this summer. Separate meeting notes available.
- **Protest Committee** - Loughran: Reminder that the chairman of the protest committee will form a suitable committee from the members of the regatta committee. Dave and Hank will continue as Co-chair of the committee. When a club volunteers people to assist on the protest committee, volunteer as good quality people as possible.
- **US Sailing National Cup Events** - Applegate: Our elimination's for our sailing association are July 11 at seaside park. (rain date July 12). Registration forms to be available at the delegates meeting. Full report on file.
- **Scoring** - Applegate for Harold Lewry: Harold has been unavailable but expects to be available for scoring this summer. The computer has had a failure from a dead battery, all memory was saved and memory was increased by 4 Megabytes. The computer will need replacement in two - three years. Greg Kapp was repair consultant, he will be available if we have problems this summer.
- **Sailing Instructions** - Carson: **Measurer** - No problems to report. **Class eligibility** - all current classes have met requirements for inclusion in the 1995 schedule. the sandpiper class has met requirements for inclusion as a regular class in the 95 season. The vanguard 15 class recognizes that they are not ready for full participation in the BBYRA, they have requested two special races in the afternoon of July 15 and Aug. 19. This request was granted. Sailing Instructions - long report but no real changes. No course changes. the sailing instruction changes were those implemented mid season last year to clarify the finish line and a change in the shorten course paragraph to clarify and provide for shorting course on a selective basis. Motion made, seconded and approved to accept this change. Review of the time limit - feeling that the limit is adequate and careful course selection and progress monitoring should handle any problems. Request from the A-cats to increase the time between the A-cat and Sanderling fleet - The committee did not feel this would have much effect on the problem of other boats in the starting area. We will remind the sailors to stay clear of the starting area during the A-cat start. Recommendation to swap the start sequence for the Sandpiper and the Blue Jay fleets, Motion Made, seconded and approved. Two classes that that responded to an upper limit for wind chose 20 knots the remaining classes chose 25 knots as the upper limit to sail. Repeat the recommendation that member clubs, where possible, appoint representatives with race management experience to the regatta committee and that the BBYRA initiate Race Management seminars and/or training sessions for representatives.
- **Junior Sailing** - Dunn: Handed out copies of the proposed schedule for the summer, copy on file. Next meeting is planned for APR 30. A seminar for how to sail on the bay for Jr. and others, planned for Friday June 16 in the evening 1900 at Metedeconk.. Committee selected to teach the various topics. Jersey shore youth team fund raiser at Bay Head July 2 with Gary Jobson and Billy Campbell to speak - tickets \$10.
- **Training** - Waite: Discussion of a general race management seminar to be hosted by the BBYRA, question of how to hold it - make it an agenda item for the delegates meeting. Discussion of can we require attendance at a seminar - require some form of certification for race officers - no resolution.

- **Public Relations, US Sailing, Insurance, CG Permits** - Berson for Roger Brown Full report on file. US Sailing strongly recommends that race organizers use the “Experimental Right-of-way Rules and definitions” to gain experience with them. There is a new “Club Judge” program to train and recognize local judges similar to the club race officer program. Insurance policies are in order and CG permits requested, Up bay has been approved and down bay is pending.
- **Commodores Ball** - Egee: The new local district of the Blue Gavel will support the BBYRA by providing the operation and guidelines for the Commodores Ball to see that it continues to be a fund raiser for the bay. They will raffle a Laser with chances sold by the clubs and the boat presented at the awards ceremony.
- **Appeals** - Brown no pending appeals
- **Membership** - Wedam: Reminder to return all membership change sheets to Werner Wedam. Toms River is the first to respond.
 - **Finance** - Attridge - No Report.

Old Business

- Host club instructions handed out for review and final comments - return all information to Werner.
 - Work is continuing on assembling the calendar for the book.

New Business

- Proposal to change the name of the BBYRA book to call it the “Year Book”, motion made, seconded and approved. Patty Applegate is continuing to gather information for the book.
 - Discussion of soliciting advertising and/or having an advertising service handle the book in the future. Last Year the bay had a net cost of \$1300. A professional service would normally charge 5% to 25% for the service - The committee felt that we would like to limit the types of advertisers and keep the membership list private.

Bill Studdiford proposed a memorial trophy in memory of Ted LaPeir - to be named the Ray Theodore LaPeir Trophy to be presented to that representative of BBYRA and a member club for furthering sailing on the bay. Winner to be selected by the Regatta Committee. Motion to accept from Ted LaPiers Family made/seconded/approved

Adjourn meeting adjourned at 15:21

REPORT OF THE BBYRA MEASURER for
REGATTA COMMITTEE MEETING, March 25, 1995

No problems have been brought to the attention of the Measurer. The Measurer continues to maintain a current file of class specifications & rules.

REPORT OF THE CLASS ELIGIBILITY COMMITTEE for
REGATTA COMMITTEE MEETING, March 25, 1995

The Class Eligibility Committee has reviewed the performance of classes participating in the 1994 regattas of the BBYRA. All current classes have met the requirements for inclusion in the 1995 schedule.

The Sandpiper which was included in the 1994 schedule as a provisional class met our expectations qualifying seven boats entered from three Clubs. We recommend they be included as a regular class for 1995.

Over the winter we've had correspondence and conversations with a group proposing inclusion of the Vanguard 15 Class in our regattas. Although there is currently insufficient interest to include this class in our schedule, they have asked to be included in the afternoon "special races" spot on two days, July 15 (Toms River) and August 19 (Beachwood). We recommend this request be granted.

REPORT OF THE SAILING INSTRUCTIONS COMMITTEE for
REGATTA COMMITTEE MEETING, March 25, 1995

After a number of years of major changes in our Sailing Instructions and Courses, the philosophy of the Sailing Instructions Committee this winter has been to change as little as possible and concentrate on helping the Regatta Committee provide good racing with the Instructions and courses already in place.

→ We have made no course changes.

OK - The only Sailing Instruction changes are those implemented in mid-season last year which clarified the finish line and the admonition against crossing the start/ finish line. In addition we've made a change in the Shorten Course paragraph to provide for shortening course on a selective basis.

We considered comments from the Blue Jays and "A" Cats with respect to the time limit. We feel the time limits are adequate and that careful course selection, monitoring of progress by each class during the race, and the use of shortened courses when appropriate will alleviate problems which occurred last year.

We considered an "A" Cat request to put more time between their start and the Sanderling start. We feel such a move would have little, if any effect. We would ask the Sanderling Fleet to remind their sailors to stay clear of the starting area during the "A" Cat starting sequence. In addition, the Committee should monitor this situation during the 1995 season for future consideration.

We considered a Sandpiper request to move up in the starting sequence. On an experimental basis for 1995, we propose to flip-flop the start of the Sandpiper with the Blue Jay. Based on numbers, we feel Sandpiper tailenders will be less disruptive to Blue Jay front runners than vica versa.

All of the above information was sent to each Class Representative in February for comment along with a request to indicate their preference of type of course, course length, and any wind speed restrictions. To date we have had 75% response including no negative comments on our proposals.

We are in the process of categorizing all our courses by type which should allow us to give the Regatta Committee a list of preferred courses by wind direction for each class. This information along with wind speed guidelines and any other comments will be turned over to the Regatta Committee before the first race.

Two other items. First, please carry back to your Clubs the information that the official BBYRA barrel paint as authorized by the USCG is "end thirds Interlux # 334 International Orange; center third white; black letters on the ends".

Finally, we repeat our recommendation that member Clubs, where possible, appoint representatives with race management experience to the Regatta Committee and that the BBYRA initiate Race Management Seminars and/ or Training Sessions for Representatives.

Respectfully submitted,

James G. Carson
March 25, 1995

Copies for: Commodore
Vice Commodore
Secretary

Cops for Minutes

May, 1995

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13 JSYT Clinic TRYC
14	15	16	17	18	19	20 Opti Regatta SCYC
21 -----	22	23	24	25	26 LEVEL I Brant Beach YC	27 -----
28 -----	29 -----	30	31			

NOTES: JSYT clinic April 29-30th at TRYC

June, 1995

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2 LEVEL II Barnegat Light YC	3 -----
4 -----	5	6	7	8	9	10 TRVC OPTI Clinic (Intermedi)
11 TRVC OPTI Clinic (Adv. Begin.)	12	13	14	15 LEVEL I Shore Acres YC	16 -----	17 ----- JSYT Clinic at MYC
18 ----- -----	19 -----	20 -----	21 MCYC host for BBYRA Jr. Instructors Meeting 7:30pm	22	23 Youth Champ. California thru 30th	24 Deadline for Van Dwyne Clinic
25	26	27	28 SCYC Level II	29 -----	30 PBVC JR. Regatta	

Notes

July, 1995

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4 application due; Sears, Bemis and Smythe	5 IHYC D-Bay interclub Surf City Jr. Commodore Regatta	6 LYC Up-Bay Interclub -----	7 BYC Classic	8
9	10	11 Sears, Bemis, Smythe Elin. SSYC skippers meeting 9am	12 PBYC & BYC D-Bay Interclub	13 LEHYC Pea Drinker Clinic Full Rig up to 21yrs. MCYC Leiter Cup Clinic	14 MCYC Powder Puff Regatta under 19yrs. TRIC No Tears Opti Regatta	15
16 LEHYC Barclay Cup Team Race LEHYC OPTI North Amer. Registration	17 Jr. Lightning States MCYC --Races--	18 MYC Van Duyne Laser Clinic -----	19 -----	20 -----	21 weather day	22 Atlantic Coast Champ. Laser R & II Weekapaug. RI
23 -----	24 IHYC Invitational TRIC TRIP	25 -----	26 MYC Up Bay Interclub OPTI Atlantic Coast Champ. SURF CITY YC	27 BYC D-Bay Interclub? -----	28 Laser ACC MCYC	29 -----
30 -----	31 OPTI Nat. Regatta Charleston 7/31 - 8/5					

NOTES

August, 1995

Sunday Monday Tuesday Wednesday Thursday Friday Saturday

		1	2	3	4	5
			OCYC & SSPYC D-Bay Interclub (Opti C's)	BLUE JAY NATIONALS Corintian YC Oyster Bay LI Dist. 7 Laser & Radial	OCYC Classic Midget pre- registration deadline	
6	7	8	9	10	11	12
		MCYC Up-Bay Interclub TRYC D-Bay & trophy presentation (Opti C's)	Rain Date for TRYC	LYC Team Race & Opti Regatta '95 Sail East 8/10-8/13 Montreal	TRYC Midget Elia. Opti & BJ 9am.	
13	14	15	16	17	18	19
	MYC O.D.O. Regatta	BHYC Race Week 8/15-8/16 & 8/17 JSYT clinic at CORK	----- -----	----- CORK Youth Festival	MYC BJ States Duck Boat Worlds MYC CORK-----	Kingston----
20	21	22	23	24	25	26
-----	MYC Up-Bay Interclub at MYC	Midget Final Coast Guard Academy	----- BHYC Opti States -----	-----		
27	28	29	30	31		



BARNEGAT BAY YACHT RACING ASSOCIATION

REPORT OF THE BBYRA DELEGATE TO USSA

MARCH 25, 1995

IT HAS BEEN STRONGLY REQUESTED THAT ALL RACE ORGANIZERS USE THE "EXPERIMENTAL RIGHT-OF-WAY RULES AND DEFINITIONS" NORTH SAILS HAS PREPARED A CARD, WHICH WILL SOON BE AVAILABLE FROM USSA, SETTING FORTH THESE RULES IN COMPACT FORM. I SUGGEST THAT THE BBYRA CONSIDERS THESE RULES FOR EITHER ALL OF THE SEASON, OR PART OF THE SEASON. INDIVIDUAL CLUBS MAY WANT TO TRY THE RULES TO ALLOW THE PROTEST COMMITTEE AND THE SAILORS BECOME ACQUAINTED WITH THESE CHANGES.

IT WAS AGAIN RECOMMENDED THAT RULE 60.2 BE REVIEWED. IT IS BEING CONSIDERED BY THE RULE COMMITTEE THAT THIS RULE BE REMOVED FROM THE BOOK. THIS MAY BE REMOVED BY SO NOTING IN THE SAILING INSTRUCTIONS.

CLUB JUDGE PROGRAM:

USSA HAS INSTITUTED A NEW CLUB JUDGE PROGRAM, SIMILAR TO THE CLUB RACE OFFICER PROGRAM. OUR GOAL IS TO IMPROVE THE QUALITY OF RACING BY UPGRADING THE KNOWLEDGE AND SKILLS OF PEOPLE HEARING PROTESTS. IT IS HOPED THAT PRESENT US SAILING JUDGES AND SENIOR JUDGES; WILL ACT AS TEACHERS TO TRAIN SAILORS TO SERVE ON PROTEST COMMITTEES AT THEIR LOCAL CLUBS. THE PROGRAM CONSISTS OF FORMAL TRAINING ON RACING RULES, PHILOSOPHY OF JUDGING, EQUIPMENT, PROTEST AND APPEALS PROCEDURES AS WELL AS SUPERVISED PRACTICE ON- AND OFF-THE-WATER OBSERVING AND HEARING PROTESTS.

RACE MANAGEMENT:

RACE MANAGEMENT/TRAINING WORKING GROUP IS WORKING ON A NEW PUBLICATION, "RUN RACES RIGHT". A RACE MANAGEMENT TRAINING SEMINAR OUTLINE IS NOW AVAILABLE. CURRENT RACE OFFICERS; 437 CRO, 439 SRO, and 28CPRO.

THE APPEALS COMMITTEE'S SUPPLEMENT HAS BEEN DELIVERED TO THE PRINTER. USSA WILL BE MAILING THE SUPPLEMENT, FREE, TO ALL THOSE WHO HAVE PURCHASED THE NEW APPEALS TEXT. THERE HAS ALSO BEEN A CHANGE IN THE DECISION OF APPEAL 291 AND IYRU CASE 160.

APPOINTMENTS:

STEVE COLGATE WAS APPOINTED AS CHAIRMAN OF THE TRAINING COMMITTEE TO COMPLETE THE TERM OF SUSI TROTMAN.

STAFF/HEADQUARTERS:

AN AGREEMENT TO LEASE ANOTHER PROPERTY AS HEADQUARTERS IN NEWPORT IS BEING NEGOTIATED. A WORKING PARTY IS CONTINUING TO WORK ON THE LEASE.

CHAMPIONSHIPS:

"AFTER PRESENTATION BY CHAMPIONSHIPS COMMITTEE VICE CHAIR ROGER BROWN, A MOTION TO ADOPT THE FOLLOWING RESOLUTION WAS ADOPTED:

RESOLVED, THAT THE EVENTS LISTED BELOW ARE HEREBY DESIGNATED CATEGORY B EVENTS AS DESCRIBED IN "APPENDIX A3 - ADVERTISING AND EVENT CATEGORIES" CONTAINED IN THE RACING RULES, EXCLUDING, PARAGRAPHS 4.1(b), (c), AND (d), SAID DESIGNATIONS TO BE EFFECTIVE IMMEDIATELY.



BARNEGAT BAY YACHT RACING ASSOCIATION
DELEGATES REPORT - PAGE 2.

U.S. SINGLEHANDED SAILING CHAMPIONSHIP (O'DAY)
U.S. TEAM RACING CHAMPIONSHIP (HINMAN)
US SAILING/ROLEX JUNIOR CHAMPIONSHIPS (SEARS, BEMIS, SMYTHE)
US SAILING/ROLEX JUNIOR WOMEN'S CHAMPIONSHIP (LEITER."

RESPECTFULLY SUBMITTED,

Roger Brown

ROGER BROWN, P/C

SEE ATTACHMENTS.



UNITED STATES SAILING ASSOCIATION
P.O. BOX 209 • NEWPORT, RI 02840-0209
TEL: (401) 849-5200 FAX: (401) 849-5208

SPONSOR CHECKLIST

Please check all items which will be allowed to sell to a sponsor. Each "saleable item" will have a price attached to it. The more items we have to sell, the more money we can get for the event.

EVENT: _____

DATE & LOCATION: _____

I. Entitlement

- Title Sponsorship
 - 1. Exclusive title sponsor of event (i.e., The _____/US SAILING Championship) or
 - 2. Title Sponsor of Series (i.e., a ladder championship or series of clinics)
Single event sponsor used in conjunction with series or clinic
- Presenting Sponsorship (i.e., The US SAILING Championship, Presented by _____)
- Official sponsorship or supplier or contributor status (i.e., XYZ Company, Official Sponsor/Supplier/Contributor of/to the championship)
- Official product status (i.e., Sluggo, the official soft drink of the championship)

II. Visual Materials

- 1. Sponsor logo/name on all printed materials:
 - Notice of Race
 - Entry Form
 - Sailing Instructions
 - Press Releases
 - Official Event Program, if one is produced
 - Event Poster, if one is produced
 - Stationery
 - Race results
- 2. Opportunity for advertising space in official program, if one is produced
- 3. Sponsor logo/name on clothing and giveaways:
 - T-shirts
 - Bags
 - Hats
 - Other: _____

more ...

III. On-Site Visibility

1. Signage on shore:

- banners/flags displayed at the host site/club
 - inside
 - outside
- Total number of banners/ flags _____
- banners or backdrops at all functions
 - social functions
 - press conferences, if any are planned
 - competitors' meetings
 - other: _____
- Official sponsor scoreboard or scoreboard signage

2. Sponsor's products

- display of products on site
- sale of products on site
- premium distribution to competitors
- other: _____

3. Signage on the water:

- stickers on start/finish and all course marks
- banners/flags on all race committee boats
- banners/flags on official spectator boats
- logos/sponsor name on all racing boats:
 - none (Category A)
 - on forward 25% of hull (Category B)
 - on mainsail or spinnaker (Category C)
- flags, pennants or banners on all racing boats (if boat is large enough)

4. Ceremonies:

- Signage at opening and closing ceremonies
- Sponsor representative assistance in awards presentation
- Sponsor recognition/speaker at all ceremonies
- Photo opportunities for sponsors with winners
 - banner in background

5. Media opportunities

- press release distribution and schedule
- press office
 - entitlement sponsorship of press office
 - banners or other visual opportunities at press office
- radio coverage
- television coverage

more ...

ACOP Sponsors

ACOP sponsors are divided into "protected categories." Those are:

Airline	Delta Air Lines, United Air Lines
Apparel (non-competitive)	Champion (Sara Lee)
Automotive (Cars & Trucks, including Rentals)	General Motors (?)
Bank	Nations Bank
Beverage	
Beer	Anheuser-Busch
Coffee	
Tea	
Juices/Soft Drinks/Sport Drinks	Coca-Cola Company
Water	
Computers	IBM
Copiers	Xerox
Credit Card	Visa
Electronics	Panasonic
Express Mail Service	UPS
Fax	
Film, Cameras, Batteries	Eastman Kodak Company
Financial Services	John Hancock
Food Products	
Footwear (non-competitive)	
Health & Beauty, including Optical and Oral Healthcare	Bausch & Lomb
Hotel	
Household Cleaning Products	
Insurance/HMO	
Lumber and Wood Products	
Oil & Gas	
Paper Products	
Publishing and Printing	Sports Illustrated
Restaurants	McDonalds
Retail Home Improvement	Home Depot
Security Systems	Sensormatic
Snack Food Products	
Telecommunication	AT&T
Theme Parks	Anheuser-Busch
Timing/Scoring	Swatch (Omega, Longines, Swatch)
Tires	
Toys	

In addition, sponsorship or marketing rights may not be granted to a retail food store, convenience store, drug store, oil and gas minimart or mass merchandiser without first offering a right of first negotiation to The Coca-Cola Company.

6. Sponsorship of event clinic -- see entitlement, above
7. Sponsorship of trophies
 - Title trophy rights
 - Daily and other special trophies
8. Special events - Sponsor may host celebrities or put on special presentations at the site during the event at their expense for the benefit of the participants.
9. Corporate Entertainment Opportunities:
 - Hospitality Table/Tent where sponsors can welcome visiting corporate VIPs
 - Sponsor could host cocktail party, dinner or other social function for visiting corporate VIPs at host site
 - Sponsor VIP boat to view racing
 - Free tickets to all social events
10. Other: _____

IV. Off-Site Visibility

1. *American Sailor* coverage (w/ photos)
2. Sponsor may use event title/logo in all advertising, promotions or marketing
3. Individual or Team Association -- Sponsor has the opportunity to support individuals and/or teams qualifying for subsequent events.



UNITED STATES SAILING ASSOCIATION
P.O. BOX 209 • NEWPORT, RI 02840-0209
TEL: (401) 849-5200 FAX: (401) 849-5208

Date

Host Club Event Chair's Name

Address

City, St Zip

Dear Event Chair's Name:

Thank you in advance for taking time to review the enclosed instructions for creating a successful press program around the Event Name for the name of trophies.

We are asking that you, as the Event Chair, oversee the following two items:

- I. *The reporting of race results and other specifics to US SAILING at the event's conclusion.*** (Details enclosed.)
- II. *The assignment of an Event Media Liaison to oversee a very basic on-site Press Plan.*** (Attached here.)

Item II is something new we're requesting that has grown from seeds planted by Championship Hosts before you. We are very excited about it and feel that a media effort made at the local level translates to good public relations for your club, US SAILING, and the sport of sailing in general. You do not need to hire a press professional, just get someone in your club to follow these simple instructions for getting news out to the media. Please let Dana know who your media liaison will be and how to get in touch with that person. With US SAILING committed to item I—getting out news of this regatta to all sailors across the country—we will no doubt have a winning combination for media exposure!

Please let me know if you have any questions or if there is anything we can do to help you. Thanks again for all your help, and best wishes for a terrific event.

Sincerely,

A handwritten signature in cursive script that reads "K O'Neil".

Karen O'Neil
Championship Coordinator

A handwritten signature in cursive script that reads "Dana L Marnane".

Dana L. Marnane
Communications Director

cc: Championship Committee Chair
Enclosures

**I. US SAILING'S RACE REPORTING
AND PHOTO NEEDS**

US SAILING's Communications Department will create both a post-event press release on your championship for national dissemination and an editorial wrap-up for American Sailor magazine. In addition, your event will be covered in the Championship section of the annual US SAILING Directory.

POST-REGATTA RESULTS AND STORY

It is essential that we receive **complete information the day the event ends**, or at the very latest, the next day. Please fax the results to Dana Marnane's attention at US SAILING, 401/849-5208, or call Dana at 401/849-5200 as soon as possible after the regatta. A third option is to Fed Ex the results to her at US SAILING, Goat Island Marina Building, Second Floor, Newport, RI 02840. First class mail is just too slow.

Please include in your information the following:

- 1) First and last names of all competitors and alternates and their hometowns (correct spelling is important) if not already included in the entry forms sent to Karen.
- 2) Total number of boats in each class.
- 3) Finishes in each race for each competitor and total points.
- 4) Weather and wind conditions each day.
- 5) Names and hometowns of the Event Chair, Race Committee Chair, Chief Judge and all other judges.
- 6) Names of sponsors, if any, and what they supplied beyond funding, if anything.
- 7) Name of the boat supplier, if any. Was a charter fee required?
- 8) Anything interesting or unusual about the racing (e.g., a close tacking duel, an equipment breakdown, a protest that seriously affected the outcome of the top finishers, or something funny that happened on the water or ashore).

(cont.)

RACE REPORTING/PHOTO NEEDS, cont.

*PHOTOGRAPHS**

For US SAILING's monthly membership magazine, *American Sailor*, we need just a few **action shots** of the competitors while they are racing. Appropriate subjects are starts, finishes, mark roundings, tacking duels and other exciting (photogenic) moments. By the way, we love being able to see smiling faces on the boats, so tell whomever you use for photography not to be afraid of getting up-close and personal. If this is a junior event, please ensure that all sailors being photographed are wearing life jackets.

For the annual US SAILING *Directory*, we need just one good **picture of the winners only** (although taking a few extra shots is always a good idea) at the awards ceremony with their trophies in-hand and/or medals around their necks. (Please, no moms, dads, or dogs in the photos, unless they were part of the winning crew!)

Specifications:

- 1) Color prints or slides are preferred, but undeveloped film is acceptable if it is sent Fed Ex as soon as the event is over (that day, if possible). We will have it processed here.
- 2) Please identify the people in the photos by order, left to right.
- 3) Credit the photographer so his/her name will appear in our publications.

Whenever we have a selection of photos to use, we will take special care to return to you promptly any that we have not chosen for publication. Those that we do use will be held and returned in a timely fashion, unless you request otherwise.

*As a non-profit organization, US SAILING does not have the resources to compensate professional photographers for our championship events. We, therefore, rely heavily on the assistance of members and yacht clubs that host the events. Unfortunately, no payment from US SAILING can be given for photographic work.



UNITED STATES SAILING ASSOCIATION
P.O. BOX 209 • NEWPORT, RI 02840-0209
TEL: (401) 849-5200 FAX: (401) 849-5208

1995 US SAILING CALENDAR OF EVENTS

- U.S. WOMEN'S OPEN CHAMPIONSHIP:** Severn Sailing Association, Annapolis, MD (Snipe, Laser Radial) Jun 15-18
- + **US SAILING YOUTH CHAMPIONSHIP:** Richmond YC, Pt. Richmond, CA (Laser, Laser II, Mistral IMCO) Jun 23-29
- * **JUNIOR BOARDSAILING CHAMPIONSHIP: (MASS BAY TROPHY)** Merritt Island, FL (Mistral IMCO) Jul 8-9
- * **IYRU WORLD YOUTH SAILING CHAMPIONSHIP:** Bermuda (Laser, Laser Radial, Laser II, Mistral IMCO) Jul 8-18
- U.S. TEAM RACE CHAMPIONSHIP: (HINMAN TROPHY)** Newport Harbor YC, Balboa, CA (Vanguard 15) Jul 14-16
- + **US SAILING/ROLEX JR. WOMEN'S CHAMPIONSHIP: (LEITER TROPHY)** Newport Harbor YC, Balboa, CA (Laser Radial) Aug 3-7
- * **U.S. WINDSURFING ASSOCIATION NATIONALS:** Hood River, OR Aug 15-19
- + **US SAILING/ROLEX JUNIOR CHAMPIONSHIP: (SEARS, BEMIS, SMYTHE)** Chicago YC, IL (Lightning, Club 420 with spinnaker and trapeze, Laser) Aug 12-16
- U.S. SINGLEHANDED SAILING CHAMPIONSHIP: (O'DAY)** Savannah, GA (Laser) Aug 13-16
- U.S. INDEPENDENCE CUP: (HOVEY TROPHY)** Boston YC, Marblehead, MA (Sonar) Aug 15-17
- * **IYRU TEAM RACE WORLD CHAMPIONSHIP:** West Kirby, England (Firefly) Aug 22-27
- U.S. MATCH RACING CHAMPIONSHIP: (PRINCE OF WALES BOWL)** Hingham YC, MA (210) Aug 26-30
- ROLEX INTERNATIONAL WOMEN'S KEELBOAT CHAMPIONSHIP:** Ida Lewis YC, Newport, RI (J/24) Sep 8-15
- U.S. WOMEN'S SAILING CHAMPIONSHIP: (ADAMS TROPHY)** Indian Harbor YC, Greenwich, CT (Sonar) Sep 20-24
- U.S. MEN'S SAILING CHAMPIONSHIP: (MALLORY CUP)** Riverside YC, CT (Flying Scot) Sep 20-24
- * **IYRU NATIONS CUP FINALS:** St. Francis YC, San Francisco, CA (J/24) Sep 24-Oct 1
- CHAMPIONSHIP OF CHAMPIONS REGATTA: (JACK BROWN TROPHY)** Rochester YC, NY (Ideal 18) Sep 28-30
- ST FRANCIS INTERNATIONAL MASTERS REGATTA: (FOUNDER'S TROPHY)** St Francis YC, San Francisco, CA (J/24) Oct 13-15
- U.S. MULTIHULL SAILING CHAMPIONSHIP: (ALTER CUP)** Fort Walton YC, FL (Hobie 20) Oct 15-18
- US SAILING OFFSHORE CHAMPIONSHIP REGATTA: (LLOYD PHOENIX TROPHY)** USNA, Annapolis, MD (Navy 44) Nov 2-5

* not a US SAILING event

+ Rolex Team qualifier

- Note: Calendar subject to change: Revised 2/27/95

Serving Sailors and the Sport

U.S. COAST GUARD EVENT PERMIT CHANGES

As Dave Irish mentions in his column this month, there have been some significant changes in the procedures which event organizers must follow to obtain marine event permits. They involve the need for the Coast Guard to prepare an environmental assessment (EA) leading to a "finding of no significant impact" or an environmental impact statement (EIS) in order to issue a permit for a regatta, boat demonstration, or boat parade. Event organizers may voluntarily provide environmental information to the Coast Guard.

As this is written, the United States Coast Guard recognizes that if its new procedures and policies are not properly understood by event organizers and interpreted by its Coast Guard Districts, confusion and a substantial amount of unnecessary work will result for both. US SAILING is working with the Coast Guard to try to clarify those circumstances in which event organizers may simply notify the Coast Guard of their desire to conduct a regatta, demonstration or parade, and those events for which a formal permit application (and possibly subsequent environmental documentation) will be required.

The current problem seems to have been brought about by concerns for the environmental impact of powerboat exhibitions and races, or the presence of large spectator fleets for such events as the America's Cup and Whitbread Round-the-World Race starts and finishes, and the Olympic Games sailing competition. The United States Coast Guard, like every other Federal agency, is required to adopt procedures to implement the National Environmental Policy Act (NEPA). The Coast Guard's procedures and policy are published as a Commandant's Instruction (COMDTINST).

For the last several decades, the Coast Guard's permitting procedures (in 33 CFR part 100) required, in one form or another, that event organizers make application for a marine event permit for any regatta that would introduce extra or unusual hazards to the safety of life on the navigable waters of the United States. In some regions, clubs or sailing associations developed the practice of submitting an entire racing schedule and requesting a permit for each regatta listed, and the Coast Guard frequently complied.

Recently, however, the Coast Guard revised its policies and procedures for implementing NEPA and announced its revision of COMDTINST M16475, section 2.B.2, in the July 29, 1994 Federal Register (59 FR 38654). That section describes those events which are "categorically excluded" from the requirement to prepare an EA or EIS. Categorically excluded (CE) events are those "which do not individually or cumulatively have a significant effect on the human environment." EAs and EISs are both time-consuming and expensive, so the significance of the revision lies in the descriptions of which marine events affecting qualify for a CE and which do not.

1. Exclusion is granted for sailing competitions involving approximately 50 sailboats (up to approximately 50 feet in length which may have auxiliary propulsion of approximately 50 HP) which involve not more than approximately 200 spectator craft. A

preliminary review of measurement certificates on file at US SAILING indicates that the effective break for the 50 HP auxiliary power limitation falls in the 40' to 45' LOA range, which would have the practical effect of making effective LOA for exclusion that much shorter.

The "approximation" of numbers of spectator craft and number and size of competing boats contemplates that event organizers must estimate the size of their regattas when applying for a marine event permit. Where there is a history of similar events (e.g., an annual regatta), approximating should be simple. However, regattas where entries have exceeded 50' LOA, or more than 50 boats in the 26-50' range, will be hard pressed to justify any claim of exclusion.

US SAILING has brought to the attention of the Coast Guard that these descriptions would have one of two effects: (1) force organizers to systematically exclude boats exceeding those criteria from entry, to avoid the time and expense of preparation of an EA, or (2) cause organizers to ignore the regulations and refuse to apply for permits. We are assured by the Coast Guard that neither of these two reactions are desirable. In addition, since the size of the auxiliary powerplant is accounted for in ratings, restrictions on a sailboat's horsepower have other implications for inspection of yachts, and the possibility of protests.

2. Sailing competitions involving approximately 100 sailboats (up to approximately 26 feet in length) and not more than approximately 200 spectator craft are also considered categorically excluded. If these guidelines are taken literally, many major one-design regattas and junior sailing events involving small boats which have no auxiliary power, bottom paint, or other apparent environmental effect would likely appear to fall outside the CE description. We are advised that this was due to insufficient information to support a broader CE description. When sufficient information becomes available, the CE description may be revised.

3. Parades involving approximately 100 sailboats, powerboats, unpowered watercraft, or a combination thereof (up to approximately 50 feet in length with approximately 50 HP primary or auxiliary propulsion), operating at no or low wake speed and not more than approximately 200 spectator craft is the third categorical exclusion affecting sailing events.

The Coast Guard has valid concerns for large fleets of spectator boats, since this constitutes most of the potential risk of effect on the environment, and concern for safety comes into play. For those reasons the use of 200 spectator craft as a guideline for determining categorical exclusion for regattas seems reasonable. The number of sailboat regattas which draw such spectator fleets are truly rare, and are usually of sufficient economic impact to their communities that funds are available to conduct the necessary environmental assessment. The same is not necessarily true of traditional boat parades. A Tall Ships parade in New York harbor may generate such funds, but the Christmas

"Parade of Lights" common in such locations as Southern California certainly do not, yet each may exceed the horsepower and spectator craft limitations.

Even though an event would normally be excluded, the Coast Guard may require additional environmental review if it considers the event "significant." The guidelines for determining its significance appear to be the event's "context (whether local, state, regional, tribal, national or international) and ... intensity." These factors, in turn, include the need to address: possible adverse effect on public health or safety, proximity to unique geographic characteristics, the possibility of controversy, the existence of unique or unknown risks (or uncertain effect on environment); precedent for future events, cumulative significance of impact of past, present, and future events, effect on endangered species and their habitats, possible beneficial and adverse impact, and so forth.

The interim solution: US SAILING has been asked by the Coast Guard to advise our members that if you are unsure whether your event involves factors which would make it "significant" under the above definition, and if it does not require the participation of Coast Guard personnel or equipment for crowd control or safety, you may ask the Coast Guard whether you need to apply permit. You can address your inquiry by letter to a local Coast Guard Group Office or District Office for your area, providing the information concerning your planned event. Your inquiry should be made early enough to allow for the Coast Guard to process a permit application, if one is needed.

However, where the number of anticipated spectator craft is likely to exceed 200, you should make formal application for a marine event permit. Likewise, when you are requesting Coast Guard participation (personnel and equipment), you should apply for a marine event permit. The Coast Guard will notify you if additional information is needed.

Long term practical implications: The Coast Guard's revision of its Instruction is new enough that no history of its treatment is currently available. It is probable that even if a regatta ultimately is categorically excluded, review of environmental factors may require earlier submittal of applications for marine event permits to allow adequate processing time.

The practice in some areas of submitting a club's or sailing association's schedule of events as a package, and requesting that the Coast Guard issue a marine event permit for each of the events listed may also be affected, since the nature of the package submitted ordinarily does not include sufficient information about the size of the event, the size of the boats involved, and other relevant factors. In addition, evaluation of events where possible categorical exclusion is uncertain is likely to take additional time.

US SAILING is continuing its discussions with the Coast Guard at the national level to identify our concerns and to develop alternative solutions which address the concerns, but will not significantly affect traditionally safe, environmentally sound events. If you desire further information, contact the US SAILING office.

DEPARTMENT OF TRANSPORTATION U. S. COAST GUARD CG-4424 (Rev. 6-77)	PERMIT FOR MARINE EVENT 01-SH-004-95	DATE APPROVED 09 Mar 95
NAME OF EVENT BBYRA 1995 Racing Season	LOCATION Upper Barnegat Bay, NJ.	DATE OF EVENT Attached
SPONSORING ORGANIZATION BB Yacht Racing Association	NAME OF REPRESENTATIVE Roger Brown	TITLE Past Commodore

Your application for the following event is approved. Special services to be rendered by the Coast Guard are listed. You are reminded that your organization is primarily responsible for safety in the regatta area and that this permit does not relieve you of such responsibility. Participants shall be adequately briefed and their boats equipped as required by law. A permit may also be required by a state, county or municipal agency. This authorization grants no exemption from state or local ordinances. In the event of any change in the information furnished in your application you will notify this office.

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| <input checked="" type="checkbox"/> There will not be a Special Local Regulation issued. No restriction is placed on the use of any navigable waters by other parties. Your event shall not obstruct any channel or normal shipping lane, or interfere with any aid to navigation. The Committeeman in Charge shall control participants to prevent conditions hazardous to other craft in the area.

<input type="checkbox"/> There will be a Special Local Regulation issued establishing a restricted area and other controls. You will be provided a copy for guidance. The Committeeman in Charge shall control participants within the restricted area to prevent conditions hazardous to other craft in the area. | <input checked="" type="checkbox"/> There will be a Local Notice to Mariners issued to inform maritime interests and solicit their cooperation.

<input checked="" type="checkbox"/> There will not be a Regatta Patrol assigned by the Coast Guard.

<input type="checkbox"/> There will be a Regatta Patrol assigned by the Coast Guard. The attached instruction for Patrol Commanders outlines their responsibility and authority. You should work out specific details with the Patrol Commander.

<input type="checkbox"/> Additional safety equipment is stipulated below. |
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In the event Coast Guard assistance is required, you should contact:

Commanding Officer
U.S. Coast Guard Station Manasquan
Pt. Pleasant Bch, NJ. 08742-2693 PH: (908)899-0887 or
USCG STATION MANASQUAN
Channel 16 VHF-FM

It is your responsibility, as regatta sponsor, to ensure that the participants in your event understand that they are subject to the Navigational Rules of the Road, and that they do not automatically become the "stand on" (privileged) vessel simply by virtue of their participating in a marine event. This is especially true in meeting, crossing, or overtaking situations between event participants, vessels constrained by their draft, or vessels restricted in their ability to maneuver.

You are reminded that you, the sponsor, are responsible for conducting this event in as safe a manner as possible. This responsibility includes control of spectator craft in the area of your event. By approving this event, the Coast Guard does not assume responsibility for the safety of the participants. It is suggested that participants who disregard the rules of the road or who are observed to operate their vessels in a negligent manner be barred from this event and any future events your organization may sponsor. In this way, unnecessary tragedies and property damage may be avoided.

Best wishes for a successful event.


J. S. BURHOE
Commander, U. S. Coast Guard
Commander, USCG Group Sandy Hook