



BARNEGAT BAY YACHT RACING ASSOCIATION

**Minutes of Regatta Committee  
March 27, 1993**

The meeting was called to order at 13:30 hours by Commodore Studdiford. He thanked the Tom's River Yacht Club for hosting the meeting.

A moment of silence was observed for the passing of Toby Price, a great friend to the BBYRA. Bill Studdiford and Norman Berson will try to increase coverage in the Asbury Park Press for BBYRA which has fallen somewhat since Toby became ill.

The agenda and Minutes of the last meeting were approved.

Correspondence: see letter re Area C Prince of Wales/Alter Cups

Fleet Captain: McNeil, no report

USSA: Brown, see attached report

Insurance - Brown: All insurance policies are paid and in good order.

Coast Guard(permits, VHF Channel) - Brown: Rodger Brown reported no current licensing requirements for club sailing instructors operating the club launch. Launch radios should be licensed - keep copy on launch. Race management rule changes - see attached.

Appeals - Brown: No report

Safety - Attridge/Dalton: No report

Membership - La Pier: Ted reported process moving along, currently receiving applications.

Finance - Attridge: Vice Commodore will mail all season registrations. All monies should be returned directly to the treasurer who will notify scorers.



BARNEGAT BAY YACHT RACING ASSOCIATION

**Minutes, page 2**

**Scoring - Lewry, Applegate, Dusenforf:** "I" Barrell has been substituted for Long Point Marker

**Youth Sailing - Applegate** Pattie Applegate reviewed various clinic dates and dates of National Events for Junior Sailors - see attached list: The next Junior Sailing Coordinators Meeting will be April 3, 1993 at the Toms River Yacht Club at 10:00 hours.

Pattie reported on the new Jersey Shore Youth Team Organizing Committee. Efforts are underway to raise funds to support clinics, coaches, guest speakers, for Jersey Shore Youth Sailors. The goals are to send 6 kids to the Youth Championships in Florida this year and 10 kids to CORK. The group plans on providing transportation for participants and boats, coaching and chaperones.

There followed a discussion of how the BBYRA would interface with these renewed efforts to support youth sailing. It was proposed that the BBYRA Officers, the Junior Coordinator and the thirteen Junior Representatives of member clubs meet and bring recommendations to the BBYRA at the Delegates Meeting on May 15, 1993.

**Measurer - Carson:** See attached reports from Course Committee and the Measurer which includes :

- Course revisions for 1993
- Proposed Rules/Sailing Instruction Changes

Motions were made and carried that the new IYR Rules, as changed and modified for the BBYRA (see attached), be adopted by BBYRA.

**Rear Commodore - Doria:** We have ordered new flags for foredeck to accomodate new USSA rules. We have replaced all missing flags in our inventory.

**Vice Commodore- Wedam:** We have added a full size protest form to our 1993 Booklet. Booklet is about finished. The sale of advertising space was most successful.

**Commodore - Studdeford:** The Commodore noted that as operations become more complex we must be sure to keep the Treasurer informed. The Treasurer should be part of all sub-committees to insure timely submission and identification of funds.



BARNEGAT BAY YACHT RACING ASSOCIATION

**Minutes - page 3**

**Old Business - Studdiford:** See attached "Race Management Rule-changes 1993-1996 International Yacht Racing Rules" as well as Jim Carson's proposed changes for 1993.

Dave Loughran reported on the Permanent Protest Committee and time for hearings.

It was proposed and passed that rule 14 Change per attached (14, 14.1, 14.2 and 14.3) also rule 9.2 as proposed. Also the following changes to Rule 13. 13.4 omit. 13.3 delete ' and lodged there in accordance...").

13.4 Protests not disposed of on race day will be heard at Regatta Headquarters at 7:30 a.m. on the next scheduled BBYRA race day.

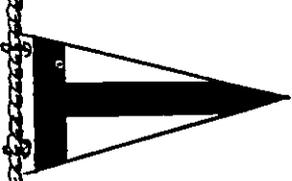
It will be necessary to convene the Executive Committee to approve changes to the rules and make recommendations to the Delegates.

A meeting of the executive committee will be held at 13:15 hours on May 15, 1993 at the Bay Head Yacht Club.

There being no further business the meeting was adjourned at 3:30 hours.

Respectfully submitted,

Kevin B. Dalton  
Secretary, BBYRA



# TOMS RIVER YACHT CLUB

P. O. BOX 468

TOMS RIVER, N. J. 08754

April 8, 1993

Kevin Dalton  
2 Fifth Avenue  
New York NY 10011

Ladies and Gentlemen:

The following are dates for United States Sailing Association Area C Semi finals, for the Prince of Wales and the Alter Cup. Entry forms are due to the Chairperson one week prior to the event. Please encourage participation in your YRA.

I would be happy to answer any questions or assist in any way to help ensure as broad a base of participation as possible. It would be very helpful if you would circulate these dates and contact names to each of the yacht clubs in your association.

Prince of Wales, Area C Semi Finals - August 23  
Toms River Yacht Club, Chairperson: Henry E. Waite  
PO Box 1328, Toms River, NJ 08754, 908-349-2388

Alter Cup, Area C Semi Finals - May 22-23  
Shore Acres Yacht Club, Chairperson: Reed Haywood  
117 Dutch Lane Road, Colts Neck, NJ 07722, 908-308-9609

Thank you for your consideration.

Sincerely,



Henry E. Waite  
Area C Representative  
Prince of Wales/Alter Cup

cc: Stewart A. Powell Jr.  
Paul Ulibarri



INCORPORATED 1871



## BARNEGAT BAY YACHT RACING ASSOCIATION

REPORT TO REGATTA COMMITTEE MEETING - 27 MARCH 1993

### USSA:

LINDA LINDQUEST, ON BEHALF OF ASAP (SAIL EXPO) REPORTED ON THE SUCCESS OF SAIL EXPO '93. SHE THEN PRESENTED A CHECK FOR \$40,000.00 TO SUSIE TROTMAN AND JOHN KANTOR TO BE USED IN BRINGING NEW PEOPLE INTO THE SPORT.

GOVERNMENT RELATIONS: MR. McLAUGHLIN, CHAIRMAN, REPORTED AND REFERRED TO THE PROBLEM OF USCG REGULATIONS REGARDING SAILING INSTRUCTORS. HE ADVISED THAT THE MARINE SAFETY ACT OF 1993 DOESN'T CHANGE THE SITUATION FOR OUR INSTRUCTORS. HOWEVER, HE NOTED THAT HE HAS MET WITH THE MARINE SAFETY GROUP AT USCG HDQ. TO DERIVE A "DETERMINATION" ON THE TREATMENT OF SAILING INSTRUCTORS. RESCUE OF STUDENTS AFTER A CAPSIZE IS A RESCUE OPERATION, AND DOESN'T REQUIRE A LICENSE. NEITHER DOES TOWING STUDENTS FROM DANGER. HE NOTED THAT USCG IS VERY CONCERNED ABOUT ILLEGAL DRUGS ON THE WATER, AND SUGGESTED THAT ORGANIZATIONS CONSIDER IMPLEMENTATION OF DRUG TESTING AS A CONDITION OF EMPLOYMENT AS A SAILING INSTRUCTOR. ADDITIONALLY, TO THE BEST OF OUR KNOWLEDGE, THERE IS NO SPECIFIC USCG REGULATION THAT REQUIRES "SAILING INSTRUCTORS" TO BE LICENSED. IT IS QUITE IMPORTANT TO UNDERSTAND THAT OUR SAILING INSTRUCTORS DO NOT FUNCTION AS "LAUNCH OPERATORS", A JOB OR FUNCTION THAT CLEARLY REQUIRES A LICENSE. THE PROBLEM WE HAVE IS THE RESULT OF A SMALL NUMBER OF CIRCUMSTANCES WHERE LOCAL USCG PERSONNEL HAVE APPLIED THE LAUNCH OPERATOR DEFINITION TO OUR SAILING INSTRUCTORS. IN OUR RECENT MEETINGS WITH CONGRESSIONAL STAFFERS, AND USCG PERSONNEL, WE ARE EXPLORING WHETHER THESE DEFINITIONS AND RELATED REGULATIONS APPLY TO US AT ALL. JUST AS A USCG DETERMINATION HAS BEEN RENDERED NOTING THAT BOAT SALESMEN DO NOT NEED A LICENSE WE BELIEVE A DETERMINATION COULD BE RENDERED THAT FINDS OUR INSTRUCTORS DO NOT NEED A LICENSE. SUCH A FINDING WOULD NOT REPRESENT AN EXEMPTION FROM OR AN EXCEPTION TO THE CURRENT LAW AND RELATED REGULATION. IT WOULD REPRESENT A POLICY DECISION THAT THE SUBJECT REGULATIONS SIMPLY DO NOT APPLY TO THIS CIRCUMSTANCE. IT IS ESSENTIAL TO RESTATE THAT A SAILING INSTRUCTOR AND A LAUNCH OPERATOR CAN NOT BE EMBODIED IN THE SAME PERSON CONCURRENTLY. IF WE ARE UNABLE TO OBTAIN THE DESIRED DETERMINATION, AND OUR SAILING INSTRUCTORS ARE REQUIRED TO OBTAIN USCG LICENSE, THE USCG IS WILLING TO DISCUSS ADDITIONAL WAYS IN WHICH EXAMINATION PROCESS CAN BE MADE LESS INCONVENIENT. AMONG SEVERAL OPTIONS FOR CONSIDERATION ARE USING TRAVELING USCG EXAMINATION TEAMS, OR DELEGATING CONTROLLED EXAMINATION AUTHORITY TO U S SAILING ASSOCIATION, CLARIFYING THE MEDICAL REQUIREMENTS, AND FINDING WAYS TO REDUCE THE COST OF THE DRUG COST. WE WOULD ALSO RECOMMEND TO ALL SAILING TRAINING PROGRAMS THAT THEY CLEARLY SEPARATE THE FUNCTIONS OF SAIL TRAINING FROM LAUNCH OPERATIONS.

JUDGES PROGRAM: IT IS STRONGLY RECOMMENDED THAT EACH YACHT CLUB HAS AT LEAST ONE CERTIFIED JUDGE ON THEIR PROTEST COMMITTEE. IT WAS ALSO RECOMMENDED THAT ALL MEMBERS OF AN APPEALS COMMITTEE BE CERTIFIED JUDGES.

RACE MANAGEMENT; THE DRAFT FORMS FOR THE REVISION OF THE RACE MANAGEMENT HANDBOOK SHOULD BE AT THE PRINTERS BY MAY 1st. THERE WILL BE AN IYRU RACE MANAGEMENT SEMINAR IN MIAMI THIS SUMMER. A NEW CERTIFIED RACE OFFICER PROGRAM WILL BE PROMULGATED SOME TIME THIS YEAR. THIS CPRO PROGRAM WILL GENERALLY FOLLOW THE FORMAT OF THE CERTIFIED JUDGES PROGRAM, I.E. TESTING, ANNUAL REPORTING APPLICATION WITH RECOMMENDATIONS. PRESENT SRO'S MAY APPLY.

pp 2, RB report.

MEMBERSHIP; TO LEAD TOWARDS AN "UNIVERSAL MEMBERSHIP" WHEREBY ALL SAILING RACING PARTICIPANTS SHALL BE MEMBERS OF U S SAILING, RACE ORGANIZERS HAVE BEEN REQUESTED, THIS YEAR IN ORDER TO PARTICIPATE IN U S SAILING'S INSURANCE PROGRAM; TO HAVE A DIFFERENTIAL FEE. IT WOULD BE EASIER TO REQUIRE THAT ALL ENTRIES REQUIRE USSA MEMBERSHIP.

RESOLUTIONS PASSED; THE CCC BE RENAMED US SAILING CHAMPIONSHIP COMMITTEE.  
a. THIS COMMITTEE SHALL BE A SPECIAL COMMITTEE REPORTING DIRECTLY TO THE BOARD, AND WILL BE SUPERVISED BY A VICE-PRESIDENT APPOINTED BY THE EXECUTIVE COMMITTEE.  
b. THE CHAIRS OF ALL US SAILING CHAMPIONSHIPS SHALL BE MEMBERS OF THIS COMMITTEE.

BE IT RESOLVED THAT THE USSA ESTABLISH A GREATER PRESENCE AT FUTURE SAIL EXPO EVENTS BEGINNING IN 1994; INCLUDING SEMINAR PRESENTATION, EVENT SPONSORSHIPS, DEMONSTRATIONS, AND OTHER ACTIVITIES THAT INCREASE THE VISIBILITY AND PROMOTE THE ACCEPTANCE OF THIS ORGANIZATION TO THE ATTENDING PUBLIC.

RESOLVED THAT, THE INSHORE COMMITTEE SUPPORTS THE NOMINATING OF QUALIFIED WOMEN TO BE ON IYRU COMMITTEES.

LIFERAFT CANOPIES: US SAILING PRESCRIBES THAT LIFERAFTS SHALL BE EQUIPPED WITH CANOPIES.

BE IT RESOLVED THAT EVERY USSA MEETING SHALL BE CONDUCTED IN A SMOKE-FREE ENVIRONMENT. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO, MEETING-ROOMS, REGISTRATION AREAS, HALLWAYS AND PUBLIC AREAS, COCKTAIL PARTIES, RECEPTIONS, DINNERS, AND EVENT VENUES.

INSURANCE;

ALL POLICIES IN ORDER.

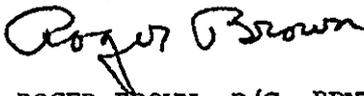
COAST GUARD:

APPLICATIONS FOR PERMITS TO HOLD REGATTAS SUBMITTED TO USCG.  
(MARINE POLICE) AT A RECENT MEETING WITH THE MARINE POLICE IT WAS REQUESTED THAT ALL RACING BARREL'S BE PAINTED WITH REFLECTIVE PAINT OR HAVE REFLECTIVE TAPE APPLIED. ALL RACE COMMITTEES ARE URGED TO HAVE RACE PERMIT ON BOARD TO SATISFY BOARDINGS BY N.J.MARINE POLICE.

APPEALS:

THE APPEALS COMMITTEE RESOLVED TWO ADDITIONAL APPEALS HELD OVER FROM 1992.

RESPECTFULLY SUBMITTED,



ROGER BROWN, P/C, EBYRA  
DELEGATE TO USSA

Dates

## Recommended List of Events for Jersey Shore Area Youth Sailors

### Clinics

- April 5 - 8, C.I.S.A. Advanced Racing Clinic, Alamitos Bay Y.C., Long Beach, CA., Lasers, FJs, Laser IIs. Application deadline 2/1/93. (Although you will be receiving this letter after the deadline, if you are interested, call MaryLee immediately. She has indicated that she will consider good applicants from the New Jersey area after the deadline because she knows in advance that you will receive this letter late.) Entry Fee \$200 per person. Some charter boats are available, Lasers \$100, FJs or Laser IIs \$200, Refundable damage deposit, \$125. Contact: MaryLee Goyan, 619-729-5157.
- May 29 - 31, Advanced Racing Clinic, Kings Point Sailing Center at U.S. Merchant Marine Academy. Lasers and Collegiate 420s, ages 15 - 20. Application deadline 4/23/93. Entry Fee \$120. Some boats provided. Contact: Susie Trotman, 1222 Moore's Hill Rd., Syosset, NY 11291, 516-367-3238.
- June 12 - 13, Jersey Shore Traveling Team Clinic, Location TBD. Lasers, Laser Radials and Laser IIs. Use this clinic to prepare for the Youths and/or the BBYRA Championship.
- July 19 - 21, 10th Annual Van Duyne Memorial Advanced Racing Clinic, Lasers and Laser Radials. Age - under 20 in 1993. Application deadline June 26, 1993 (no exceptions). Entry Fee: \$75. This year the Clinic will be taught by Brad Dellenbaugh with Dave Perry assisting on Tuesday and giving a lecture on the new rules on Tuesday evening. Contact Jan O'Malley for an application form, P.O. Box 776, Mantoloking, NJ 08738, (h) 908-899-2192, (w) 908-957-2724.

### Regattas

- March 20 - 21, Laser, Laser Radial, Laser II Gulf Coast Championships. Lasers at Pensacola Beach Y.C., Radials and IIs at Edison Sailing Center, Ft. Myers, FL. Lasers contact Buck Mercer 904-455-5726. Radials and IIs contact Kevin Cooper 813-337-5958.
- April 30 - May 2, Laser Atlantic Coast Championship, Severn Sailing Association, Annapolis, MD. Entry Fee: \$55 by 4/16. \$15 late fee. Contact: Delrie Hobbs, 907 Bethany Court, Annapolis, MD 21403-1928. (h) 410-267-7670, (w) 202-663-5377.
- June 18 - 25, U.S. Youth Championship, Florida Y.C., Jacksonville, FL. Age - under 20 in 1993. Lasers, Club/Collegiate 420s, Mistral IMCO sailboards. Entry Fee: \$100. Application deadline: 4/1/93 (no exceptions). This is the most exciting youth event, bar none. It starts with an excellent clinic run by the best sailing coaches (including Olympic) in the country. 60 singlehanded sailors, 35 doublehanded teams and 30 board sailors will be accepted. Don't be afraid to apply. If you don't apply, you certainly won't be able to go. If you apply and are not accepted, you will automatically get an application form in the mail next year and will be more likely to be accepted next year. Write or call Trish Walcott at US SAILING to get an application, P.O. Box 209, Newport, RI 02840, 401-849-5200.
- July 1 - 4, North American Laser and Laser II Championships, Gimli Yacht Club, Winnipeg, Canada. Entry Fee \$75 Canadian by 6/1/93. \$15 Canadian late fee. Contact Patricia Eschuk, 1145 Atlantic St., Winnipeg, Manitoba, Canada R2X 1L9.

- July 22 -25, Laser Radial North Americans, Seaside Park Y.C., Seaside Park, NJ. Entry Fee \$50 before 6/15, \$10 late fee, \$5 discount for USSA members. Contact: Jack Chadwick, 25 Plainfield Ave., Lavallette, NJ 08735, 908- 793-7507.
- July 28 - August 1, U.S. Laser II Nationals, Mantoloking YC, Mantoloking, NJ. There will be a clinic July 28 - 29, racing July 30 - August 1. Entry Fee: \$120 per boat prior to 7/20. \$20 late fee, \$5 discount for USSA membership. Contact: Beth Nelson, prior to 6/28 at 201-748-6698. After 6/28 at 908-295-9028, 1120 Ocean Ave., Mantoloking, NJ 08738.
- August 21 - 25, Canandian Olympic Regatta Kingston (CORK). Specific fees are not yet available. The format for CORK will be much improved this year. There will be separate events for Lasers, Laser Radials and Laser IIs. The Laser classes will sail on the two courses closest to the harbor entrance so the sail out will be much shorter and it will be possible to have more races per day. The qualification series will be on Saturday, with Championship racing Sunday through Wednesday. You will have time to travel home during the day and race at home on Saturday.

PROPOSED

BBYRA COURSE REVISIONS, 1993

Upper Bay

Add new course 00 - L-HP-QP-L 3.8 miles  
Renumber courses 00 to 05 one number higher.

Add new course 10 - L-AAP-RP-L 3.6  
Renumber courses 10 to 15 one number higher.

Add new course 60 - L-AAS-GS-FS-L 3.3  
Renumber courses 60 to 66 one number higher.

Remove pond on map next to Lavallette YC (request of A. Attridge)

Toms River

Remove Long Point marker & note requiring observance of same!

Add new course 00 - L-HS-GS-XS-HS-L 3.7  
Renumber courses 00 to 05 one number higher

To course 29, add IS (substitute for Long Point marker) and revise length so that revised course reads, 29 - L-YP-HF-IS-KP-YP-WF-L 7.8

Add new course 60 - L-XS-HS-YS-L 3.4  
Renumber courses 60 to 67 one number higher.

Add new course 70 - L-WS-HS-XS-WS-XS-L 3.7  
Renumber courses 70 to 77 one number higher.

To course 79, add IS (substitute for Long Point marker) and revise length so that revised course reads, L-WF-IS-KP-IP-KP-IP-WS-HS-XS-L 6.9

Seaside Park

Remove Long Point marker & note requiring observance of same!

Add new course 70 - L-EP-BP-AP-L 3.4  
Renumber courses 70 to 77 one number higher.

JGC  
2/17/93

REPORT OF THE NEW CLASSES COMMITTEE for  
REGATTA COMMITTEE MEETING, March 27, 1993

No activity.

REPORT OF THE COURSE COMMITTEE for  
REGATTA COMMITTEE MEETING, March 27, 1993

The Course Committee recommends removal of the Long Point marker and reference thereto from the Toms River and Seaside Park Course Charts. The placement of this marker is currently unreliable and has caused confusion amongst the sailors and problems for the Committee. In those few cases where its removal has a major impact on a course, marker "I" (Ocean Gate) has been substituted. There are many other points and shoals on Barnegat Bay that are not marked on the Course Charts. Thus, the removal of this restriction is consistent with the treatment of all shoals.

We also recommend the adoption of seven new short courses to provide courses in the 3 to 4 mile range primarily for the Blue Jays. In the past short courses have not been available for some wind directions and the Blue Jays have had difficulty finishing within the time limit. Details are attached.

REPORT OF THE BBYRA MEASURER for  
REGATTA COMMITTEE MEETING, March 27, 1993

At the last meeting I volunteered and/or was asked to contact the members of the liaison committee and propose certain changes in the Rules and Sailing Instructions. In addition, in conjunction with the Vice Commodore I have reviewed the new IYRU rules that become effective next week. We will propose a number of changes, mostly numerical, to conform to the new rules. A summary of proposed changes is attached.

Respectfully submitted,

James G. Carson

BBYRA RULES/SAILING INSTRUCTIONS  
PROPOSED 1993 CHANGES

In A.3 change "Notice of Race or Regatta" to "Notice of Race".

(Correct error in title to conform to IYRU)

In D.2 correct "Measure" to "Measurer".

Change E.10. to read, "Points shall be awarded to a yacht and may not be transferred except by specific written permission of the Regatta Committee."

(Loughran 10/3/92. Approved by Regatta Committee 12/5/92)

In E.4 change "IYRR 50" to "IYRR 74.5(a)"

(Conform to US SAILING numbering change.)

Change E.7 to read, "Notwithstanding paragraphs 5 & 6, any class which so requests prior to March 15th, may be scored in accordance with IYRR Appendix B2A, The Low-Point Averaged Scoring System, except as modified by Paragraphs E.3 & E.9 of these Rules."

(Conform to US SAILING change.)

Change E.8 to read, "A yacht receiving a Scoring Penalty shall be scored in accordance with IYRR Appendix B1, Scoring Penalty."

(Conform to US SAILING numbering & name change.)

Change Appendix 1 to read as follows:

APPENDIX 1

SAFETY EQUIPMENT REQUIREMENT CHECK LIST

	<u>Paddle</u>	<u>Manual Bailer Min. 4 qt. or pump</u>	<u>Anchor</u>	<u>Anchor/ Tow Line*</u>	<u>Life Vest</u>	<u>Cushion</u>
Blue Jay	Yes	Yes	Yes	Yes	Yes	No
Cat Boat-All	Yes	Yes	Yes	Yes	Yes	Yes
Ensign	Yes	Yes	Yes	Yes	Yes	Yes
"E" Sloop	Yes	Yes	Yes	Yes	Yes	Yes
Flying Scot	Yes	Yes	Yes	Yes	Yes	Yes
Hobie	Yes	No	No	Yes	Yes	Yes
Laser	No	No	No	Yes	Yes	No
Laser II	No	No	No	Yes	Yes	No
Lightning	Yes	Yes	Yes	Yes	Yes	Yes
"M" Sloop	Yes	Yes	Yes	Yes	Yes	No
Sneakbox	Yes	Yes	Yes	Yes	Yes	No

\* All yachts must carry a tow line solely dedicated to towing and/or anchoring and readily available for use at all times. Line must be at least 24" long and of sufficient strength to tow a powered boat

2x1  
+ 5700c to  
the safety  
line

(CHANGES: Increased size of manual bailer from "1 qt." to "4 qt". 1 qt. is totally inadequate.

Clarified anchor/tow line requirement.

Eliminated anchor requirement from Hobie. Request of Class as there is no place to stow. The way it is currently stowed it would be impossible to get at in an emergency.)

(Request of Regatta Committee & Contact w/ Fleets)

---

SAILING INSTRUCTIONS  
PROPOSED 1993 CHANGES

In 5.2, change "IYRR 50" to "IYRR74.5".

In 9.1, change "IYRR 4.4(a)" to "IYRR 4.3(a)".

In 10.1, change "IYRR 8.1" to "IYRR 7.1".

In 10.2, change "IYRR 8.2" to "IYRR 7.2".

In 15.1, change "IYRR 4.1" to "IYRR 60".

(Conform to US SAILING numbering changes.)

---

Change 7.2 to read, "The Class designation and number of course to be sailed by that Class will be displayed, contrary to IYRR 5.1, at its Preparatory Signal and remain until its starting signal."

(Proposed clarification.)

---

Change 12 to read, "The time limit will be 2 1/2 hours for all classes. A yacht finishing more than 30 minutes after the first yacht of her class finishes or after the time limit, whichever is later, will be scored "Did not finish"."

(Regatta Committee 12/5/92 Approved)

---

Change 14 to read,

#### 14. ALTERNATIVE PENALTIES

14.1 The 720 Degree Turns Penalty, Appendix B1 of the Racing Rules will apply with the additional provision that when an infringing yacht has its spinnaker drawing at the time of the infringement, 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 yacht may elect to accept a Scoring Penalty, Appendix B1 of the Racing Rules.

14.3 Same as current 14.2 modified to incorporate US SAILING numbering change. ("Contrary to IYRR Appendix B1.2.1(b), a yacht sailed single-handed must keep the acknowledge infringement flag displayed until she has finished and been acknowledged by the Race Committee.")

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

(Proposed as a result of Regatta Committee discussion & correspondence w/ Fleets.)

---

Correct 19 to read,

19. SHORTEN COURSE SIGNAL (Code Flag "S")

Modifying IYRR 4.1, this signal displayed at a rounding mark means: "Finish between the rounding mark and the boat displaying this signal."

(Correct typographical error.)

---

Rewrite 9.2 as follows:

9.2(a) The starting line for the "E" Sloop and Sanderling Class 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.

(To provide for shortened starting line for smaller classes.)

---

JGC  
3/27/93

*LASER + RADIAL*

**16. POSTPONEMENT SIGNAL ("AP", Answering Pennant)**

16.1 Modifying IYRR 4.1, the Warning or Preparatory signal will be made one minute after this signal is lowered. This signal made before 1:15 PM does not refer to afternoon races.

---

Change Sneak Box letter designation from "H" to "G".

---

**18. ABANDONMENT SIGNALS ("N" and "N" over "H")**

18.1 Modifying IYRR 4.1, when "N" is displayed over a class flag, the Warning or Preparatory signal for that class will be made one minute after this signal is lowered.

18.2 Modifying IYRR 4.1, "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.

---

## DISCUSSION OF PROPOSED RULES/ SAILING INSTRUCTION CHANGES

Following is summary of proposed changes, several of which were approved at the December Regatta Committee meeting. Most changes are technical in nature (ie: numbering changes).

With respect to the anchor line issue, I have proposed a line "of sufficient strength to tow a swamped boat". To be more specific would be superfluous inasmuch as exact line size is unenforceable unless the committee were to actually physically inspect it up close.

Contact with class representatives elicited no adverse comment with respect to adopting the 720 Degree Turns Rule as an alternative to the Scoring, formerly known as Percentage, Penalty. Most respondents wanted the "one turn with spinnaker flying option" that I have incorporated.

Provision for shortening the starting line as discussed at the December meeting for smaller classes has been included.

Perhaps the most important IYRU change as far as race administration is concerned is the elimination of the term "cancellation" from the rules and the use of different signals which in some cases duplicate our class designations. The Sailing Instructions have been modified in an attempt to address our special situation and at the same time avoid confusion with the new rules.

JGC  
3/27/93

RACE MANAGEMENT RULE CHANGES 1993-1996  
INTERNATIONAL YACHT RACING RULES

Starting and Finishing Lines (old rule 6)

Rule 6 which described some options of types of starting and finishing lines (masts and marks and on-shore posts) has been removed. The sailing instructions had to, and still must, describe the marks and identify the starting and finishing lines. However, a part of old rule 6 used to say that if an inner starting limit mark was laid, yachts had to pass between it and the outer mark. Now when the race committee want to lay an inner distance mark, they must clearly describe yachts' obligations, or the IDM will have no effect.

Postponements signals (rule 4.1)

The little used 'AP over a ball or shape' meaning there is a 15 minute postponement has been deleted. The 'AP' on its own (or over a class signal) continues to mean there is a postponement of unlimited time and the 'AP over a numeral pennant' for a particular number of hours, and the 'AP over A' for 'another day' both remain. There is a new signal of 'AP over H' (H for go home) meaning there is a postponement and new signals will be made ashore.

Individual recall when a yacht is over the line extension (old rule 8.1 new rule 7.1)

The race committee must signal an individual recall (code flag 'X') when one or more identifiable yachts are over the start line itself and must ignore those yachts over the line extensions. The reason is that those who are on the course side of an extension will know they're over, and to give a recall signal may confuse those who are just behind the actual line at the start.

Error in timing the warning period (old rule 4.4 (d))

Old rule 4.4 (d) strongly inferred that if the race committee displayed the preparatory signal say a minute early, it could simply get the timing of the start signal right in relation to the preparatory signal and it would be blameless. The deletion of the rule means that a race committee must restart the whole sequence if it makes an error in the timing sequence. The correct signal would be 'N' for abandonment (or 'AP' if before the starting signal.)

20 ✓  
Abandoning a race (Definition and new rule 5.3 (c))

A race may now be abandoned even before the start. An abandoned race is one that is declared void at any time and that may be resailed.

A general recall in a multiple start sequence (rule 4.3)

When there is general recall (first sub) for one class which coincides with the warning signal for next class to start, the race committee is left with an unwanted warning signal displayed. The new rules require the race committee to lower that warning signal after the general recall has been signalled; that effectively postpones that class. When the race committee is ready to restart the class that has had a general recall, it lowers the first sub with a sound signal. One minute later, up goes the warning and preparatory signals, and five minute later they both come down for the start when the warning signal for the next class will go up.

Replacement mark (rules 4.1 and 8.1)

The new rules require the race committee to make sound signals when it substitutes a mark by displaying code flag 'M' on a replacement buoy, vessel or other object.

Abandonment signals (rules 4.1 and 5.4)

PAR-104  
N over  
Code flag 'N' displayed on its own used to mean 'race abandoned', now it means not only that the race is abandoned, but also that further signals will be made in the starting area. That's not much of a change, but there is a new signal 'N over H' (H for home) which means that the race is abandoned and new signals will be made ashore. The 'N over X' (abandon and resail) and the 'N over first substitute' (race cancelled) have been removed as the idea is that the race committee will decide on the water to abandon the race, and decides later whether the race should be re-sailed or cancelled. It can abandon a race at any time, even before the starting sequence has begun, but now, as before, the race cannot be abandoned after the start except for a specific reason; an error in the starting procedure, four weather, a mark shifted or missing, insufficient wind to complete the course in the time limit, or some reason directly affecting the fairness of the competition.

Cancellation (definition, old rules 4.1, 5.4, 5.5, 74.2 (b))

The definition of 'cancellation' has been deleted as has the cancellation signal ('N over X'). The race committee must now 'abandon' (code flag 'N') and decide later whether or not the race will be re-sailed. This is a better procedure, as the requirements that have to be met when stopping a race (for example because of a storm) are different to those to be considered when deciding whether or not to re-sail the race.

Abandoning when no yacht finishes within the time limit (old rule 10 new rule 9)

The race committee now has to abandon a race when no yacht has finished within the time limit, and no longer can it be argued that a race in which no yacht

finished within the time limit was a race in which every yacht should be scored 'DNF'. Having abandoned, the race committee must then decide whether or not to resail the race. There are no guidelines in the racing rules to help them make their decision.

#### A completed race (rule 5.5)

A race that has been abandoned after even just one yacht has sailed the course and finished, cannot be resailed unless the race committee is 'aware of the relevant facts and of the probable consequences of any arrangement to all yachts concerned for that particular race and for the series, if any, as a whole'.

#### Personal buoyancy (old 'rule' 4.1 'Y', new rule 60)

This is a new rule to replace the often used sailing instruction (and a rule hidden away on the 4.1 signals section of the old rule book). 'It shall be the individual responsibility of each competitor to wear adequate personal buoyancy when conditions warrant. A wet suit is not adequate personal buoyancy.'

#### Seriously hindering a yacht (old rule 31.2, new rule 30.1)

There is now a clear rule requiring a yacht that is not yet racing or that has completed her race not to seriously hinder a yacht that is racing. If a yacht infringes this rule and there is a hearing, a protest committee now has no option but to penalize.

#### Sailing the course - starting marks (rule 51.3)

Under the old wording of the rule, if a mark was placed on the pre-course side of the line the mark could not be said to 'begin bound or end a leg' and therefore never has a required side, and yachts could ignore it. With the new wording, a starting mark has a required side from the time a yacht is 'approaching the line from the pre-course side to start', so if it's reasonably close, it must be left on the correct side as a boat comes to the line to start. However, the obligations to leave it on one side or the other must be stated in the sailing instructions; just to say there will be an IDM (inner distance mark) would be meaningless.

#### Room at a starting mark (old rules 42(b) and 42.4 new rule 42(a))

Rule 42 (Rounding or passing marks and obstructions) has been reordered and the argument as to whether a leeward yacht could claim room at a starting mark has been resolved, no yacht has the right to room under rule 42 at a starting mark when approaching the line to start even if it is an obstruction (unless it's not surrounded by navigable water).

#### Touching a mark (rule 52.2(a))

The old rule used to require a 720, the new rule requires only a 360. The sailing instructions could, and of course still can, change this and might require a yacht to retire, or do a 720 or re-round, or take some other penalty. The new rule clarifies that not only must a yacht get clear as soon as possible after touching but that when she is clear, she must do the turn immediately.

### Spinnaker and whisker poles (rule 64.2)

The old rule on the spinnaker pole require that when a pole was used with a spinnaker, it has to be carried only on the side opposite to the boom; now it can be used either side with a spinnaker or a foresail. Furthermore, a spinnaker may now be set without a spinnaker pole, and if a pole is set, then there is no longer a requirement for the tack to be in close proximity to the end of the pole. The term 'whister pole' has been included to those classes that don't have spinnakers (and therefore no spinnaker poles). The change should eliminate a lot of 'technical' protests, especially in match racing.

### Turns Penalties (old appendix 3, now appendix B1 1.1 and rule 52.2 (a))

The new rules make it clear that a yacht having decided to take a turn penalty for touching a mark, or a 720 for infringing a rule or part IV, must not only get clear as soon as possible after the incident, but that once she is clear she must immediately make her turn(s).

### Accepting a 'scoring penalty' late (old appendix 3, new appendix B1 2)

When the 'scoring penalty' is in force, unless a yacht accepts the penalty (by displaying 'I' or 'yellow flag') at 'the first reasonable opportunity which is usually immediately', then she loses the chance for a 20% but under the old rules this was increased to 50% at a hearing. Under the new rules the protest committee must disqualify her.

### Touching a mark and infringing a rule of Part IV (appendix B1 1.1)

Under the new rules, when a yacht infringes a rule of part IV and hits a mark in the same incident, she need do just a 720, rather than a 720 + 360. There was nothing in the old rules to cover this.

### Protest Flag (rules 68.3 (a) and (b))

Under the old rules, a code flag 'B' was always acceptable no matter what was said in the sailing instructions; under the new rules both code flag 'B' and a red rectangular flag are acceptable no matter what the sailing instructions say. Under the old rules protests were being ruled as invalid when the sailing instructions prescribed a 'B' flag and the yacht displayed a red flag without swallow tails. The words 'which is normally immediately' have been added to emphasize the importance of displaying the flag promptly.

### Protest Fee (old rule 68.7)

There is no longer any reference to a fee, and hopefully any organizing authority or race committee that in the past has required a protest to be accompanied by a fee will in the future drop the requirement.

Requests for redress when the race committee makes an error

What hasn't changed is the fact that a yacht can get redress only when her finishing position has been materially prejudiced through no fault of her own. The change is to add the word 'improper', so that it is only when the race committee's action is 'improper' that redress can be given: it is not sufficient simply to establish that when the race committee did was outside its authority.