



## BARNEGAT BAY YACHT RACING ASSOCIATION

CLASS LIAISON MEETING  
NOVEMBER 16, 1991

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

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Early discussion ensued regarding all Blue Jays should wear life jackets at all times. It was also indicated that all Laser and Laser II should follow this procedure.

E Sloop-Phil Reynolds- Thanked the BBYRA for a job well done. the following comments were offered for improvement:

1. Flotation Panels- if the life jacket flag is raised, then the panels should go in along with code flag "F" to be flown from the committee boat.
2. If this A.M. races are delayed then the committee should use their discretion to postpone the P.M. races.

General discussion of postponement of P.M. races.

A change of sailing instructions is to be proposed to postpone the entire P.M. fleet as a block. There should be a minimum time between A.M. finish and P.M. start.

3. Courses- The fleet would like to have more windward/leeward.
4. Course Selection- The fleet would like to notify the committee of their course selection. The E-Scow fleet is to submit their preferred courses to Jim Carson.

Laser II-Jan O'Malley- Fleet reports that they like the low point scoring system. The fleet will also contact Jim Carson regarding their course preference.

1. The fleet would like to reduce their regatta season from 10 races to 9 races, with two cuts and one throwout. This would permit the fleet to attend the Canadian Olympic Regatta Kingston (CORK). Jan O'Malley is to submit a letter to this effect regarding the 9 race schedule and the dates to Regatta Chairman Wedam.

2. The fleet may want to move to P.M. racing. Further discussion is to be held by the class.
3. The Laser II's were not required to carry a tow line as confirmed at last years meeting. The Regatta committee over ruled this request because of safety. Further requests are to be sent to Regatta Chairman Wedam in writing.

M-Sloop-Margo Limmer - No problems were reported.

Laser & Laser 150- Dave Magno-Class likes open and seperate division for sailing.

Discussion of abandament and restarting of races. Discussion of differential between registration for a race when the race is abanded and when the sailor does not register and the race is abanded.

1. Monitering of the 150 lb. weight of each sailor. A proposal to have a weigh in at the disgression of the class will be held the evening preceding the first regatta.
2. The Masters division wish flags for their season.

Sneakbox-Jeff Lines- No problems were reported.

Laser Radials-John Dickson- Not present. Discussion regarding a Laser Radial Jr. cannot turn 17 during the calender year.

Blue Jay-Willie Demand- Not present

A Cat-Peter Kellog-A Cat class would like a third place trophy.

B Cats Reporting for Del Kusma- Course management is good. The Sanderling class would like to make lunch optional. Non qualifiers do not wish to pay for lunch for one race.

1. Protest procedures could possibly be handled during the week.

Hobie 18-Peter Lenshoek- Not present

Prindle 18-Richard Lister- Not present

Lightning-Paul Gelenitis- Class reports that all boats should use their preferred courses during the regatta.

Flying Scot-James Worth- Not Present, but sent letter indicating that the course selection was good.

Ensigns-Bob Egee-Class would like possibly longer courses and to move up in the sequence.

1. Definition of "Skipper" needs to be established
2. Class would like the schedule to remain the same.

## Proposed changes for 1992

### Individual Class Abandonment instructions

*When displayed over a class signal, the race for that class is cancelled.*

### Postponement of first Afternoon Classes

*NOTE: \*If a postponement is necessary for the A-Cats and Sanderlings the race committee will try to start the subsequent classes on time. However the Prep signal for the first subsequent class shall be raised at least 5 minutes after the start of the Sanderlings. \*Will use a block shift of PM classes.*

### Accountability:

*Any yacht sailing in the starting areas shall be considered a starter See USYRU Rule 50. Skippers of Yachts intending to start shall make an effort to pass near the committee boat or late entry boat so that their sail numbers can be properly recorded.*

*Protests: For starts must notify the committee boat before the prep signal of not starting.*

All protests must be in writing on approved forms, signed by the Owner or Representative and must name the rule or rules alleged to have been infringed and contain a statement of the facts. They must be filed with Protest Committee located at the host club within 1 1/2 hours after the 1st yacht of its class has finished, unless otherwise excused by the provisions of the USYRU Racing Rules. USYRU Rule 68.6. The protest hearing will be fixed by the Protest Committee, with due notice of time and place to each interested party.

The BBYRA prescribes the following modification of USYRU Rule 68.3 (a): A protesting yacht must fly Code Flag "B" or a red rectangular flag no smaller than 6 inches by 8 inches in order to signify her intent to protest.

A protesting yacht must inform the infringing yacht. Rule 68.2

Had Brick- Discussion of various conditions in which races are started. In drifting condition there should be no race. Sailors wish that a quality race be held as opposed to the quantity of races needed for a regatta.

Regatta Chairman Werner F. Wedam- Proposed Changes for 1992. See attached.

Commodore William E. Studdiford- Discussion of boats being hailed that are over early at the start. Some boats are missed, and it continues to be the skipper to know if they have properly started the race. An opinion was given that a hail will not be made to a senior class.

There being no further discussion the meeting was adjourned 12:10 hours

Respectfully submitted

Dale M. Doria

Dale M. Doria, Secretary

BBYRA FULL RIG LASER CLASS QUESTIONNAIRE

YES

NO

I. BACKGROUND

1. Did you qualify in 1991?  
or did you merely compete in a few races?
2. Do you intend to compete in Lasers in the BBYRA in 1992?

II. RACE MANAGEMENT

1. Are there any circumstances under which  
races should be started in drifting or  
near-drifting conditions for sake of "getting  
the races off"?
2. Should the morning races be postponed by  
the race committee if there is inadequate  
wind for a fair and competitive race?
3. If answer to above is "YES", what hour of  
the morning should be the latest time to  
start a postponed race (after which abandoned)  
(CHECK ONLY one BOX)

10 AM      10.30AM      11 AM      11:30AM      NOON      12:30PM      1:00PM

4. Should the afternoon races be postponed by  
a reasonable amount of time if yachts from  
the morning races are still finishing at:  
(MARK one ONLY)
- A. 12:30 PM
- B. 1:00 PM
- C. 1:30 PM
- D. 2:00 PM
- E. Not postponed due to morning race finishing times

5. Should the Vice Commodore (officer in charge of the races) and his alternate meet certain standards of ability or race management and/or racing experience to qualify for the position? \_\_\_\_\_
6. Should the Vice Commodore, and alternate complete the USYRU race management course? \_\_\_\_\_
7. Should any standards be set by the by the class liaison committee, or another selection committee, which would include some sailors be formed for that purpose? \_\_\_\_\_
8. Should the Vice Commodore's activities be generally guided by a race management policy book, to be prepared by a committee of sailors? \_\_\_\_\_
9. Should the Vice Commodore of the Bay be equipped with a hand-bearing compass attached to a wind pennant to facilitate placement of starting and finishing lines? \_\_\_\_\_
10. Should class liaison committee have a regularly scheduled annual meeting with BBYRA after five races of the BBYRA each season for a "mid-season status meeting"? \_\_\_\_\_
11. As a general policy, should the BBYRA encourage, and recognize the difficulties, of sailors who compete in both the AM and PM races? \_\_\_\_\_
12. Are there any areas of the Upper Bay or Lower Bay courses which should be considered for additional placement of marks, where none has previously existed, i.e. filling in a gap?  
If so, where? \_\_\_\_\_

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13. Should the BBYRA issue to member clubs a minimum standard for the ground tackle of all racing buoys? \_\_\_\_\_
14. As a general policy, should the BBYRA emphasize the quality of the racing, even if it means one or two races may be unstarted in a given year? or, is it more important to "get the races off" at all costs, i.e. the quality of races? \_\_\_\_\_

15. If the Race Committee is located in a portion of the Bay anticipating the arrival of wind and then it becomes necessary to relocate the committee boat to a different portion of the Bay, should races be postponed until the sailors have a reasonable opportunity to arrive by a combination of towing and/or paddling, and/or sailing, at the new committee boat location prior to the commencement of the starting sequence? \_\_\_\_\_

YOUR COMMENTS, SUGGESTIONS, ETC.

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