



BARNEGAT BAY YACHT RACING ASSOCIATION

LIAISON MEETING- NOVEMBER 14, 1992

TOMS RIVER YACHT CLUB

1000 HOURS

Introduction: Chairman Dale M. Doria, R/C

Class Reports and Comments:

A Cat	Peter Kellogg	Prindle	Richard Lister
Blue Jay	Willie Demand	Jr. Rep.	Patti Applegate
Ensign	Robert Egee		
E Sloop	Buzz Reynolds		
Flying Scot	Kris Smith		
Hobie 18	John Schwind		
Laser	Had Brick		
Laser II	Jan O'Malley		
Laser 150	Dave Magno		
Laser Master	John J. Applegate		
Laser Radial	John Dickson		
Lightning	Paul Gelenitis		
M Sloop	Margo Limmer		
Sanderling	Del Kusma		
Sneakbox	Jeffrey Lines		

Regatta Chairman: Werner F. Wedam, V/C

Proposed changes for 1993

Other Business: 720 Rule to be discussed

Adjournment



BARNEGAT BAY YACHT RACING ASSOCIATION

CLASS LIASON MEETING

November 14, 1992

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

The major issues discussed were: the 720 rule, the time limits on finishing races, the R.C. current over early non-hailing policy, selection of courses in shifty wind conditions, the makeup of and timing of protest committee hearings, policy re: cancellation of races and treatment of non-registrants.

The general feelings and concensus were as follows:

The use of the 720 rule was enthusiastically accepted, most classes indicating its current use for national events. B-Cats will have a serious problem in heavy air as will Sneakboxes and the Lightning has a rule covering fouls while flying a spinnaker (drop the spinnaker, do a 360, rehoist the sail). It was generally agreed that the 720 rule should be adopted but that other options should be available as classes choose (20% penalty and only a 360 in some instances). Classes will tell R.C. what they opt for. More class self-policing was suggested.

Time limits must take into account late starts, etc. Limits should be set, for example: first boat must finish two hours after the start and last boat in the class must have finished 1/2 hour later in order to be scored. This system was much preferred over a fixed time of day: e.g., 12:30 hours for a.m. race.

Hailing of premature starters - Chase boats should not be used again for many reasons. Hails from R.C. would be appreciated as a courtesy. One hail, no follow-up.

Course selection - Fleet captains (class reps) on the water would sail by the R.C. and suggest a course to the R.C. based on current wind conditions. This would be advisory only and would not be binding on the R.C.

Protest Committee - Protest committees are too inconsistent among clubs. Inexperience can lead to unfair treatment. A system of standing race committees, perhaps one up-bay and one down-bay, was suggested. All protests should be heard at the host club at a set time, e.g., 18:00 hours Sunday nites. Also it was suggested the hearings be public and if parties involved don't show they lose the protest. It was suggested that the Bay might offer a seminar on the rules for those interested in serving on a race committee.

Cancellations of races and counting and scoring thereof should effect all sailors equally whether season registrants or daily registrants. No refunds of daily registration fees in the event of cancellation.

Other comments and discussion by class were as follows:

Flying Scot - Kris Smith

Courses should be longer with more windward work. Perhaps the same course as for the Lightning which is similarly rated.

Laser - It was reported that Had Brick would like to step down as class rep. Dave Magno would like to be rep. They may select a rep for the 150 class. They will advise BBYRA. Laser is now an Olympic class boat.

Laser II - Jan O'Malley

Request a day off on 8/21/93 no-race and make up day 7/10/93 two races. Laser II's need longer courses in heavy air. A general rule might be less than 8 knots wind 4-5 miles, 8-15 knots wind 5-8 miles and over 15 knots 8-10 miles.

Junior Rep - Patty Applegate

Age limit has been raised for Juniors to under 19. (Can't turn 19 in calendar year). A committee has been formed to help set up a Barnegat Bay Foundation which will raise funds to support coaching costs for Junior Sailors on a BBYRA Team of junior sailors.

The introduction of a new BBYRA class, the Sandpiper, in 1994, was discussed. Bay Head has about 16 boats sailing now.

There being no further discussion the meeting was adjourned.

Respectfully submitted,

Kevin B. Dalton, Secretary