

BARNEGAT BAY YACHT RACING ASSOCIATION

REGATTA COMMITTEE MEETING

March 30, 1996 TRYC

MINUTES

The meeting was called to order by Commodore McNeil at 1000.

Roll call was taken by Secretary Gelenitis - all clubs represented with the exception of Beachwood Y.C.

Motion made by Charles Logan, seconded by John Heacock to accept the minutes as written. (November 18, 1995 minutes).

Correspondence - none.

Meeting was turned over to Vice Commodore Waite.

Vice Commodore Waite complimented the many people who have done extraordinary work during the past year, especially Jim Carson who has put in many, many hours working on sailing instructions and courses.

Rear Commodore Foote - establishing criteria for wind speed, will solicit various fleets to determine their ideas. Alternative Committee Boat is an excellent idea - Metedeconk R.Y.C. has approved the use of their club boat each Saturday except July 14 at which time they will be hosting the Lightning Districts.

Fleet Captain Heacock - at ease to inspect any class at any time; responsibility will be sailors'. Expects all, particularly the juniors, to know their own "class" flag.

Measurer Jim Carson presented his report regarding Measurements (nothing new which has been made part of these minutes.

Class Eligibility - Mr. Carson received a request yesterday from the 420 Class (Juniors) cannot be 20 before December 31; class will have all required paperwork filed by April 15. Jim stated that this would be a good class to have on the Bay. Motion made by Wedam, seconded by Logan to accept said class providing all information is received by April 15, adding the start to the morning races. Suggestion that maybe they could start with the M-Scows, however this will be determined later.

Sailing Instructions - Mr. Carson thanked his committee who had two good working sessions; he presented his list of proposed changes and suggestions. A motion was made and seconded to consider the proposed changes - Mr. Carson read each proposed change and explained each. Discussions ensued wherein votes were taken on each, 2 votes opposed the 9.6 "A yacht shall not start later than four minutes after her starting signal", they were Loughran and Wedam. All other changes were approved.

At this time motion was made and seconded to consider the proposed changes to Racing Rules. Recommendation was made to change wording regarding membership lists, change "must" to "expected to", and change "eligible" skippers to "membership list and list of contributing members". Also

recommendation made regarding publication of scores that "scores shall be considered final eight days after they are posted on the official notice board"..... With these changes, motion was made and seconded to approve the changes.

A list of proposed course changes was now presented: (Toms River courses): Course 16 to eliminate use of I, east wind courses starting near AA instead of I (to move starts away from shallow water and congested area near OGYC. Also changes to Course 26 to 7.3 miles, course 27 to 9.1 miles, 28 to correct mileages due to change in starting location, etc.; Course 46 to 8.4 miles and course 47 to 10.4 miles (course was too long, shown 9.0 but actually 12.0). Motion made and seconded to approved new courses.

The following recommendations were discussed: (received during course of year from various classes or sailors):

Committee verbally speculating about possible abandonment prior to the scheduled start time - should not be verbal speculation - keep abandonment as is.

Light air courses - monitor classes anticipating shortening course.

Scores to be posted on official Bulletin Board.

Windward/Leeward courses for Blue Jays and other classes.

Late Entry Boat be uniformly anchored each week and adequately manned; keep patrol boats and power boats out of triangle area.

Recalled classes to end of sequence - no.

River courses - no.

COMMITTEE REPORTS:

U.S.Sailing National Cup Events - Patty Applegate read the list of competitions: BBYRA Adams - Smythe - Bemis, July 9 SPYC; Mallory July 16 at MCYC (Area C Finals in J 22's). Adams to be announced. Area C Competitors will have Rolex Foundation coach available. Patty also announced that all scoring has now been completed with the Blue Jay appeal having been decided in favor of 5872 (Ryan Bradley), scores posted in September will be finalized.

Protest - Dave Loughran presented a copy of the Final Decision of U.S.Sail on the Blue Jay appeal, this was made part of these minutes. He also asked that each club have enough people to hear protests on their hosting days (qualified people). Also new people who would be willing to sit in and learn.

Appeals - none pending.

USSA General Programs & Services - Roger Brown presented his lengthy report which has been made part of these minutes. Major points of interest: Wearing of life jackets is being encouraged even if they are not coast guard approved. Rules Committee hinting new rules will be implemented. Approval for Sponsorship for regattas from U.S.Sail needed, might require right of first refusal. Rolex money is being geared to adults after 1996; junior money will be gone. Collision within Inland limits - IYRU decision accepted by Coast Guard. U.S.Sail Board of Directors will be cut in half which will cut representation of local people. Change in request for regatta permits will negate most clubs from applying for permits

Junior Sailing - Pat Dunn reported that the last meeting was held at Manasquan. A discussion was held regarding separate race courses for the juniors. cooperating classes between yacht clubs, using alternate clubs and available boats. Thanks to John Heacock for scoring program provided.

Membership - Werner Wedam has started to receive new lists, will order cards and decals for mailing (also pre-stamped envelopes).

OLD BUSINESS: None

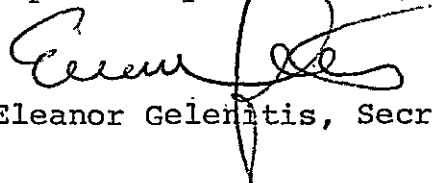
NEW BUSINESS:

Request from the J22 Fleet to be guests, especially "Down Bay"; motion was made and seconded to approve.

Dave Loughran presented a proposal to have BBYRA get on the Internet, have a WebSite, get on-line, etc. \$400 set up fee, \$20 monthly charge. This will be submitted to the Delegates Meeting.

Motion made and seconded to adjourn at 12 noon.

Respectfully submitted,



Eleanor Gelenitis, Secretary

CHANGES, BBYRA SAILING INSTRUCTIONS, 1996 approved by the Regatta Committee, 3/30/96.

1. Move afternoon "special warning", A-Cat prep. and A-Cat start up 5 minutes to 1:25, 1:30, 1:35. The start of the A-Cat would then be the warning for the Sanderlings.

2 Change 9.1 to read, Races will be started in accordance with IYRR 4.3(a), System 2 with classes starting at intervals and in the order shown under Class Signals and Starting Times.

3. Change 5.2 to read, Yachts intending to race should 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 yacht. Any registered yacht sailing in the starting area between her preparatory and starting signals will be considered a starter. (See IYRR 74.5).

4. Add new 9.6 to read, A yacht shall not start later than four minutes after her starting signal.

5. Change 13.3. to read, Protests shall be written on forms available at regatta headquarters or line boat and lodged in accordance with IYRR 68.6.

CHANGES, RACING RULES OF THE BBYRA, 1996. Recommended by the Regatta Committee, reviewed by the Executive Committee and approved by the Delegates, 3/30/96.

1. Add the following sentences before the last sentence of B.2, Any new class accepted shall be considered "provisional" for a period of at least one year. Provisional classes are not eligible for championship or race awards.

2. Change the last sentence of B.4. to read, Member Clubs are expected to furnish the Regatta Committee with a membership list and a list of BBYRA contributing members prior to June 15th of each year.

3. Add the following sentence to E.7., When such request is granted, it shall remain in effect until a new request is received.

4. Change E.14. to read, A report of each championship race giving the identification of all yachts registered therein and their order of finish shall be filed with the Scorer of the Regatta Committee and kept for two years.

5. Change E.16. to read, 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.

6. Change E.17. to read, Season championship flags and trophies will be awarded to the winning yacht 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 18 qualifiers and fifth place when there are at least 28 qualifiers.

7. Change the second sentence of E.15. to read, 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.

5. Change E.16. to read, 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.

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7. Change the second sentence of E.15. to read, 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.

8. Add new paragraph E.19. to read, When a race is started and subsequently "abandoned, not to be sailed", only yachts ranking as starters will be entered for purposes of qualification in accordance with Par. E.3 & E.9.



UNITED STATES SAILING ASSOCIATION
P.O. Box 1260 • 15 Maritime Drive • Portsmouth, RI 02871-6015
(401) 683-0800 • Fax (401) 683-0840 • CompuServe: 75530,502

March 11, 1996

Mr. Ryan P. Bradley
7 Huntington Court
Toms River, NJ 08753

re: AC #18-95

Dear Mr. Bradley:

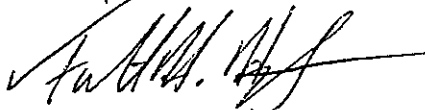
This is the decision of the US SAILING Appeals Committee of your appeal of the Barnegat Bay Yacht Racing Association Appeals Committee decision in the matter of *Blue Jay* #5872 vs. *Blue Jay* #7151, arising from the Barnegat Bay Yacht Racing Association Championship Regattas race held on July 22, 1995.

The facts stated by the protest committee and shown in the diagram it prepared following the reopened hearing, conducted on January 17, 1996, at our request, show that *Blue Jay* 7151 did two 360-degree turns approximately two minutes and fifty seconds after the incident for which she wished to exonerate herself under Appendix B of the racing rules. Paragraph 1.1 of the appendix requires that a yacht wishing to take a 720-degree Turns Penalty "shall, as soon as possible after the incident, sail well clear . . . and . . . immediately" make the turns. The word "immediately" is a strong word, and while we recognize that there may have been some delay caused by the proximity of other boats, nothing in the facts found by the protest committee explains the delay of almost three minutes shown by those facts. Since *Blue Jay* 7151 did not comply with the requirements of paragraph 1.1, we uphold the protest committee's decision to disqualify her under rule 36.

We note that fact number 3 mentions the display of a protest flag and a hail having been made by someone. These facts have no bearing on whether the requirements of Appendix B1 have been met by a yacht wishing to take a 720-degree turns penalty. A yacht wishing to do so must act as soon as possible after the incident, not as soon as possible after she learns that the other yacht intends to protest.

Concerning the decision of the Barnegat Bay Yacht Racing Association Appeals Committee, it correctly observed that the facts in the protest committee's decision did not show that *Blue Jay 7151* delayed taking the turns, but should also have observed that the facts did not show that she took the turns as soon as required. Since it did not have sufficient facts to make a decision, its decision was in error.

Very truly yours,




Frederick H. Hagedorn
Secretary
Appeals Committee

cc: Mr. John P. Broderick - *Blue Jay* #7151
Mr. David Loughran - PC
Mr. Roger K. Brown - AAC
US SAILING Appeals Committee

REPORT OF THE BBYRA MEASURER for
REGATTA COOMMITTEE MEETING, March 30, 1996

Nothing new to report.

Respectfully submitted,



James G. Carson
March 30, 1996

Copies for: Commodore
Vice Commodore
Secretary

REPORT OF THE CLASS ELIGIBILITY COMMITTEE for
REGATTA COMMITTEE MEETING, March 30, 1996

As previously reported, all current classes have met the requirements for inclusion on the 1996 schedule. Yesterday afternoon I received a request to include the Club 420 in the 1996 morning starting sequence. Obviously, my committee members have not had an opportunity to review this request. The request appears to meet all our requirements except that it does not include a petition from each of the six skippers listed stating their intention to qualify as required by our Racing Rules. This class would be a junior class with an age limit of 19 and would be sailed with spinnaker and trapeze. I personally feel this would be a good class to have on the Bay and would ask your approval to include it subject to approval of my committee and receipt of a commitment from the petitioning skippers by April 15th. If the requirements are not satisfied by April 15th, the class would not be included.

Respectfully submitted,

James G. Carson
March 30, 1996

Copies for: Commodore
Vice Commodore
Secretary
Eligibility Committee Members

REPORT OF THE SAILING INSTRUCTIONS COMMITTEE for
REGATTA COMMITTEE MEETING, March 30, 1996

The current Sailing Instructions Committee consists of Jim Carson (Chairman), Hank Waite, Del Kusma, Patti Applegate and Willie DeCamp. I'd like to thank the members of this committee for their time and effort with a number of difficult subjects this year. As the result of two lengthy working sessions, we respectfully present the following recommendations for approval. These recommendations include consideration of issues raised in a letter from David Applegate and suggestions from the Scorer both of which were referred to us at the November meeting.

PROPOSED CHANGES, SAILING INSTRUCTIONS

1. Move afternoon "special warning", A-Cat prep. and A-Cat start up 5 minutes to 1:25, 1:30, 1:35. The start of the A-Cat would then be the warning for the Sanderlings. (Result of A-Cat request to put ten minutes between A-Cats and Sanderlings. The A-Cats maintain a high number of Sanderlings in the starting area at the A-Cat start presents a difficult and dangerous condition.)
- 2 Change 9.1 to read, Races will be started in accordance with IYRR 4.3(a), System 2 with classes starting at intervals and in the order shown under Class Signals and Starting Times. (To accommodate 10 minute interval between A-Cats and Sanderlings.)
3. Change 5.2 to read, Yachts intending to race should 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 yacht. Any registered yacht sailing in the starting area between her preparatory and starting signals will be considered a starter. (See IYRR 74.5). (Intent is to have boats check in with the late entry boat but not be penalized if they are otherwise accounted for.)
4. Add new 9.6 to read, A yacht shall not start later than four minutes after her starting signal. (This restriction is needed to prevent late starters from interfering with subsequent classes and delaying the departure of the committee boat after the last class starts.)
5. Change 13.3. to read, Protests shall be written on forms available at regatta headquarters or line boat and lodged in accordance with IYRR 68.6. (Line boat more accessible at finish than late registration boat.)

PROPOSED CHANGES, RACING RULES OF THE BBYRA (These changes must be submitted to the Executive Committee for review prior to approval by the Delegates.)

1. Add the following sentences before the last sentence of B.2, Any new class accepted shall be considered "provisional" for a period of at least one year. Provisional classes are not eligible for championship or race awards. (To clarify existing policy.)

2. Change the last sentence of B.4. to read, Member Clubs, ^{are expected to} furnish the Regatta Committee with a ^{maintaining a list of} list of eligible skippers prior to June 15th of each year. (To provide mechanism for determining eligibility of entrant beginning with the first race of the season.)

3. Add the following sentence to E.7., ^{entrants would} When such request is granted, it shall remain in effect until a new request is received, (To carry alternate scoring requests from year-to-year without further formality.)

4. Change E.14. to read, A report of each championship race giving the identification of all yachts registered therein and their order of finish shall be filed with the Scorer of the Regatta Committee and kept for two years. (To conform to modern practice.)

5. Change E.16. to read, 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. (More concise wording.)

6. Change E.17. to read, Season championship flags and trophies will be awarded to the winning yacht 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 18 qualifiers and fifth place when there are more than 27 qualifiers. (More concise wording.)

7. Change E.15. to read, All scores shall be considered final ^{on the official} ^{& BYPA Bulletin} ^{Board} ~~fifteen~~ days after they are ^{posted} published 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. (Make present practice official.)

8. Add new paragraph E.19. to read, When a race is started and subsequently "abandoned, not to be sailed", only yachts ranking as starters will be entered for purposes of qualification in accordance with Par. E.3 & E.9. (Clarify policy with regard to entrants in races that are started and later abandoned and not resailed.)

PROPOSED COURSE CHANGES, TOMS RIVER

Change Course 16 to read: L-FS-ES-XS-AAS-FS-ES-XS-L 7.9 (To eliminate use of I)

Show east wind courses starting near AA instead of I. (To move start away from shallow water and congested area near OGYC.)

Adjust mileage Course 20 to	2.9
Change Course 21 to read: YP-IS-L	3.6
Change Course 22 to read: YP-HP-XP-GP-WP-L	4.2
Change Course 23 to read: YP-HP-XP-YP-WP-L	5.1
Change Course 24 to read: YP-HP-XP-GP-XP-YP-WP-L	6.0
Adjust mileage Course 25 to	6.8

Adjust milage Course 26 to 7.3
Adjust milage Course 27 to 9.1
Change Course 28 to read: L-DS-CP-AP-CS-AP-CS-AP-CS-BP-HP-WP-L 10.4
(To correct mileages due to change in starting location; eliminate use of I in some courses; shorten 28, was 11.5; better distribution of mileage between courses.)

Correct mileage course 46 to 8.4

Change course 47 to read: L-CP-FS-ES-FS-CP-DS-AS-HP-L 10.4 (Course was too long, shown 9.0 but actually 12.0)

OTHER RECOMMENDATIONS TO THE REGATTA COMMITTEE

Suggest committee use discretion in their verbal response to requests for information about possible abandonments prior to the scheduled start time (ie: not speculate on what action will be taken). (Suggestion results from discussion of whether a more systematic method of abandonment could be developed. While it would be nice to set rules with regard to notification of abandonments, conditions differ such that when and under what circumstances races are abandoned must be left to the judgement of the committee.)

Suggest committee continue to use care in selecting light air courses and carefully monitor classes for progress anticipating possible shortened courses. (Results from a suggestion that a standard be set for races that start in wind velocities of 5 mph or less. Light air at the start does not always mean it will stay light. Because each condition may be unique, a standard set of directions would be impractical. Course selection must be left to the discretion of the committee.)

Propose scores be posted each week on the official bulletin board. (Result of complaint and recognition that scores are sometimes difficult to track down at member clubs.)

Consider windward-leeward courses for Blue Jays (and other classes) when other courses are too long. (Result of request by Blue Jay Class for shorter courses.)

In connection with accountability, recommend the late entry boat be uniformly anchored and adequately manned to identify entrants. (It has sometimes been difficult to find the late entry boat.)

OTHER COMMENTS

The committee considered a request from the Flying Scot class to shorten the gap between the Sanderling start and "E" Scow warning. We consider the existing gap between the Sanderlings and E-Scows necessary to keep the faster class (E-Scow) from catching the slower class (Sanderling) before the first mark. Therefore, we recommend no change.

We considered a request from the Flying Scot class that recalled classes go to end of sequence. Putting a faster class behind slower classes is poor policy. We recommend this suggestion not be implemented.

We recommend against a suggestion to allow competitors in provisional classes to race in BBYRA races without member club affiliation. We recommend competitors in guest classes continue to be allowed to participate without member club affiliation. However, we feel this is a policy decision which should be referred to the Delegates and to the member Clubs as it may affect their facilities, insurance, etc.

We considered suggestions that "river courses" in the Toms River be reestablished. This committee feels the river with its shifty winds and confined area could be every bit as dangerous as the Bay and that the number of times "river courses" might be used does not justify their inclusion.

Finally, we will again solicit each class regarding their course preference, wind restrictions, etc. and will provide this information to the Committee. This year we will also provide the committee with the intended location of the finish line for each wind direction on all Course Sheets.

Respectfully submitted,

James G. Carson
March 30, 1996

Copies for: Officers
Each Club

Secretary

David J. Applegate
118 Laurel Ave.
Toms River, NJ 08753

March 31, 1996

Dear Dave:

Following up on my letter of February 26th, I am happy to report the Regatta Committee and Delegates basically accepted all the recommendations of the Sailing Instructions Committee.

Our suggestion with regard to posting scores on the official notice board was made official by modification of BBYRA Racing Rule E.15 to read, 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.

The score sheets will still be delivered to each Club and should be available early in the week after each regatta. Thus most sailors should have access to the scores almost two weeks prior to their being considered final. We suggest you discuss with your Club how they can best be made available.

Again, thanks for your comments and suggestions and good sailing this year!

Yours sincerely,

Jim Carson, Chairman
Sailing Instructions Committee

David J. Applegate
118 Laurel Ave.
Toms River, NJ 08753

February 26, 1996

Dear Dave:

The Sailing Instructions Committee has reviewed the issues presented in your letter of October 5th and expect to present the following recommendations to the Regatta Committee at the March 30th meeting:

1. SCORING:

Change Racing Rules of the BBYRA, Par. E.15. to read, All scores shall be considered final fifteen days after they are published 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. (Make present practice official.)

Propose scores be posted each week on the official bulletin board. (Result of recognition that scores are sometimes difficult to track down at member clubs.)

2. PROVISIONAL CLASSES:

We feel this is a policy decision which should be referred to the Delegates and to the member Clubs as it may affect their facilities, insurance, etc.

3. LIGHT WIND CONDITIONS:

Suggest committee continue to use care in selecting light air courses and carefully monitor classes for progress anticipating possible shortened courses. (Results from your suggestion that a standard be set for races that start in wind velocities of 5 mph or less. Light air at the start does not always mean it will stay light. Because each condition may be unique, a standard set of directions would be impractical. Course selection must be left to the discretion of the committee.)

Consider windward-leeward courses for Blue Jays (and other classes) when other courses are too long. (Result of request by Blue Jay Class for shorter courses.)

4. FINISH LINES:

The rule with regard to finish lines is clear and has been given a lot of publicity in sailing periodicals lately. We recognize the BBYRA has concocted some unusual finish lines in the past. We hope this will not happen in the future!

5. 1995 YEAR END LASER CLASS SCORES:

As you know, a particularly difficult situation in the Laser class and the unavailability of certain past records at Seaside led to errors in the scoring which were corrected as soon as the complete

season records were available. I believe you received a corrected copy.

Again, we appreciate your interest in improving racing on Barnegat Bay. If there is anything you would like to add or discuss in further detail, please feel free to contact me before the March 30th meeting.

Yours sincerely,

Jim Carson, Chairman
Sailing Instructions Committee

cc: LYC BBYRA Delegates
Dave Magno
James Maida

NUMBER OF EBYRA QUALIFIERS

<u>Class</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	
Sanderling:	27	25	20	23	+
Flying Scot:	14	14	9	15	+
Laser:	17	12	13	14	+
"E" Sloop PM:	21	18	14	14	0
Ensign:	13	13	11	13	+
Laser Radial:	14	7	10	9	-
Sneakbox:	21	14	10	9	-
Blue Jay:	22	14	14	8	-
Radial Jr.:	13	12	10	8	-
"E" Sloop AM:	12	9	8	8	0
"A" Cat:	6	6	8	8	0
Sandpiper:	-	-	7	8	+
Lightning:	5	6	6	7	+
"M" Sloop:	7	6	3	6	+
Laser II:	7	6	4	4	0
Laser Masters:	3	3	3	3	0
Laser "150":	3	2	-	-	
Hobie "18":	5	1	-	-	
Prindle "18":	2	-	-	-	
TOTAL:	212	168	150	157	+

JGC
11/17/95

AVERAGE NUMBER OF BBYRA PARTICIPANTS PER RACE

<u>Class</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	
Sanderling:	25.4	22.8	18.8	24.6	+
Flying Scot:	13.2	13.2	11.3	17.9	+
"E" Sloop PM:	23.3	18.1	14.0	13.9	-
Laser:	16.8	16.8	16.7	12.9	--
Ensign:	11.7	11.1	9.8	12.0	+
Laser Radial:	11.1	7.1	10.4	10.2	-
"E" Sloop AM:	15.1	10.3	8.8	9.4	+
Blue Jay:	15.0	14.4	11.1	9.0	-
Sneakbox:	16.4	13.2	9.4	8.4	-
Radial Jr.:	11.0	10.6	9.7	7.6	-
"A" Cat:	5.8	5.5	7.4	7.0	-
Sandpiper:	-	-	7.2	7.0	-
Lightning:	4.2	6.3	6.4	6.1	-
"M" Sloop:	7.1	5.2	3.7	5.1	+
Laser II:	5.3	5.5	3.9	3.6	-
Laser Masters:	3.9	3.4	2.8	2.9	+
Laser 150:	3.1	2.0	-	-	
Hobie "18":	4.1	1.4	-	-	
Prindle "18":	1.8	-	-	-	
TOTAL:	188	167	151	158	+

JGC
11/17/95