



BARNEGAT BAY YACHT RACING ASSOCIATION

CLASS LIAISON COMMITTEE MEETING

November 21, 1998 at 1000

Toms River Yacht Club

The meeting was called to order by Rear Commodore Patricia Applegate. The officers of the BBYRA and the class representatives were introduced. The E Sloop, Flying Scot, Laser, Laster Master, Lightning, M Sloop, Sanderling, and Sneakbox fleets were represented.

E Sloop

Paul Magno represented Buzz Reynolds.

Everything is satisfactory. They want VHF recalls to continue, and are happy with portable mark courses. However, they would prefer windward/leeward courses built into the barrel courses.

M Sloop

Curt Morton reported that the fleet is happy and pleased with their increased participation. There was too much wind and the waves presented a problem the first week of racing. Commodore Waite explained that the Bridge monitored the wind speed every 30 seconds and started the race under the fleet limit. They have no means by which to measure the waves.

Laser and Laser Master

John Applegate reported for the Laser Masers and represented Dave Magno for the Lasers. Both fleets are very pleased and are happy with the courses.

Sneakbox

Jeff Lines reported no problems. They hope for greater fleet participation.

Flying Scot

Jeff Lines reported that the fleet is happy and that the portable mark courses worked well after all in the fleet figured out the finishes. He reported problems with Lower Bay courses 25, 26, and 27 having a starboard rounding at D and later a port rounding at D. Also, the leg from D to H has water too shallow for the Ensigns. The fleet really appreciated their course requests being honored by the committee. They would like to continue their "Challenger Division" for another year. Jeff thanked the committee for their efforts.

Lightning

Jim Carson, representing Paul Gelenitis, reported the fleet was happy with the courses with the exception of the first week. The fleet would like windward/leeward courses most of the time.

Sanderling

Jeff Burslem reported that 22 Sanderlings qualified and 9 others sailed at least once. The fleet will promote their Up-Bay/Down-Bay series by mail and website. The courses were good with the exception of several instances where the starting line was on a leg of the course. Overall race management was excellent. They requested shorter last legs in heavy air races and that care be taken when moving marks during a race. On behalf of the fleet, Jeff thanked the BBYRA for the opportunity to race on Barnegat Bay; they look forward to another excellent season in 1999.

Junior Sailing

Evelyn Seymour reported that the Junior Program Coordinators are polling the kids about their interest in petitioning the BBYRA for Optimist Pram and Sunfish inclusion in the Saturday race schedule with various scheduling options. The Optis could be limited by their ability. A point person is needed at each club to contact kids who would like to crew on larger boats.

Trophies

Rear Commodore Applegate requested feedback regarding rotating silver trophies, plaques, and crystal trophies. The consensus was that change is good rotating every two years or whenever is feasible.

The meeting was adjourned at 1050.

Respectfully submitted,

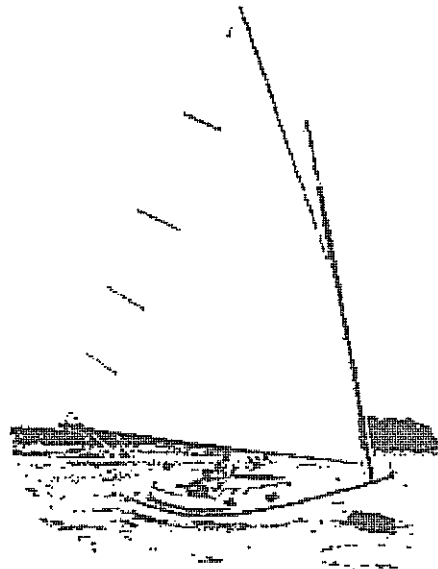


Betty Jane France, Secretary

BBYRA Sanderling Fleet

Jeffrey S. Burslem, Fleet Captain
727 Knollwood Terrace
Westfield, NJ 07090
908-232-5533 / 732-920-8336

SANDERLING REPORT BBYRA LIAISON MEETING – TRYC NOVEMBER 21, 1998



The Sanderling Fleet Annual Meeting was held on November 8, 1998 at Bay Head Yacht Club. The following observations and suggestions were discussed:

Participation: Twenty-two (22) Sanderlings qualified in 1998 and nine others sailed at least one race. The maximum fleet turnout was 25 boats at MYC and SPYC. It is our hope that the fleet can be grown during 1999 by promoting the Up-Bay/Down-Bay Sanderling series through direct mail and our website. We've also reduced the qualification requirements to the best 3 of 5 in each series. This means that any BBYRA member who can beg, borrow or steal a B-Cat for just 3 Saturdays can win one of the prestigious Lutz perpetual trophies.

Courses: The courses were generally considered good. However improvement could be made in positioning the starting line so that it is not on a leg of the course. There were several instances where our course to the leeward mark took us right through the starting line of those classes starting behind us.

Race Management: Overall the management of the races was excellent. The cancellation of the 1st race due to high winds (for the second year in a row) was an excellent decision and adhered to our request that races not be started in winds over 20 mph. We would like to request that in a heavy air race, where possible, the last leg to the finish be shorter rather than longer as it was in the Lavallette race. Also, additional care should be taken in moving a mark during the race. In the Seaside race, missing mark 'Y' was picked up and moved as the lead Sanderlings approached it. This reversed the order of finish of the second and third place boats.

We thank the BBYRA for the opportunity to race on Barnegat Bay and look forward to another excellent season in 1999.

Jeffrey S. Burslem
BBYRA Sanderling Fleet Captain