



BARNEGAT BAY YACHT RACING ASSOCIATION

Class Liaison Committee Meeting

November 23, 2002 at 1000
Metedeconk River Yacht Club

MINUTES

The meeting was called to order by Rear Commodore John Heacock. The Ensign, Flying Scot, Lightning, M Sloop, Sanderling, Sandpiper, Sneakbox, and Sunfish Fleets were represented.

Rear Commodore Heacock reviewed the changes which took place in 2002 and introduced the meeting agenda.

Commodore Patricia Applegate complimented Jack who has been responsible for the BBYRA web page.

REPORTS OF CLASS REPRESENTATIVES

A CAT - Roy Wilkins

The fleet had its fall meeting and approved the following requests:

- Continue windward/leeward courses.

- Have a windward offset mark.

- Use leeward gate which would spread the 2003 twelve boat fleet.

- Increase number of races to twelve.

- Sail 2 5-mile races on 3 up bay Saturdays.

 - (They recommend Mantoloking, Shore Acres, and Lavallette)

- Drop Normandy Beach from their schedule.

- The fleet would like the race committee to announce when it will use the green mark as the last leeward mark.

ENSIGN - Clark Brick

Clark Brick reported the fleet was pleased with the 2002 schedule.

The fleet requests 2 races in the PM on double race days; shorter races are acceptable.

E SLOOP - Dave Magno

The fleet is happy with windward/leeward courses.

They would like barrel courses when appropriate, especially down bay.

They would like both daily and seasonal registrants included in the scoring.

FLYING SCOT - Glenn Shaffer

Glenn Shaffer reported the following fleet requests:

- No race - 7/19 and 8/2

- 2 races - 7/12 and 8/23 (1 AM and 1 PM)

- Course variety - triangles and barrels in addition to windward/leeward

- Avoid confusion/congestion by considering proximity of starting line and leeward mark.

LASER - Bob Spillman

The fleet would like to sail in the PM with multiple races.

Since the Laser District includes many yacht clubs, the fleet would like to include yacht club participation from other than BBYRA clubs.

LIGHTNING - Jim Carson

Jim Carson reported that the fleet was happy with 2002.

They appreciated 4 double days and good courses; however, finishing upwind on double race days was a problem.

The fleet would like occasional barrel courses.

The following tentative schedule was submitted:

1 race - 6/21 and 8/30.
No race - 6/28, 7/12, 8/9, 8/16.
2 races - 7/5, 7/19, 8/2, 8/23.

M SLOOP - Douglas Corbett

Doug Corbett requested the following schedule change for the M Scow fleet:

No race - 7/13, 8/9
2 races - 7/20, 8/3 (1 AM, 1 PM)

The fleet is not happy with course changes.

SANDERLING - John Schwind 2002, Charles Barclay 2003

John Schwind commended the race committee.

The fleet had its annual meeting in November and requests the following:

10-race schedule with 1 race each Saturday PM.
Follow RRS Appendix A which does not require that a DSQ be counted toward a boats' series score.
Portable mark courses -
 Large green inflatable for all leeward roundings - not just last one.
 Large green inflatable mark for windward mark.
No gate.
Larger signal flags
2 crew trophies
Lunches as an optional item on registration form without a reduction of registration fee.
No equipment check if wind is over 15 mph
Add portable ladder and eliminate paddle on required safety equipment list.
 Could be put in class rules.
List of preferred barrel courses was submitted; the fleet is happy with the number of windward/leeward courses.

SANDPIPER - Mimi Dimon

Mimi Dimon reported that the Sandpiper fleet enjoyed a fine 2002 season.

They wish to continue the following:

18 mph wind limit
Up bay double races
Course preference - triangle, windward/leeward, standard course chart.
Low point scoring system.

They request the following:

Shorten the race after the start when the wind exceeds the limit by more than 5 mph.
Shorten the race when the wind falls below a minimum chosen by the RC.
2 up bay double races
No race at BYC.
Crew trophies.

SNEAKBOX - Jim Earle, Dan Crabbe

Jim Earle will review the class rules.

Dan Crabbe reported that the fleet requests the following:

More windward/leeward courses.
Triangle acceptable if wind is over 15 mph
18 mph maximum limit
Abandon race if wind over 23 mph (18+5).
Fleet in favor of a leeward gate and windward offset mark.
Names and addresses of Sneakbox fleet requested.

SUNFISH - Wayne Bush

Wayne Bush is optimistic about the future of the fleet and reported the following:

Have 2 Sunfish series - 1 AM and 1 PM
or sail down bay AM and up bay PM for 10 weeks.
Have a Junior subdivision; fleet would provide the trophies.
Juniors and seniors would still sail together.

OTHER REPORTS -

BBYRA WEB -

The BBYRA web has been very successful and very actively used.

The provider has changed.

There will be a notice board/guest book after January 1.

Scores can be emailed if requested.

BBYRA YEARBOOK -

Co-Editor Jim Carson reported that ad sheets are available and more ads are desirable.

JUNIORS -

Evelyn Seymour would like a way to account for the number of juniors crewing.

The fleet representatives were asked to try to determine this number by spot checking and reporting at 2003 Liaison Meeting.

Invite juniors to crew on Saturdays.

MISCELLANEOUS -

The feasibility of a common finish line for barrel and portable mark courses, to avoid confusion, is being investigated.

Each class should submit class rules to Jim Carson; class rules could be put on web.

Perpetual trophies need to be considered when there are double races and no races. Consult deed of gift.

The fleets could donate crew trophies or contribute money with BBYRA ordering the trophies.

DATES -

2/15/03 - drop dead date for schedule requests. If schedule requests are not submitted by this date, fleets will be scheduled for 1 race on 10 Saturdays.

4/1/03 - drop dead date for BBYRA Yearbook.

6/13/03 - BBYRA Commodores Ball at MYC

6/21/03 - 1st BBYRA Championship Regatta

The meeting was adjourned.

Respectfully submitted,



Betty Jane France, Secretary

*The BBYRA
Officers and Regatta Committee
wish you and yours
a happy holiday season
and a fantastic 2003!*

To: Barnegat Bay Race Committee
From: Roy Wilkins A Cat Fleet Captain
Date: 10-25-02
Re: Class recommendations

The A cat fleet had its fall meeting and the following items were voted on and approved.

- The fleet would like the bay to continue the **windward leeward courses**.
- The fleet would like the use of **leeward gates**.
- This summer there will be **12 A Cats** coming down on a leeward mark. Leeward gates would spread the fleet and be safer.
- The fleet would like to increase the number of races to **12**.
- The fleet would like three race days where two 5-mile races are sailed. They recommend only **up bay** courses. They would like Mantoloking, Shore Acres and Lavallette.
- The fleet would like to **drop** the Normandy Beach race from our schedule. The fleet has voted on continuing to go to LEHYC for that weekend. There has not been a NBYC race for the A Cats in 8 years.
- The fleet would like the race committee to announce when it will be using the Green Mark as the last leeward mark.

To: Regatta Committee, BBYRA

From: Jim Carson
Lightning Class Representative

TENTATIVE 2003 BBYRA LIGHTNING SCHEDULE

The BBYRA Lightning sailors appreciated the opportunity to maximize competition last year by scheduling four double dates. We request the same format for 2003 and submit the following tentative schedule based on tentative dates of important ILCA regattas. WE will advise by February 1st if any of these dates change.

June 21	BBYRA @ MYC	1 Race	
June 28	BBYRA @ IHYC	No Race	(Districts)
July 5	BBYRA @ MYC	2 Races	
July 12	BBYRA @ TRYC	No Race	
July 19	BBYRA @ SAYC	2 Races	
Aug. 2	BBYRA @ OGYC	2 Races	
August 9	BBYRA @ NBYC	No Race	(LEH Invitational)
Aug. 16	BBYRA @ BYC	No Race	(North Americans)
Aug. 23	BBYRA @ LAYC	2 Races	
Aug. 30	BBYRA @ SPYC	1 Race	

JGC
11/22/02

To: Patti Applegate, Commodore

Date: November 23, 2002

Re: 2003 race schedule - M-scow fleet

Attached please find the requested schedule change for the 2003 M-scow fleet:

June 23	Bay Head / Metedeconk Yacht Club	Morning race
June 29	Island Heights Yacht Club	Morning race
July 6	Manasquan River Yacht Club (at Mant. Yacht Club)	Morning race
July 13	Toms River Yacht Club	No race
July 20	Shore Acres Yacht Club	Morning race/Afternoon race(2 races)
July 27	OFF	
August 3	Ocean Gate Yacht Club	Morning/Afternoon race (2 races)
August 10	Normandy Beach Yacht Club	No race
August 17	Beachwood Yacht Club	Morning race
August 24	Lavalette Yacht Club	Morning race
August 31	Seaside Park Yacht Club	Morning race

This schedule is being requested so that m-scows can compete in the Down Bay Invitational Regatta in Little Egg Harbor on August 9 & 10 and/or the ILYA Annual Championship in Oshkosh, WI August 9-12. The August 10 (Normandy) race would be made up with 2 races on August 3 (Ocean Gate). This would eliminate one down bay race day. In an effort for fairness, we would eliminate one up bay race, on July 13 (Toms River) with 2 races on July 20 (Shore Acres).

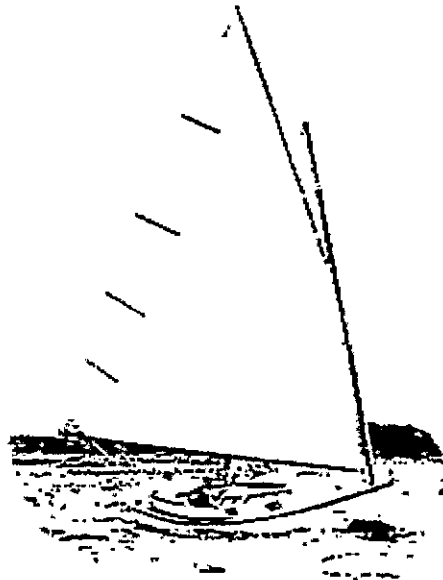
Your consideration of this schedule is appreciated.

Sincerely,

Doug Corbett
M-scow fleet representative

BBYRA Sanderling Fleet

John A. Schwind, Fleet Measurer
122 North Main Street
Manasquan, NJ 08736
732-223-1203, 732-223-4753 fax
jschwind@DSandT.com



November 22, 2002

Betty Jane France
BBYRA Secretary
13 Paul Jones Drive
Shore Acres, NJ 08723

Dear Betty Jane,

Enclosed are the highlights from the Sanderling Annual Meeting at BHYC in November. We would like to address the following items at the Liaison meeting in November.

New Fleet Captain: Charles Barclay
118 Maron Rd.
Hatfield, PA 19440
215-723-4440 Winter
732-295-2265 Summer

Race Schedule: Continue with the 10-race schedule with one race each Saturday afternoon.

Scoring: The Sanderling Fleet requests that the BBYRA follow the *Racing Rules of Sailing* Appendix A – Scoring, which does not require that a DSQ be counted toward a boats' series score.

Course Changes: The Sanderling Fleet requests that the green cylinder portable mark, which is used on the portable mark course, be used as the mark for ALL leeward mark rounding – not just the last one. We would also like to see a green portable mark used for the windward mark as well.

Preferred Courses - Please review the attached course requests. The Sanderling Fleet requests courses which are windward-leeward in their orientation. I would be willing to devote considerable time to modifying the existing courses.

Committee Boat Signals – Larger signal flags – current flags are difficult to see from a distance. We have difficulty distinguishing between the committee boat, line boat support boats.

Trophies – The Sanderling fleet would like to see crew trophies awarded recognizing the crews.

Lunches – The host clubs go to great effort and expense to provide lunches. The Sanderling fleet would like lunches to be an optional item on the registration form. We are not looking to pay less for the annual registration. We would like the money spent on crew trophies.

Equipment Check – For safety reasons please do not hold the required equipment check in wind over 15 mph.

Required Safety Equipment – Add portable ladder. Eliminate the paddle.

Sincerely,

Charlie Barclay
Fleet Captain

John A. Schwind
Measurer

M. M. Dimon
1001 Hornberger Avenue
Roebing, NJ 08554-1819

Commodore Patricia Applegate
Barnegat Bay Yacht Racing Association
26 Park Avenue
P.O. Box 1426
Island Heights, NJ 08732

November 23, 2003

Dear Commodore Applegate,

The Sandpiper fleet enjoyed a fine 2002 season. Thank you. We would like to continue with the following:

- A. The wind limit for the Sandpiper class would remain at 18 mph (not knots)
- B. Up-bay double races
- C. The course preference remains the same – triangle, windward-leeward, standard course chart
- D. The low point scoring system

We are asking the Regatta Committee to consider:

- A. Maximum Wind Speed – Perhaps the RC could consider shortening the race after the start when the wind exceeds the limit by more than 5 mph. This would serve two purposes: (1) The race would be counted, (2) the safety of the sailors would be considered.
- B. Minimum Wind Speed – When winds fall below a minimum, chosen by the RC, the race would be shortened.
- C. Up-Bay Double Races – The class voted for two (2) up-bay double races, instead of three (3) as in 2002, with no race at Beachwood Yacht Club.
- D. Letters from concerned racers – An in depth discussion of the two letters sent to Commodore Applegate following the Seaside Park race day.
- E. Season Registration – Reconsider the deadline of the second race, change to the third race to allow those who were un-sure to re-consider.

F. CREW TROPHY - AWARD - FINAL

Thank you very much for your consideration of the above items.

Sincerely,

Mimi Dimon
Sandpiper Fleet BBYRA Representative

609-499-0587-phone home
609-267-0922-phone office
mmdimon30@hotmail.com e-mail address

James I. Dunn
802 Cedar Avenue
Point Pleasant Beach, NJ 08742
732-295-9010

September 10, 2002

Commodore Patricia Applegate
PO Box 1426,
Island Heights, NJ 08732

Dear Patti,

I am writing this letter on behalf of Gail and myself as skipper and crew of Sandpiper BH6, and not as the official representative of the Sandpiper Class. An official letter from the class may be forthcoming in the future following the upcoming class meeting.

On Saturday, August 31 at the Seaside Park Yacht Club regatta, there was a serious lapse in responsibility on the part of the regatta committee. The Sandpiper Class has a wind restriction of 18 MPH for good reason. That limit was established after much trial and testing to determine the upper limits in which a Sandpiper could race safely. Above that limit, the waves that are created tend to have blocking effect on the blunt shape of the catboat hull. And as opposed to the heavier Sanderlings which will plow through the waves or the Sneakbox which will nose through the waves, the Sandpiper tends to retard the forward movement creating a condition in wind gusts where the boat just heels over and ships water over the leeward side rather than surge forward as it would in calmer water. This lengthy explanation is needed to reinforce the fact that upper wind limits are for the safety of the sailors and the boats. At the start of the race, there were gusts that were over our limit, and the marine forecast for the day called for the wind to go from NE to ENE or East and increase to 25-30 knots.

After completion of the first triangle and the windward beat, I felt for sure that the committee would shorten the race at the windward mark. All the E-Scows, most of the M-scows and Lasers had already finished their entire race, yet we still had another complete circuit to complete. About that time the wind (which had to be in the 22+mph in gusts), switched approximately 10 degrees to the East and picked up 10-15 MPH. The former broad reach turned into a hair-raising run in which we buried the bow of our boat twice. In addition, we narrowly missed a collision with Bob Sayia who was on a converging opposite tack running where neither of us could gybe and couldn't head up or collide. When we went around the last leeward mark, we noticed that the BBYRA Committee boat, which had the authority to shorten the course, was not even on the water but back at the dock.

I feel that the BBYRA has abdicated their responsibility to run a safe and proper race. The last lap around the course was not a race, it was a survival exercise! Thanks to a lot of luck and experience of the sailors, no one was hurt.

Several years ago, I wrote the BBYRA concerning the rule that awards a DNF to the boats that do not cross the line in the allotted time after the first boat finishes. I received a very nice reply that it is the responsibility of the race committee to shorten the course to make sure that there is a fair race for all. I feel that the same issue applies in this situation. The BBYRA should have shortened the race to make it a race rather than an exercise in survival. When we reached our towboat, we took a reading on the wind speed. At approximately 100 yards from the shore the wind was a steady 23 with higher gusts.

I would hope that this situation is discussed in detail at the next meeting of the regatta committee, and some sort of ironclad policy is adopted to prevent this blatant disregard of class rules from happening again.

Sincerely,

James I. Dunn
Sandpiper BH6

Cc: Betty Jane France, Secretary

Dear Patti,

I have waited a full week since the Seaside Bay Race so I can write this letter with less emotion clouding my statements. At the start of the Sandpiper race, the wind speed was, at best, borderline for our class. The course set was a triangle twice around with a finish to windward. After the first windward leg it was obvious to all of us sailing that the wind had picked up to a speed well beyond our class-racing limit. As a matter of fact, on the first trip to the gybe mark several boats did come-about rather than risk dumping or sail damage by gybing. On the second time around, only one boat attempted the gybe; he won the fight with the wind (and the race), but he put a hole in his sail. Why wasn't the course shortened?; there were many opportunities after the first triangle to finish the race. Safety of sailors and equipment should have been a top priority. I believe it was totally irresponsible of the race committee to let this race continue for the full course. We were the last class to finish; other than the finish boat, other committee boats and BBYRA staff were no longer visible on the course. Why weren't you guys on station monitoring the changing conditions and making appropriate changes to the course? It feels like you started the last race and fled.

I would appreciate a response to this letter. Many of my Sandpiper-racing friends share my distress and are anxious for your explanations.

Sincerely,

Jim Urner BH29, Sandpiper