



BARNEGAT BAY YACHT RACING ASSOCIATION

Class Liaison Committee Meeting

November 20, 2004 at 1000
Metedeconk River Yacht Club

MINUTES

Commodore John Heacock called the meeting to order, thanked all for attending, and thanked Metedeconk River Yacht Club for being our host.

Rear Commodore Robert Morrow, as Chairman of the Class Liaison Committee, presided over the meeting. Roll call indicated that all fleets were represented with the exception of the Laser Radials.

Rear Commodore Morrow contacted all class representatives in early October requesting that they determine their fleet's preferences in certain areas; six responded. The remaining fleets were asked to supply their fleet's information.

Each fleet was entitled to appoint one person to represent their fleet at the Regatta Committee Meeting that same afternoon at 1330.

Sailing Instructions Committee Chairman James Carson reported that he had the results of a two race course poll sent late last spring but his committee had concluded that the results of the poll were inconclusive.

Junior Sailing Chairwoman Sue Oksen-Pereira sent word urging senior sailors to mentor and reach out to junior sailors. She asked that BBYRA sponsor a Junior Day.

REPORTS OF CLASS REPRESENTATIVES

A CAT - Roy Wilkins

Austin Fragoman reported that the fleet appreciated the separation of fleets and double races.

However, sometimes when double races were sailed, the second race was too long.

The A Cat Fleet "can't get enough racing" and is willing to assist the Race Committee with manpower, if needed, to move marks, etc.

They prefer -

Windward/leewards

Gates

Five mile courses when double races are held

A two drop maximum

Their wind speed maximum request is 18 mph at start and 22 mph to abandon.

They want the 720 rule to continue and

requested that the boat's club affiliation, not the skipper's, be used for registration and scoring.

ENSIGN - Robert Warner

Tom Healey reported that the fleet is pleased with the variety of race courses but prefers portable mark courses. They also like double afternoon races.

Their wind speed maximum request is up to and including 22 mph at start.

They echo the A Cat's comments regarding length of course for second race on double race days.

They are okay with their number of drops but would like high point scoring to be considered.

E SLOOP - Dave Magno

Dave would like to see VHF use expanded to other than E Sloops for Race Committee information to competitors, such as recalls; competitor talking could be limited to safety issues.

E Sloop Rules could be used as a guide. Maverick calls might be a problem.

The fleet members request that all starters be counted in the season scoring.

They prefer only windward/leewards with a gate and more shorter races back to back.

They recommend that the sailing through the finish line rule be dropped.

Schedule possibilities -

If schedule stays the same, 8 races AM and 8 races PM with weeks 6 and 7 off.

8 weeks with 2 short AM races and 2 short PM races.

Start season earlier in June with 12 weeks of racing instead of 10, possibly sailing 6.

FLYING SCOT - Peter Sayia

Peter reported that the class is happy with the variation and separation and that they like 2 weeks off with 2 weeks of double races in PM.

The fleet requests that the second race on double race days be of moderate length.

On barrel courses, they would like bearing to the finish line from the last mark announced by VHF or by a boat with a board.

Their wind limits are satisfactory.

LASER - Robert Spillman

Dave Magno received an e-mail from Bob Spillman. The class requests no races July 9 and August 20 with two double race days on days when many other fleets are off.

The fleet liked their courses but preferred Olympic and would like to see lunches, as part of the fee, reintroduced.

LIGHTNING - James Carson

Jim reported that the fleet appreciated the weeks off and the double race days but do not want more than two races a day. They want 10 races total with a preferred starting time of 1:30 and no race started after 3:30.

They like barrel courses but prefer portable mark courses.

Safety should be a consideration when races are too long on windy and heavy seas days.

Good judgment should be exercised when storms are pending.

M SLOOP - Susan Cundey

Sue said her fleet prefers windward/leeward courses, likes double race days and request no races LEHYC and BYC race days for a 10 race total.

Their wind level is okay.

They request that the first race be shorter on double race days.

SANDERLING - Charles Barclay

Charlie requested a 3 to 4 mph lower wind level and an 18 mph upper limit.

They like the variation of windward/leeward, Olympic, and triangle courses and of portable mark and barrel courses. They prefer gates on windward/leewards.

They want the "schmoo" either eliminated or used consistently.

Relative to length of races, they request the following:

On one race days, 1 to 1 1/2 hours and 6 to 7 miles.

On double race days, 1 to 1 1/4 hours and 5 to 5 1/2 miles.

They also request the following:

Betty Jane,

In reviewing the minutes of the Class Liaison Committee Meeting of November 20th, I have a correction under Sanderling. After "They also request the following:", it should read:

"12 races with single races at BHYC, IHYC, TRYC, SAYC, OGYC, & SPYC;
double race days at MYC, NBYC, & LYC.; and no race at Beechwood."

Otherwise, good job.

Charlie

SANDPIPER - Mimi Dimon

Mimi thanked "the bay". She said the fleet feels the starting time should be preferably after 11:30.

They request 12 races starting in 2005 or, at latest, 2006 with a combination of one race, two races, and no race days.

They want the 2004 lunch program and crew trophy program to continue in 2005.

Their maximum wind limit is 18 mph.

Their course preferences are as follows:

Windward/leeward - fairest

Box course - in higher winds, maybe over 14 mph

Triangles - in heavier winds - less likely to jibe downwind

Barrel - for a change

Olympic - don't use

The fleet would like to continue with the Class Liaison Representative, perhaps flying a streamer, being able to suggest to the Race Committee a course or wind condition of the day.

SNEAKBOX - Jim Earle

Jim reported that the fleet is growing and attracting younger people.

Boat and crew weight are a factor; consequently they want boats weighed.

Sneakbox information is needed for the web page since many inquiries are made.

○ **SUNFISH - Wayne Bush**

Wayne said the fleet feels the separation of fleets is good.

The Sunfish request a 5 week series, (2 upbay, 2 downbay, and SPYC) with double races each week.

An AM and a PM series would be good when there is enough participation.

The fleet will meet in the spring.

GENERAL

"Simplification" is a goal of BBYRA.

The A Cats and MYC offered additional marks for BBYRA use.

Member clubs must buy into getting enough patrol boats on the water.

Fleet members, on their off weeks, could possibly assist BBYRA by helping on Race Committee or by patrolling.

Request made to consider making a failed inspection a disqualification that can be dropped.

Race Committee should err on the side of caution when lightning and/or storms are in area;

shorten race, if possible, instead of abandoning.

Suggestions were made to eliminate the schmoo.

Use of a black band around marks when course is changed was recommended.

A Cat Fleet likes the offset mark.

BOAT SHOW

USSailing is looking for volunteers to man their booth at the Philadelphia Sailboat Show on 1/20/05 - 1/23/05.

COMMODORES BALL

BBYRA Commodores Ball will be held on 6/11/05 at MRYC.

An open bar is included in the price.

Raffle gifts are being solicited.

○ **SECOND CLASS LIAISON MEETING**

There will be a second Class Liaison Meeting on 2/26/05 at 1000 at TRYC followed by a Regatta Committee Meeting at 1330.

The meeting was adjourned at 1149.

Respectfully submitted,

Betty Jane France

Betty Jane France, Secretary

Mr. Robert T. Morrow
Rear Commodore, BBYRA
Chair, Class Liaison Committee

November 20, 2004

The Sandpiper Fleet held their annual meeting on Saturday, October 2, 2004.

Those who qualified in the 2004 BBYRA season and those who previously qualified in the BBYRA unanimously voted on the following:

The starting time for the Sandpiper Fleet should be preferably after 11:30 a.m.
However, too late in the day could see too high wind conditions and heavy bay chop.

There should be 12 races scheduled. If this is not possible, please consider for the 2006 season.

The 12 race schedule should be:

BH/MC	Race #1
IH	No Race
MR/M	Race #2 & #3
TR	Race #4 & #5
SA	Race #6 & #7
OG	No Race
NB	Race #8 & #9
B	No Race
L	Race #10 & #11
SP	Race #12

The 10 race schedule:

BH/MC	Race #1
IH	No Race
MR/M	Race #2
TR	Race #3 & #4
SA	Race #5 & #6
OG	No Race
NB	Race #7 & #8
B	No Race
L	Race #9
SP	Race #10

Cuts: Open to suggestions from the BBYRA.

Length of Course: This was not discussed at the fleet meeting since it was held prior to the notice.

The 2004 lunch program should be continued in 2005.

The 2004 crew trophy program should be continued in 2005.

The maximum wind speed is 18 mph.

The Race Committee should decide the minimum wind speed, we prefer to race with some wind, rather than no wind.

Mark preference was not discussed.

The course preferences are:

Windward / Leeward – which seems to be the fairest

Box Course – in higher winds, maybe over 14 mph or

Triangles – in heavier winds – less likely to jibe downwind

Barrel – do for a change - can be used for windward/leeward or triangle

Olympic – not one of our preferences – don't use

The 2004 season went pretty well, all those who competed at Seaside Park would have preferred to have the race shortened; therefore, it would have been counted for the season.

The Fleet would like to continue with the Class Liaison Representative being able to suggest to the Race Committee a course or wind condition of the day. Our fleet suggested a streamer to distinguish the Class Rep to the RC since the area around the RC boat is very busy before the races.

Mimi Dimon

Sandpiper Class Representative