



BARNEGAT BAY YACHT RACING ASSOCIATION

Regatta Committee Meeting

November 20, 2004 at 1330
Metedeconk River Yacht Club

MINUTES

The meeting was called to order by Commodore John Heacock at 1330. He thanked Metedeconk River Yacht Club for hosting the meeting and Fran Lynn for preparing a delicious lunch.

Roll call showed that BHYC, BYC, IHYC, LYC, MRYC, MYC, MCYC, NBYC, OGYC, PBYC, SAYC, and TRYC were represented.

The minutes of the February 28, 2004 Regatta Meeting were approved as mailed.

Correspondence received was directed to the appropriate persons.

Vice Commodore William Scheyer presided over the meeting.

OFFICER REPORTS

Class Liaison

Rear Commodore Robert Morrow reported that, at the Liaison Meeting that morning, no new ground was broken. Most requests were extensions of what we've been doing. Many fleets want more races with the E Sloop class requesting a possible 32 race season (AM and PM series).

Also heard were the following comments:

- Continue crew awards.

- Racers like windward/leeward courses with a gate and offset mark.

- Introduce use of VHF radio for all fleets so that the Race Committee can communicate with the competitors. The dos and don'ts would have to be worked out.

- Many felt that not being able to drop a disqualification for failed inspection is too harsh.

- Many don't like the "schmoo".

- Sailors were happy with separating the fleets.

- It was felt that rule 9.5, crossing start/finish lines, is confusing and should be changed.

- Relative to lightning and wind velocity, it was felt the Race Committee should err on the side of caution.

- It was suggested that everyone racing should be scored (season and daily registrants).

Equipment

Rear Commodore Morrow reported that BBYRA has outgrown its trailer; it has seen many good years but is now too small. Eve Allison offered to donate a boat trailer.

Safety

Fleet Captain Richard Proko discussed improving safety on Saturdays.

Floating line for patrol rescue work was suggested as was laminated instructions for patrol boats.

It was pointed out that patrol boats are sometimes dismissed too early, especially when weather is precarious.

Training

Fleet Captain Proko will hold Defibrillator Training at Ocean Gate Yacht Club next spring, exact date to be determined.

BBYRA will sponsor USSailing Regional and National Race Management Courses in addition to Judges Training on two separate weekends in the fall of 2005.

Measurer

Measurer James Carson reported that nothing is new; records from the classes are in good shape.

Sailing Instructions

Chairman Carson reported that here are a lot of requests, consequently a lot of work.

A poll was conducted late last spring about two race courses. The results of the poll were inconclusive but all comments will be taken into consideration.

His committee will coordinate the wishes of the classes and attempt to simplify some areas.

Class Eligibility

Chairman Carson hears rumors but nothing formal. New classes need to organize early.

COMMITTEE REPORTS

Appeals

Chairman Chris Petracco reported that no appeals have been heard. There is paperwork for one but it is not appealable. There are changes under the new rules.

Protest

Co-Chairman David Loughran had nothing to report relative to protests.

The Racing Rules of Sailing 2005-2008 are being mailed to members of USSailing.

US Sailing National Cup Events

Normandy Beach Yacht Club is agreeable to hosting some sailoffs.

Scoring

Eileen King will not be available to do registration ashore the first three weeks of the season.

US Sailing

P/C Harry Foote reported that he, Roger Brown, and Bob Morrow attended the fall meeting.

USSailing will likely change its structure.

Grass roots funding for USSailing Olympic Team will be sought.

Volunteers are needed to man the USSailing booth at the Philadelphia Boat Show on January 20-23.

Laser Radial will be a Women's Olympic Class.

A motion was made by P/C Len Egee, seconded, and passed to open a BBYRA Women's Laser Radial Open Class with the scorers working out the details.

Roberta Schreyer and Eve Allison will promote the Women's Laser Radial Class.

OLD BUSINESS

Junior Sailing

Chairwoman Sue Oksen-Pereira sent an email asking the fleets to reach out to junior sailors in a mentoring capacity. She asked BBYRA to have a junior day. Member clubs should promote and encourage juniors participating in BBYRA; club tows would help.

2005 BBYRA Commodores Ball

Vice Commodore Scheyer reported that the 2005 Commodores Ball will be held on June 11, 2005 at Manasquan River Yacht Club. An open bar is included in the price.

MRYC is donating a Sneakbox sail plan and Don Bottomley has promised a model.

2005 BBYRA Yearbook

Co-Chairman Jim Carson announced that ad forms are available; ad revenue more than covered the cost of printing the yearbook in 2004. April 1, 2004 is the firm deadline for all information.

NEW BUSINESS

Direction for 2005

Rear Commodore Morrow said we should "tweak" what we already do.

Simplification is needed, particularly regarding finish lines.

Inclusion is needed, especially with juniors and women.

Other issues to be addressed include -

- Use of VHF in all fleets
- Inspection disqualifications
- Crossing start/finish lines
- Safety

Registration was discussed with confusion about "skipper" (person in charge of boat) vs "helmsman" (person steering boat).

Membership Chairwoman Eve Allison will supply the language.

Elimination of daily cards and listing of multiple skippers/helmsmen was suggested.

Web page

Webmaster Jack Heacock asked clubs to supply information to him. He needs information and pictures of perpetual trophies.

Eligibility

P/C Roger Brown requested that the Sailing Instruction Committee reevaluate the eligibility rule ("six skippers representing a minimum of three member clubs").

The meeting was adjourned at 1512.

Respectfully submitted,



Betty Jane France, Secretary

RESULTS COURSE QUESTION, REFERENCE 2005

Scheme One was to have "A Cats" and "E Sloops" sail the south Course on the Upper Bay and the East Course on the Lower Bay, with the remaining fleets on the North and West Courses respectively.

Scheme Two was to have "A Cats" and "E Sloops" sail the South Course on the Upper Bay and the East Course on the Lower Bay, with the remaining fleets sailing, when feasible, close to the Host Club for each race day.

RESULTS (29 respondents)

1. For Scheme One 13 favor
 2. For Scheme Two 4 favor
 3. Against both Schemes 2 favor
 4. Don't care which Scheme is adopted 1 favors
 5. Agree congestion is a problem, but find a different solution for 2005 1 favors
 6. Agree congestion is a problem, please see my suggested solution for 2005 enclosed 4 favor
 7. Keep things as they are 3 favor
- One respondent did not register a choice.

1. FOR DETAILED RESULTS SEE "POLL TALLY"

The following comments are summarized as follows:

From respondents voting for # 1:

Could open up the options for adding races to other small boat fleets. (M-SLOOP)

Should be flexible when weather/wind warrants it. In stronger winds, A Cats and E-Sloops would be safer in more protected water, i.e. the Wanamaker Course. (ENSIGN)

It appears that this proposal is for the afternoon races only. I would suggest that all classes be moved to the afternoon and this scheme would make this possible. (SUNFISH) Note: This respondent is currently lobbying vigorously for major changes.

Safety must be the driving force behind any decision. Adding additional courses requires additional boats. However when the wind is strong overlapping courses does mean that there is a greater chance of a chase boat being available to assist, even if that boat had been covering another fleet. Scheme two is impractical for most clubs because of the geography of the club locations, such as the narrowness of the very upper bay and the Toms River. (FLYING SCOT)

Congestion is not the biggest problem, poor race management regarding wind direction is. Use of portable marks at all times would help solve this problem. (LIGHTNING)

This is a great idea. Make sure on the south/east course that you set up out of the channel on the west side; it's big enough that you can avoid it. Put the weather mark east of B in a southerly. (NON-COMPETITOR)

From respondents voting for #2:

The congestion is normally only a problem near common marks. Otherwise there is usually sufficient room. If you use the Scheme 1 there will need to be towboats available to get to the away course in light air. Another possibility is to only use separate start finish lines but still allow some overlap of the course area.

On the upper bay, is there sufficient room for a full course area above Hankens Point? (M-SLOOP)

Hard to make it in for lunch and then out to the South/East courses for the afternoon races. Suggest starting morning races 10 min earlier and/or Afternoon races 10 minutes later (SNEAK)

This will work if little boat traffic at local club. but not near MYC or IHYC (M-SCOW)

From respondents voting for #3:

I would not want to sail on the north course due to the boat traffic, lack of sufficient windward leg; the wind fills in the bay first, and the extra distance getting to the racecourse. As for the down bay, we never sail on the "Seaside" course, so it is a non-issue. Not sure I see the congestion in the AM races. E-scows are so much faster, they present no problem. In the PM courses, I would give up crewing on a Scot if we sailed on the north course. A-Cats are the only real congestion, and that is because of the size of the boat/sail and because they have no regard to other fleets. Sail them on Sunday would be a better answer. (SNEAKBOX)

From respondent voting for # 4:

On light air days, a course close to the host club would be preferable. Favor Gary Jobson's idea of designating separate "sailboats only" and "power boats only" periods of time on the weekend. (M-SLOOP)

From respondent voting for #5:

Two separate venues require doubling the patrol/rescue/race committee boats required. On the lower bay there isn't enough room anyway. (SANDPIPER)

From respondents voting for #6:

Rotate which fleets use barrel/portable mark courses. This way the other fleets don't always stay in the mouth of the river down bay, and on the North course through the channel up bay. (SANDERLING)

Instead of chasing barrels all over god's creation, fighting the North Jersey Navy and beating our heads against the wall in light air, why not run shorter triangle races and multiple races? (UNIDENTIFIED)

Splitting up the courses means splitting up the race committee. There are not enough committee members to adequately and effectively set up two separate racecourses now. One suggestion would be to have small boats sail 3 races one week, then big boats sail 3 races the next week while rotating between up and down bay every two weeks, finishing up with a normal bay day at Seaside. This would allow for one good racecourse with a fully staffed race committee while eliminating the congestion. This would also make it so the small boat fleet, mainly lasers, would grow back to a large number because those who normally sail on big boats in the morning could sail lasers, and the big boat fleets would grow because finding crew would be less of a problem. Those people who normally sail small boats would be available. (LASER)

Let the A Cats sail at opposite ends of the bay, they are the problem (LIGHTNING)

From respondent voting for # 7:

Wait to see if the new starting order doesn't help with congestion. My concern with dual racecourse is the doubling of race management personnel and resources. This may dilute the RC's ability to manage races. (E-SLOOP)

REPORT OF RESULTS, COURSE QUESTION, PREFERENCE 2005

The Sailing Instructions Committee concluded the poll results to be inconclusive. There was no overwhelming mandate or endorsement of the schemes proposed. There were only 32 respondents out of over 150 skippers and the poll was conducted prior to testing major changes incorporated for the 2004 series. However, a number of interesting comments were received that may be worthy of note:

Should be flexible when weather/wind warrants it. In stronger winds boats would be safer in more protected water, i.e. the Wanamaker Course.

Scheme two (racing near the host Club) is impractical for some clubs because of the geography of club locations, such as the narrowness of the Toms River.

Congestion is not the biggest problem, race management regarding wind direction is. Use of portable marks at all times would help solve this problem.

The congestion is normally only a problem near common marks. Otherwise there is usually sufficient room.

Towboats might be required in light air if two separate courses were adopted.

This (having a course near the host Club) will work if there is little boat traffic at the club but not near MYC or IHYC

Sailing on a "north course" (Upper Bay) could be a problem due to heavy boat traffic, lack of a sufficient windward leg, the wind fills in the bay first, and the extra distance getting to the racecourse.

Not sure there is congestion in the AM races. E-scows are so much faster that they present no problem.

A-Cats are the only real congestion, and that is because of the size of the boat/sail and because they have no regard for other fleets. Sail them on Sunday would be a better answer.

Two separate venues require doubling the race committee boats (not the patrols).

Rotate which fleets use barrel/portable mark courses.

Splitting up the courses means splitting up the race committee. There are not enough committee members to adequately and effectively set up two separate racecourses now. One suggestion would be to have small boats sail 3 races one week, then big boats sail 3 races the next week while rotating between up and down bay every two weeks, finishing up with a normal bay day at Seaside. This would allow for one good racecourse with a fully staffed race committee while eliminating the congestion. This would also make it so the small boat fleet, mainly lasers, would grow back to a large number because those who normally sail on big boats in the morning could sail lasers, and the big boat fleets would grow because finding crew would be less of a problem. Those people who normally sail small boats would be available.

Wait to see if the new starting order doesn't help with congestion.

Doubling of race management personnel and resources may dilute the RC's ability to manage races.

JGC
11/12/04