



BARNEGAT BAY YACHT RACING ASSOCIATION

Class Liaison Committee Meeting

November 19, 2005 at 1000
Metedeconk River Yacht Club

MINUTES

Commodore William E. Scheyer called the meeting to order, thanked all for attending, and thanked Metedeconk River Yacht Club for hosting our meeting.

Rear Commodore Richard P. Proko, as Chairman of the Class Liaison Committee, presided over the meeting. Roll call indicated that all fleets were represented with the exception of Laser, Laser Radial, and Sneakbox.

REPORTS OF CLASS REPRESENTATIVES

A CAT -

Roy Wilkins reported that twelve A Cats will be racing in 2006.

The fleet would like to sail 9 weeks with double races each week with the following exceptions:

- TRYC when they sail for the Challenge Cup; they prefer a 9 to 10 mile course
- OGYC/PBYC when they have an anchor start
- SPYC

The fleet -

- is not in favor of parallel race courses.
- would like their own windward mark and leeward gates.
- will provide a finish boat, "Fox", and a leeward gate keeper.

The fleet has plans to race barrel courses, not scored, mornings at IHYC and MYC/MRYC with junior sailors as crew to introduce them to the BBYRA.

The A Cats request that their maximum wind limit be changed from 18 to 20 mph.

ENSIGN -

Tom Healey reported that the fleet was satisfied and liked the mix of courses.

They would like to start their first PM race with the first grouping of boats (Sunfish and Sanderlings) at approximately 1:15 PM in order to get in two longer races.

They would like -

- 2 races the weeks of IHYC, TRYC, and OGYC/PBYC
- 1 race at SPYC
- at SAYC and LYC, 1 a double race day and 1 a single race day (yet to be determined)

The Ensign Nationals are August 12 to 19.

E SLOOP -

Dave Magno reported that the courses were too short in 2005. They like longer legs even if the number of laps is less.

If the wind direction changes, they would like marks changed if possible. The fleet prefers barrel courses to bad marks if they can't be changed.

They would like a crew bank on the webpage and asked if names of crews could be emailed to skippers of applicable fleets.

The fleet likes their wind limits of 3 to 25 mph.

FLYING SCOT -

Peter Sayia reported that the Flying Scot Fleet voted at its October 30th fleet meeting to propose the following schedule for 2006:

- No racing on the Saturdays of July 8 (MYC/MRYC) and July 15 (TRYC)
- Double afternoon races on July 1 (IHYC) and August 26 (LYC)
- Same total number of races

They like portable mark courses and they like the A Cats out of their way.

If possible, they would like a Lightning and Flying Scot course.

They like the green mark and gates.

LIGHTNING -

Mitch Hnatt reported for James Carson.

Lightnings like separation of fleets.

They request their same schedule.

The fleet found crossing the channel to be a big issue.

M SLOOP -

Susan Cundey reported that the M Sloop Fleet requests their same schedule of racing days but would like to increase their number of races to 15 on 8 days (doubles 7 weeks, 1 race at SPYC). They request the same 2 weeks off.

The fleet likes triangles and barrel courses to give them more reaching.

No change in wind limits was requested.

SANDERLING -

Charles Barclay thanked the bay for a good season.

The fleet -

- favors a leeward gate in heavier air.
- felt there was crowding at various marks.
- would like to continue their same schedule of 12 races, 6 single race days and 3 double race days at M/MRYC, NBYC, and LYC. Their open week request is BYC.

The fleet -

- feels qualifying should be changed to 50% of races sailed.
- liked their starting time and the mix of courses.
- may rethink a 20 mph maximum wind limit.
- was polled about reefing; the response was bad with results all over.

SANDPIPER -

Mimi Dimon thanked BBYRA for a good year and felt the course selection and variety was good.

The fleet -

- is growing.
- requests 12 to 13 races with 2 the first week.
- wants to keep their maximum wind level at 18.
- liked crew trophies.
- requests that the green flag be flown higher.
- wants 11:30 to 11:45 for the last starting time.
- wants the second race longer next year if possible.

SUNFISH -

Wayne Bush felt BBYRA did a good job.

The fleet is looking for greater participation especially juniors and women.

Down the road, they want bay trophies for juniors and women.

Their schedule is fine.

PROJECT OUTREACH

Rear Commodore Proko reported that he will sail one day upbay and one day downbay to improve communication with the sailors and to experience what it's like to be on the course. He will need volunteers to include him as crew from an A Cat, an E Sloop, a Flying Scot or Lightning, and a Sneakbox.

WEBPAGE

Webmaster Jack Heacock, P/C reported that he did a survey, the results of which were distributed. He wants input as to what should be surveyed next. He needs information from the fleets for the webpage.

COMMENTS FROM VICE COMMODORE ROBERT T. MORROW

For 2006, the following is being considered:

- The windward finish will be moved to weather of the windward mark.
- A green flag will indicate that portable marks on the right side of the course will be used.
- A red flag will indicate that portable marks on the left side of the course will be used.
- 420s will likely be added as an AM fleet, starting last and sailing three 15 to 20 minute races using windward and leeward marks inside the starting line and the schmoo.
- Another leeward mark may be added, weather of the original leeward mark on the left side course, to provide better separation of the fleets at the leeward end of the course.
- A skippers meeting will likely be held before the 2006 season starts.
- We need more race committee boats.
- Since more manpower is required to run races, three Representatives and unlimited Alternate Representatives will be proposed.

CORRESPONDENCE

A letter was read from Jim Earle resigning as Class Representative of the Sneakbox Class.

A letter was read from Joanne Sayia. The family of Bob Sayia will be donating a trophy in his memory.

BBYRA YEARBOOK

Co-Chairman Betty Jane France announced that ad forms are available. Income from 2005 ads was \$2100; printing cost in 2005 was \$2182.43. Advertisers were thanked for supporting our break even attempts. April 1, 2006 is the firm deadline for all information.

COMMODORES BALL

The BBYRA Commodores Ball will be held on June 3, 2006 at MCYC.

SECOND CLASS LIAISON MEETING

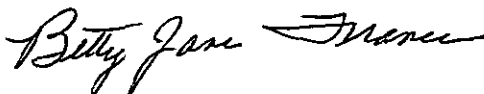
A second Class Liaison Meeting will be held on February 25, 2006 at 1330, TRYC.

THANK YOU PAST COMMODORE JACK HEACOCK

Commodore Scheyer presented a gift from the BBYRA to Jack for a job very well done!

All present were invited to attend the Regatta Committee Meeting, that afternoon at 1330. The meeting was adjourned at 1115.

Respectfully submitted,



Betty Jane France, Secretary

TO: BBYRA LIAISON COMMITTEE

FROM: FLYING SCOT FLEET

RE 2006 BBYRA SCHEDULE

THE FLYING SCOT FLEET VOTED AT ITS OCT. 30 TH FLEET MEETING TO PROPOSE THE FOLLOWING SCHEDULE FOR THE 2006 BBYRA:

NO RACING ON THE SATURDAYS OF:

JULY 8 (MANTOLOKING)

JULY 15 (TRYC)

DOUBLE AFTERNOON RACES:

JULY 1 (ISLAND HEIGHTS)

AUGUST 26 (LAVALLETTE)

From: WSchey@aol.com
Subject: Fwd: Fw: M-16
Date: October 30, 2005 9:01:02 AM EST
To: officers@bbyra.org, tim@lavalletteyc.org, gennaro_faranetta@ml.com

All:

The forwarded e-mail is an FYI.

Bill

From: "Holly or Tom Welsch" <htwelsch@snip.net>
Date: October 29, 2005 1:35:00 PM EDT
To: <WSchey@aol.com>, "Win Welsch" <winwelsch@msn.com>, "Tom Cocks" <tfcks@bellsouth.net>, "Tina Kennedy" <Turnerismycat@cs.com>, "Timothy Ketteridge" <ketteti@yahoo.com>, "Tim Faranetta" <Tim@LavalletteYC.org>, "Stuart Josberger" <sjosberger@comcast.net>, <SCundey@willowbridge.com>, <rushforth4@comcast.net>, "Rick Brown" <rickbrown@urnerbarry.com>, "Quintin Danish" <dome@bytheshore.com>, "Peter" <Peter@aero-lift.com>, "Pete Schell" <SchellPete@hotmail.com>, <mortonjc@att.net>, "Mike O'Brien" <cmo3456@comcast.net>, "Mark Lewis" <mglma18@yahoo.com>, "Linda Harkrader Powers" <lpbh20@aol.com>, "Laura Darling" <usfhadpd@aol.com>, "Kevin Thorpe" <thorpe2@tcnj.edu>, "Ken Rand" <Knrand@aol.com>, "Ken Inglis" <mscows@hotmail.com>, "John King" <John.King@PQCorp.com>, "Joseph Thorpe" <thorpe@attea.com>, "John Harkrader" <harkbh11@netscape.net>, <joc241@aol.com>, "Jim Stevens" <stevens@taylorwiseman.com>, <frosenfeld@att.net>, "Finkenauer, Ted" <TFinkenauer@BDFUSA.com>, <DPFITNESS@aol.com>, "Doug Corbett" <corb7900@cs.com>, "Derek Stoldt" <dstoldt@kayescholer.com>, "david slavinski" <saillulu@hotmail.com>, "David & Susan Kuykendall" <kuykendall@optonline.net>, "Dave Hochhaus" <david.hochhaus@us.army.mil>, <DamnitJanet4730@aol.com>, "Curt Morton" <mortonjc@worldnet.att.net>, "Chris Norman" <cnorman@WHREAVES.com>, "Chris Fretz" <chrisfretz@yahoo.com>, "Bud Rose" <rosebbc@bellatlantic.net>, "Brian Greenwald" <greenwald908@yahoo.com>, "Bill Clune" <weatherq@mbayweb.com>, <bca1600@verizon.net>, "amundson, donald" <donaldamundson@mail.ogc.umn.edu>
Subject: Fw: M-16

Attention M-
Scow Sailors:

With Melges giving up on the M-Scow in the pre 1997 design, and the newer design that has not been approved by the EMSD, we have an opportunity to find a builder that can do the old design. We want to measure interest of how many people would be interested in buying a new M-Scow. Please read the below e-mail and get back to me if you might be

interested in getting a new M-Scow. If there is enough interest, we might be able to get a new builder.

Thank you,

Tom Welsch
LE-11

----- Original
Message -----

From: JtHayashi@aol.com
To: htwelsch@snip.net
Sent: Monday,
October 24, 2005
4:07 PM
Subject: M-16

Tom,
The reason I am writing an email is to find out what the level of interest would be in having new M-16 made to the old scantlings of the ILYA. That being a dual rudder, rotating mast style boat that both Melges and Johnson produced up until the early nineties. If you have talked with Ken then you may know of my interest in possibly building the M-16. Currently we build a number of different boats but we are probably better known for our Inland 20.

I would like to know if the East Coast has a resurgence of interest and whether you believe it would support the construction of new molds and new boats.

Sincerely,

John Hayashi
Windward Boatworks
Inc.
608-831-8771

From: "Jim Carson" <jgcfuzzy@comcast.net>
Subject: Re: Sanderling upper wind limit and Reefing
Date: November 12, 2005 9:40:08 AM EST
To: <WScheyer@aol.com>
Cc: <officers@bbyra.org>

I agree with Bob 100%!

Jim

----- Original Message -----

From: Robert T. Morrow
To: WScheyer@aol.com ; jgcfuzzy@comcast.net
Cc: officers@bbyra.org
Sent: Saturday, November 12, 2005 9:36 AM
Subject: Re: Sanderling upper wind limit and Reefing

I'm in complete agreement with Bill that we should stay out of this decision. I see it basically as an issue related to sail trim and those decisions should be made by the sailors themselves. If the class wants to tie thier decision to reef to the RC's decision to require life vests (Signal Flag "Y"), so be it. I would not want to write anything into the SI or Rules and Regs that addresses this issue. We need to stay out of it.

----- Original Message -----

From:
To: rtmorrow@mindspring.com;jgcfuzzy@comcast.net
Cc: officers@bbyra.org
Sent: 11/10/2005 8:58:27 AM
Subject: Re: Sanderling upper wind limit and Reefing

Yes, but, what about RRS 4 & 46. We should not put ourselves in a position of liability. Furthermore the "Y" flag can only be enforced as per RRS 27.1. The decision to reef can be made anytime during the race. The more we discuss this the more inclined I am to stay out of it.

We have the time to craft a response. There is not need to rush to a decision.

Bill

From: "Robert T. Morrow" <rtmorrow@mindspring.com>
Subject: Re: Sanderling upper wind limit and Reefing
Date: November 9, 2005 6:51:54 PM EST
To: "wscheyer@aol.com" <wscheyer@aol.com>, jgcfuzzy@comcast.net
Cc: officers@bbyra.org
Reply-To: rtmorrow@mindspring.com

I'm jumping into this thread late in the day so I figure my \$.02 is now worth about \$.002. For what it's worth, I agree with the suggestion that we let them rely on the "Y" flag and let them put it in THEIR rules. We DO have enough laundry flying from the front deck of the mother ship and only so many hands to hang it out!

.....So many flags...so little time.

----- Original Message -----

From: [redacted]
To: jgcfuzzy@comcast.net
Cc: officers@bbyra.org
Sent: 11/9/2005 2:56:07 PM
Subject: Re: Sanderling upper wind limit and Reefing

Jim:

It would be a class rule NOT a rule or SI of the BBYRA. Shall I suggest it to them?

Bill

-----Original Message-----

From: Jim Carson <jgcfuzzy@comcast.net>
To: wscheyer@aol.com
Cc: officers@bbyra.org
Sent: Wed, 9 Nov 2005 14:49:41 -0500
Subject: Re: Sanderling upper wind limit and Reefing

Bill,

I forgot BBYRA uses the "Y" Flag. That would work as long as it's not put in the BBYRA Rules or SI's.

Jim

----- Original Message -----

From: wscheyer@aol.com
To: jgcfuzzy@comcast.net
Cc: officers@bbyra.org
Sent: Wednesday, November 09, 2005 2:38 PM
Subject: Re: Sanderling upper wind limit and Reefing

All:

I'll add three cents so we have a nickel. Hypothetically, they could require a reef anytime the "Y" flag is displayed. That way the regatta committee pretty much stays out of it. It would become their class rule not more effort on our part.

Bill

-----Original Message-----

From: Jim Carson <jgcfuzzy@comcast.net>
To: wscheyer@aol.com; officers@bbyra.org
Sent: Wed, 9 Nov 2005 14:01:28 -0500
Subject: Re: Sanderling upper wind limit and Reefing

All - my two cents:

I say, "no way" to a signal from the RC. We have too many signals now!

Jim

----- Original Message -----

From: wscheyer@aol.com
To: officers@bbyra.org
Sent: Wednesday, November 09, 2005 12:14 PM
Subject: Fwd: Sanderling upper wind limit and Reefing

All:

FYI.

-----Original Message-----

From: John Schwind <JSchwind@DSandT.com>
To: WScheyer@aol.com
Sent: Wed, 09 Nov 2005 12:01:38 -0500
Subject: Sanderling upper wind limit and Reefing

Hi Bill,

We had our Sanderling fleet meeting last week and one of the discussion items was upper wind limit. Several of the races were blown out this year but could have been sailed if the sails had been reefed. The fleet would like to try a mandatory reefing policy (at a yet to be determined wind velocity). This reef would be for the entire race and could not be removed.

The question is, if the RC is given specific written guidelines (wind speed, minimum time before the start...), will the RC hoist a code flag which means a mandatory reef rule is in effect?

Other possible solutions:

Determination made by 2 or 3 Sanderling Sailors and this is communicated to the RC via radio and a code flag is flown by the RC

Determination made by 2 or 3 Sanderling Sailors and this is communicated to the sailors by the designated boats flying a code flag

We think this could help with number of boats sailing and qualifying as well as safety.

Thanks!

Smooth Sailing ~~~~~_/)

John Schwind
MC-10
732-223-1203