



BARNEGAT BAY YACHT RACING ASSOCIATION

Regatta Committee Meeting

November 19, 2005 at 1330
Metedeconk River Yacht Club

MINUTES

The meeting was called to order by Commodore William E. Scheyer 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, SPYC, SAYC, TRYC, and OCC Sailing Club were represented. The minutes of the February 26, 2005 Regatta Meeting were approved as mailed. Correspondence was received from Jim Earle, Joanne Sayia, and nine 420 sailors. Vice Commodore Robert T. Morrow presided over the meeting.

OFFICER REPORTS

Class Liaison

Rear Commodore Richard P. Proko reported that A Cats, Ensigns, E Sloops, Flying Scots, Lightnings, M Sloops, Sanderlings, Sandpipers, and Sunfish were represented at the Class Liaison Meeting. Scheduling is well in hand; there are no major requests.

The A Cats have increased their upper wind limit from 18 to 20 mph. Sanderlings have an increase in their upper limit under consideration.

All fleets are requesting fleet separation; major changes for 2006 will likely deal with separation.

Project Outreach - the Rear Commodore will sail one week upbay and one week downbay, AM and PM. He would like to sail on an A Cat, an E Sloop, a Flying Scot or Lightning, and a Sneakbox to get different prospectives.

Equipment

Rear Commodore Proko reported that additional marks will need to be acquired to distinguish the multiple race courses.

Safety equipment supplies will be purchased.

Safety

Fleet Captain Edwin Reardon reported that permits are ready to go out.

Measurer

Measurer James Carson sent a report stating that he is charged with maintaining a copy of each class's current scantlings, with records updated regularly. A number of classes continue to be active in assuring measurement compliance and generally the classes solve their own problems. This year was no exception. He recommends that the Sanderlings reassess their upper wind limit and seriously consider the use of reefs to allow sailing in winds we have normally encountered on Barnegat Bay on Summer afternoons (18-22 knots). Raising the upper wind limit would reduce the number of abandonments.

Sailing Instructions

Chairman Carson's report was read. The Sailing Instructions Committee met on 11/5/05 to assess the success or failure of the significant changes made for the 2004 and 2005 seasons.

The following items were felt to merit further review pending results of the Class Liaison Meeting.

Lunches optional; must be ordered a week before season begins.

Not responsibility of Sailing Instructions Committee.

Initial Mark - congestion problems have occurred setting a finish line at portable course windward mark.

Some ideas for solving the congestion problem include:

- Have the portable course finish line to windward of the windward mark.
- Create another windward/leeward course to starboard.
- Have windward/leeward courses with multiple windward or leeward marks.

Tyvek Course Charts

Need to assess future use relative to savings in use of paper charts and practicality of charging for extra sheets.

The Committee felt all the other changes made for improved racing and race administration.

COMMITTEE REPORTS

Appeals

Chairman Chris Petracco reported that one appeal was filed but was not heard due to time limit. There were procedural problems.

Protest

Co-Chairman David Loughran had no report.

Scoring

Assistant Scorer John D. Heacock, P/C reported that last season there were problems getting race results to the scorer. However, Jack was able to ultimately get race results on the web.

Registrar Eileen King send a report stating that 182 boats registered for the season, 119 by 6/16/05.

Registration fees collected totaled \$13,000. Thirty boats ordered a total of 111 lunches for \$4,675.

Total fees collected were \$17,675.

Class Eligibility

Chairman James Maida reported that all classes sailing in 2005 are eligible for competition in 2006.

Nine skippers from 6 clubs have sent written petitions to the Regatta Committee and the Class Eligibility Committee requesting that the Collegiate 420s become a provisional class of the BBYRA.

A motion was made, seconded, and passed to introduce the 420s, in collegiate mode, as a Provisional Class.

The Measurer will address weight and other typical measurement issues.

The Sailing Instructions Committee will include 420s in their scheduling, etc.

US Sailing National Cup Events

Chairman James Walsh is working on dates and location and will be communicating with the Junior Coordinators. Sailors with special needs will sail for the Independence Cup. Lauren Plump has been appointed to chair hosting this ladder event in the BBYRA Area.

US Sailing

P/C Harry Foote, BBYRA's YRA Representative, is now Director of Area C, USSailing. He and others from BBYRA attended a recent meeting in Phoenix, AZ.

Harry reported that the Board of Directors is down to a more manageable size.

Junior Sailing

Chair Susan Oksen-Pereira sent a report. The Junior Sailing Program Coordinators have met twice - 9/16/05 and 11/4/05. Much was reviewed, discussed, updated, and planned. Sue and Jim Walsh will be working toward increasing junior participation in USSailing National Events. Her committee will meet again in March, 2006.

OLD BUSINESS

2006 BBYRA Commodores Ball

P/C Heacock reported that the ball will be held at the Metedeconk River Yacht Club on 6/3/06; club members are busy planning the event.

BBYRA Yearbook

Co-Chairman Betty Jane France announced that ad forms are available.

In 2005, income from ads was \$2100; printing cost was \$2182.43. Advertisers were thanked for supporting our break even attempts.

Some clubs have yet to return 2006 Information Sheets. April 1, 2006 is the firm deadline for all information.

BBYRA Webpage

P/C Heacock is busy cleaning up and reorganizing the webpage. It currently has 800 pages with much in the archives. Those present were urged to have their club historians send trophy and other information to Jack.

NEW BUSINESS

Direction for 2006

Vice Commodore Morrow introduced a Bylaws change.

A motion was made, seconded, and passed approving the following amendment for presentation to the Delegates.

ARTICLE ELEVEN - COMMITTEES

7. There shall be a standing committee of the BBYRA known as the Regatta Committee, which shall be appointed by the Commodore within one month after the annual meeting. It shall consist of the Past Commodores of the BBYRA (who, collectively, shall have one vote), the Vice Commodore of the BBYRA, who shall act as chairperson, the Rear Commodore who shall act as vice chairperson, the Treasurer, the Secretary, the Fleet Captain and the Measurer (all of whom shall have no vote, unless they are also representing their clubs; in the event of a tie vote, the Vice Commodore, and in his absence, the Rear Commodore may vote); and three Representatives *plus an unlimited number of Alternate Representatives* designated by each Active and Associate Member Club...

A motion was made, seconded, and passed to consider sending a letter from the BBYRA Commodore to member club Commodores relative to above motion.

OCC Sailing Club was invited to send Representatives.

Relative to the Regatta Committee, the following was discussed:

- Give everyone a job.
- Equalize jobs; don't overtax some and under work others.
- Reps could do AM or PM duty.

Vice Commodore Morrow presented concepts for consideration in 2006.

- Upwind finish line moved to weather of windward mark in portable mark courses.
- Add a right side course of windward and leeward portable marks.
- A suggestion was made to have a green schmoo and a red schmoo placed horizontally or vertically.
- 420s will likely get three 15 to 20 minute races with windward and leeward marks inside schmoo and starting line.
- Longer legs can be established by placing an additional leeward mark.

The following was discussed:

- Visibility of flags is important.
- Equipment/lack of.
- Hold skippers' meeting prior to start of 2006 season.
- Possibility of each club providing a junior instructor with inflatable Ribcraft, donated to each club, to assist.
- The A Cat Fleet will supply the "Fox" as a finish boat.

USSAILING Training

Jim Walsh announced the following seminars:

- Advanced Race Management Seminar
December 3 at BHYC and
December 4 at MRYC.
This is a 2 day seminar. There are 4 or 5 spots open.
- Judges Seminar
February 11 & 12 at MRYC.
Seminar is procedure not rules.
- Tests are good for 4 years.
- Certification is good for 4 years.
- Reporting of activities must be done online on SOARS (Sailing Officials Automated Reporting System).

Chris Petracco is a Regional Area Judge. He will help clubs with protest committees, etc. and will send letters out to that effect.

Ocean County College Sailing Club

Commodore Scheyer announced that OCC Sailing Club has been elected by the Delegates as an Associate Member of the BBYRA. He welcomed Chairman Drew Seibert.

Commodore Comments

Commodore Scheyer emphasized that we must all go back to our clubs for much needed help.

He presented Vice Commodore Morrow with the "Bloody Rabbits Foot".

On behalf of the BBYRA, he presented P/C Heacock with a barometer and base for a job very well done.

The meeting was adjourned at 1545.

Respectfully submitted,



Betty Jane France, Secretary

There shall be a standing committee of the BBYRA known as the Regatta Committee, which shall be appointed by the Commodore within one month after the annual meeting. "It shall consist of the Past Commodores of the BBYRA (who, collectively, shall have one vote), the Vice Commodore of the BBYRA, who shall act as chairperson, the Rear Commodore who shall act as vice chairperson, the Treasurer, the Secretary, the Fleet Captain and the Measurer (all of whom shall have no vote, unless they are also representing their clubs; in the event of a tie vote, the Vice Commodore, and in his absence, the Rear Commodore may vote); and three Representatives *plus an unlimited number of Alternate Representatives* designated by each Active and Associate Member Club." ...

BBYRA
MEASURERS REPORT
REGATTA COMMITTEE MEETING, November 19, 2005

The BBYRA Measurer is charged with maintaining a copy of each class's current scantlings. Records are up-dated regularly.

A number of classes continue to be active in assuring measurement compliance and generally the classes solve their own problems.

This year was no exception.

I recommend the Sanderlings reassess their upper wind limit and seriously consider the use of reefs to allow sailing in winds we normally encountered on Barnegat Bay on summer afternoons (18-22 knots). Raising the upper wind limit would reduce the number of abandonments.

Respectfully submitted,



James G. Carson

**BBYRA SAILING INSTRUCTIONS COMMITTEE REPORT
REGATTA COMMITTEE MEETING
November 19, 2005**

The Sailing Instructions Committee held a meeting November 5th to assess the success (or failure) of the significant changes we made for the 2004 & 2005 seasons.

The following items were felt to merit further review at this time. However, we will await results of the Liaison Meeting before initiating further consideration.

Item: Lunches optional. Must be ordered a week before season begins.

CONSIDERABLE DISCUSSION OF THE PROS AND CONS. POSSIBLE LUNCH BOAT FELT TO BE IMPRACTICAL. BOTTOM LINE – THIS IS NOT THE RESPONSIBILITY OF THE SI COMMITTEE.

Item: Initial Mark (Green) used that is to be rounded to port prior to assuming the posted course. **PROBLEMS OCCUR WHEN TRYING TO SET A FINISH LINE AT THE PORTABLE COURSE WINDWARD MARK. CONGESTION STILL OCCURS AT THE WINDWARD MARK ON PORTABLE COURSES PARTICULARLY WHEN A CLASS IS APPROACHING FROM THE SCHMOO AT THE SAME TIME ANOTHER CLASS IS APPROACHING FROM THE LEEWARD MARK.**

**SOME IDEAS FOR SOLVING THE CONGESTION PROBLEM INCLUDE:
CREATE ANOTHER WINDWARD/LEEWARD COURSE TO STARBOARD. SOME BOATS ROUND SCHMOO TO PORT, OTHERS TO STARBOARD.
HAVE THE PORTABLE COURSE FINISH LINE TO WINDWARD OF THE WINDWARD MARK.
WINDWARD/LEEWARD COURSES WITH MULTIPLE WINDWARD OR LEEWARD MARKS.**

Item: Tyvek Course Charts introduced. **OK. SOME SAVINGS IN USE OF PAPER COURSE CHARTS. NEED TO ASSESS FUTURE USE – COST & PRACTICALITY OF CHARGING FOR EXTRA SHEETS OBTAINED. (ARE THE**

SAILORS WILLING TO PAY?)

The Committee felt all the other changes made improved racing and race administration.

Respectfully submitted,

A handwritten signature in cursive script that reads "Jim".

Jim Carson, Ch.
BBYRA SAILING INSTRUCTIONS COMMITTEE

○ From: kingsofnj@comcast.net
Subject: **Registrar Report**
Date: November 18, 2005 5:36:31 PM EST
To: itmorrow@mindspring.com (Robert Morrow)
Cc: bfrance@rcn.com
✍ 1 Attachment, 15.5 KB

Hi Bob,

Here is my report. I'm also sending it to Betty Jane in case you don't get this before the meeting. Betty Jane, please make a copy to take to the meeting that you can also use for your minutes. Thanks.

We had 182 boats register for the season. The Registration fees collected were \$13,000. We had 30 boats order lunches. A total of 111 lunches were ordered for \$4,675. Total fees collected were \$17,675.

Boats Registered by June 16, 2005..... 119
Boats Registering between 6/16 and 6/24..... 12
Boats Registering at First Race.....29
Boats Registering at Second Race..... 18
Boats Registering at Third Race.....4
Total.....182

I've included an Microsoft Excel Spreadsheet with the break down by fleets.

○ Eileen



BBYRAREgistrarReport20... (15.5 KB)

○

	A	B	C	D	E
1	Fleet	# Boats Registered	Registration Fees Paid	# Lunches Ordered	Lunch Fees Paid
2					
3	A Cat	10	\$950	45	\$2,025
4	B Cat	17	\$1,315	2	\$90
5	E Sloop AM	15	\$1,525	24	\$960
6	E Sloop PM	16	\$1,490	4	\$160
7	Ensign	8	\$620	8	\$240
8	Flying Scot	15	\$1,000	7	\$280
9	Lightning	9	\$640	3	\$90
10	Laser	9	\$500	1	\$40
11	M Sloop	17	\$1,035	6	\$240
12	Laser Radial	17	\$1,025	1	\$50
13	Laser Radial Women	1	\$75	0	\$0
14	Sandpiper	18	\$1,105	0	\$0
15	Sneakbox	9	\$570	10	\$500
16	Sunfish AM	14	\$350	0	\$0
17	Sunfish PM	7	\$800	0	\$0
18		182	\$13,000	111	\$4,675



**BARNEGAT BAY
YACHT RACING ASSOCIATION**
ORGANIZED 1914



What is your opinion of the course selection used this year?

Summary Count of Responses to this question

Answer	Count	Graph
Comment input only	9	
More Portable Mark courses	12	
More Fixed (barrel) Mark Courses	13	
No Change from 2005	20	

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**BARNEGAT BAY
YACHT RACING ASSOCIATION**
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What is your opinion of the course selection used this year?

Complete Listing Responses to this question

Date	Fleet	Pos.	Club	Answer
	Comment			
09-07	Race Committee	0	NBYC	More Fixed (barrel) Mark Courses A broad selection of courses, so that no one Finish Boat is over burdened.
09-15	Race Committee	0	OGYC	More Fixed (barrel) Mark Courses Mixing it up with a few barrel courses will present challenges to the sailors and provide some variety.
09-20	Past Commodores	0	MCYC	More Fixed (barrel) Mark Courses Suggest more fixed courses for the fleets scheduled for a single race. This will give them a longer course and keep them separate from the other boats on the windward - leeward
09-23	Past Commodores	0	MCYC	Comment Input only Can we make a bright banner (ie. orange and green) for each finish boat to display on the end (bow or stern) toward the course, to help identify the location of the finish line. This would help a finish boat stand out from the spectator and patrol boats in the area.
09-04	E Sloop AM	2	TRYC	No Change from 2005
09-06	E Sloop AM	1	IHYC	More Portable Mark courses I would like to see different weather marks to help separate the fleets. We need more separation to avoid problems.
09-07	Ensign	1	IHYC	No Change from 2005 I believe our fleet raced only windward-leeward variations with gates and the green first mark. The only problems we had were: 1) The course was too crowded at times, 2) We start too late in the day, 3) Time ran out to start a trophy race at IHYC, partly because of #2. I will continue input as Ensign Fleet Liaison this year. Thank you! Thomas P. Healey
10-04	Ensign	1	TRYC	More Portable Mark courses Thanks for doubling up our races. Please consider starting our first race much earlier - so we can get in a full second race.
10-12	Ensign	1	TRYC	No Change from 2005
09-19	E Sloop PM	1	LYC	More Fixed (barrel) Mark Courses Only where appropriate. V and H in a south wind on the up bay course. 2nd races where the portables have become a bad course or too crowded.
09-23	E Sloop PM	1	TRYC	Comment input only suggest one morning race, two after lunch. Portable mark courses too crowded. courses must be split
09-04	Lightning	1	TRYC	More Fixed (barrel) Mark Courses
09-05	Lightning	1	MCYC	No Change from 2005 Course selection was very good, but fleet separation was very bad. I don't know how to correct this without using multiple courses, but I do know that mark roundings were extremely chaotic when several classes were trying to round the same mark at once!
09-19	Lightning	1	MCYC	No Change from 2005 It took most of the season to get it right but the last two weeks the Committee set excellent courses. Let's continue as 2005 and not make major changes!
09-20	Lightning	1	LYC	No Change from 2005
09-20	Lightning	1	MCYC	No Change from 2005 we should have nothing but windward / leeward courses. I like the idea of having 2 offsets. 1 to port and 1 to the starboard to break up the fleets, and have 2 courses running on either side of the start / finish boat
09-20	Lightning	1	MCYC	No Change from 2005
09-20	Lightning	1	TRYC	No Change from 2005 Double race days and portable marks are the way to go. Since fleets sizes vary, it would be good to be able to change starting line length. The lightning line for 10 boats is always too long. Shortening the line would add strategy. The green "smoog" mark seemed useless. Just do a normal offset if necessary.
09-21	Lightning	1	MCYC	Comment Input only Good Job. Thanks The courses were great, an effort should be made to separate the fleets by having two separate weather marks for the different fleets.
09-27	Lightning	2	TRYC	No Change from 2005

Date	Fleet	Pos.	Club	Answer
	Comment			
10-11	Lightning	1	TRYC	More Fixed (barrel) Mark Courses
09-06	BB Sneakbox - 15ft.	1	OGYC	No Change from 2005
	It's not what we go around, it's picking the right course for the wind direction, where you place the starting line (for a good windward leg), where you put the finish line (this need improvement), and adjusting to wind shifts. Generally a good job, but sometimes the course is so favored on one side, there is no room for strategy (see SPYC this year).			
09-08	BB Sneakbox - 15ft.	1	TRYC	More Portable Mark courses
10-19	BB Sneakbox - 15ft.	1		More Portable Mark courses
09-20	Marshal Sanderling	1	SAYC	No Change from 2005
	Great Job!! 50/50 course selection.			
09-21	Marshal Sanderling	1	NBYC	More Fixed (barrel) Mark Courses
	The portable courses are great as long as not more than 2 fleets are sailing them at the same time. When all the fleets use the same course, it becomes a mess. Also, downwind finishes are confusing, when there are three portable marks and two boats floating in the same general area. Numerous boats in my fleet did not follow the proper courses on the portable mark days, and were disqualified or negatively impacted in their place on the course.			
11-02	Marshal Sanderling	1	MCYC	Comment Input only
	Get rid of 1st offset mark! Make it a regular offset after the regular windward mark and use it all the time. The first time up is usually no problem. It is the 2nd. and 3rd. times that cause the most problems.			
09-23	Laser Radial - Junior	1	IHYC	More Portable Mark courses
	The course length should also be more responsible, especially since many of the Junior sailors in my fleet have to sail in the afternoon. Since the courses in the morning are sometimes too long in length especially since the wind is constantly changing (shifting/dieing) the sailors who need to sail in the afternoon are rushed to sail in, put their boat away and then find their skipper for the afternoon.			
09-21	Marshal Sandpiper	1	MCYC	No Change from 2005
	Courses were good. Only the first race was disappointing. Much too short for the only race scheduled. The committee did well to get 11 races in. One cancelled for too much wind. Keeping the E Sloops and Sandpipers off the same course might be considered.			
11-15	Marshal Sandpiper	1	BHYC	More Fixed (barrel) Mark Courses
	Overall everything was great in 2005. We might run a couple more barrel courses just to mix it up and for old time's sake. Thanks for a great season.			
09-04	Full Rig Laser	1	SAYC	More Portable Mark courses
	Its tough running a good race with all those fleets racing at the same time and so few choices of marks, but sailing on the same course with boats three times as big and twice as fast, it can be dangerous. The only thing I could suggest would be more separation or time between fleets.			
09-22	Full Rig Laser	1	BHYC	No Change from 2005
	Excellent, excellent race management in 2005. The new schedule doubled our fleet and we are hoping to keep the fleet growing in 2006			
09-22	Full Rig Laser	1	BHYC	No Change from 2005
	Excellent, excellent race management in 2005. The new schedule doubled our fleet and we are hoping to keep the fleet growing in 2006			
11-15	Full Rig Laser	1	BHYC	Comment Input only
	<p>Last summer I crewed on both E-Scows and A Cats, skippering the A Cat "Torch" occasionally; I have also sailed Flying Scots and Lasers in the past. So I have a pretty good perspective on how the different fleets interact. I thought the BBYRA did an admirable job last summer of setting square portable mark courses. However, I don't think the green mark, set to starboard of the windward mark and used frequently in the A Cat class, is a good idea. The problem is that you inevitably wind up with two fleets, often Scots and A Cats or E Scows and A Cats, converging at the windward mark on different points of sail--close-hauled and tight reaching--which only creates problems. I have heard the suggestion that the A Cats sail on a separate course to the right of the standard course. I don't think there is enough water, particularly on the Wanamaker, to do that. A better idea is to do what Toms River YC does for their frostbite series--set two windward marks, both in line but one closer than the other, and send the faster fleets like E-scows and A Cats to the farther mark. The same can be done for the leeward mark, if necessary. The practical application of this would also probably eliminate the need for an offset mark, by better dispersing the traffic.</p> <p>Another comment: I like portable courses and they are a necessity for back-to-back races. But for single races it would nice to have an occasional barrel race in order to keep the tradition of navigating around the barrels intact, particularly for the juniors. The Seaside bay day would be a perfect opportunity for this.</p> <p>Hope this is helpful.</p> <p>Glen Dickson</p>			
09-05	M Sloop	1	OGYC	More Fixed (barrel) Mark Courses
	We don't care if they are portable or fixed courses however, we would like to see more reaching legs.			
09-05	M Sloop	2	OGYC	More Fixed (barrel) Mark Courses
	We don't care if they are portable or fixed courses however, we would like to see more reaching legs.			
09-05	M Sloop	1	MYC	More Portable Mark courses
09-09	M Sloop	1	MRYC	No Change from 2005
	I did enjoy the days there were (2) races as well as courses that included a reaching leg. The offset mark at the windward mark also worked well.			
09-15	M Sloop	1	MRYC	More Fixed (barrel) Mark Courses
09-23	M Sloop	1	SPYC	Comment Input only

Date	Fleet	Pos.	Club	Answer
	Comment			
	ON THE 2 RACE DAYS TO HAVE TRIANGLE RACES INSTEAD OF WINDWARD LEEWARD RACE / ALSO MORE SHORT RACES IN STEAD OF FEWER LONGER RACES			
10-04	M Sloop	1	BHYC	No Change from 2005
09-15	A Cat	2	IHYC	Comment Input only
	I tend mainsheet on the A-Cat Lightning and applaud the great job and service you provide for our fleet and all the sailors week in and week out. I have two suggestions, try and keep the Sunfish off our course. During the Beachwood race we had 3 A-Cats surrounding 4 Sunfish, if we had to jib very quickly it would have looked like a very bad NASCAR race. Secondly no downwind finishes when so much is on the line, we had 3 boats competing for 2nd and 3rd for the season at SPYC, upwind legs are a better test, especially with the amount of boat traffic on that weekend. Thank you again and we look forward to seeing you next year. Fran Brady			
09-15	A Cat	2	IHYC	Comment Input only
	Please remove sunfish fleet from our courses- not enough room. One mistake and we would run them over. Thanks			
10-12	A Cat	1	IHYC	More Portable Mark courses
	Please try to keep the acats separate. Although, it brings back fond memories of the "old days on the bay" when we are sailing on the same course, I do not think it is fair to the other fleets when we are with them. regard and thank you again for another great season, gary stewart - SPY			
09-04	Flying Scot	2	TRYC	More Fixed (barrel) Mark Courses
	occasional barrel race if the barrels in the correct [ie shore acres marks are not properly] position would break it up a little. In general portable s worked well but a few times too many marks/boats on leeward finish end of course which made it very difficult to find your finish. No problems with windward finishes. Getting tired of windward leewards but I recognize their convenience and ease to administer. Good year, thank you. Jim Worth			
09-04	Flying Scot	1	SPYC	More Portable Mark courses
09-06	Flying Scot	1	TRYC	More Portable Mark courses
	the only course selection I would have changed is the last race at Seaside. Use of course 7 with a downwind finish seemed like the wrong way to end a season.			
09-06	Flying Scot	2	TRYC	No Change from 2005
	Well done this year			
09-07	Flying Scot	1	OGYC	More Fixed (barrel) Mark Courses
	Sailing through the channel near good luck point is tough, especially during the SPYC race day.			
09-04	Sunfish AM	1	SPYC	More Portable Mark courses
09-04	Sunfish AM	1	PBYC	No Change from 2005
09-05	Sunfish AM	1	MCYC	No Change from 2005
	GREAT JOB THIS YEAR!!! The BBYRA did a fantastic job managing the race course and taking into consideration the competitors requests. Thanks for a wonderful season! John Schwind Sunfish & Sanderling sailor 732-223-1203			
10-04	Sunfish AM	1	PBYC	Comment Input only
	I just wanted to thank you for the open-minded attitude. Can you folks do anything about making the Barnegat Bay a "NO WAKE ZONE". :) See ya next year. Andy			
10-04	Sunfish AM	1	PBYC	More Portable Mark courses