

**Barnegat Bay Yacht Racing Association**  
**Liaison I Committee Meeting Minutes**  
**January 12, 2013**  
**Ocean County College**

**Call to Order** – Commodore Ed Reardon called the Liaison I Committee meeting to order at 9:30 a.m. Commodore Reardon wished everyone a Happy New Year and thanked everyone for coming. The meeting was then turned over to Rear Commodore June Kingman.

**Roll Call** – All classes were present except Sneakbox. Also present: BBYRA flag officers Commodore Ed Reardon, Vice Commodore Bob King, Rear Commodore June Kingman, Fleet Captain Ed Vienckowski, Secretary Jennifer Alldian and Measurer John Applegate (Treasurer James Maida was absent) as well as Past Commodores Jack Heacock, Bill Scheyer, Rich Proko and Harry Foote and Sailing Instructions Committee Chair.

**Approval of Minutes** – Allan Terhune motioned to approve the Liaison Committee II minutes of February 25, 2012, seconded by Rich Kerdock. Motion passed by unanimous consent.

**Fleet Reports**

**A-Cat** – Chip Hillyer had the following report:

- The A-Cats down bay had no damages. The A-Cats stored at Beaton's had minor damage.
- Fleet would like to keep all their races days the same as last year.
- They enjoyed being moved back to the green course.
- They had no fleet meeting, but no one had any changes including Roy.
- They would like the time and speed to continue to be taken at the finish so they can develop a handicap system. All boats will also have GPS on board again this year.
- See attached schedule request.

**Ensign** – Allan Terhune had the following report:

- The only problems last year incurred when the A-Cats were moved to the green course, affecting other fleets ability to get all their races in
- When the A-Cats had a general recall that impacted the Ensigns ability to get their second race off. A suggestion would be for them to move to the end of the sequence or to start the afternoon races earlier.
- TRYC will host the Ensign Nationals on August 11 – 15.
- One up bay race was eliminated
- One boat was lost due to the storm
- There is a rental boat program for next season.
- See attached schedule request

**E-Sloop** – Dave Magno had the following report:

- Fleet would like the provisional race schedule changes requested last year to be done away with and go back to the old format of 2 races both morning and afternoon.
- Fleet would like the Green Island course to be moved further north so the boats do not run aground.
- Everything else should remain the same.
- See attached schedule request

**Flying Scot** – Rob Vogel had the following report:

- Fleet would like the same schedule as last year.
- Fleet prefers Windward/Leeward Portable mark courses, with an occasional barrel course thrown in.
- Fleet would prefer a 2 or 4 leg course; the 6 leg course is too long.
- See attached schedule request.

**Laser** – Had Brick had the following report:

- Fleet reported that there was only one problem last year, when the finish of one race was disrupted by finish boat not being set up in time, apparently due to some radio malfunctions. Fleet requested that the length of course correlate to the wind speed.

**M-Sloop** – Susan Kerr had the following report:

- Fleet requested the same schedule as last year with no races at NBYC.
- Fleet liked the mixed courses and requests reaches be added.
- Fleet requests that a triangle be thrown in when there is heavy air.
- Fleet requests that barrel courses be added occasionally.
- Fleet requests that second race start not have to wait for finish of other fleets. Commodore Reardon stated that might be possible if we go back to having a downwind finish boat separate from the start boat.
- See attached schedule request

**Sanderling** – Brian Harris had the following report:

- Fleet requests the same schedule as last year.
- They are the last fleet in the afternoon so it is very close when trying to get the second race off.
- Fleet requests that after the A-Cats start the start line be made shorter.
- Fleet requests no triangle or Olympic courses.
- Fleet would like portable Windward/Leeward courses when sailing up bay, and barrel courses when sailing downbay.

- See attached schedule request

**Sandpiper** – Mimi Dimon had the following report:

- Fleet would like to thank the BBYRA for all their efforts this season and wish them good luck in 2013
- The Fleet held a meeting in the fall and would like to continue with double races for a total of 15 races.
- The Fleet would like each club to provide an inflatable on their bay day to assist in setting/moving the starting line.
- The Fleet is asking for a variety of courses especially in the second race, not just windward/leeward, barrel courses would be appreciated.
- There is no change to the maximum wind speed.
- The Fleet wants to compete as a fleet. The Fleet wishes to wait for all boats to finish before starting the second race. It was requested that the RC continue to announce over the radio when the first boat finishes, so that stragglers in the fleet can decide to sail back to the starting area if they feel they won't make the time limit. And to have a patrol boat tow those who will not finish within the time limit to the starting line for the second race.
- There has been no change to the BBYRA Sandpiper Fleet Class Rules.
- See attached schedule request.

**Sneakbox** – Art Bailey submitted no report.

**Sunfish** – Kevin Kearney had the following report:

- The Fleet enjoyed sailing on the green course.
- The up bay sailors wanted to do more up bay sailing, so two more weekends of sailing were added.
- The 2013 Youth Sunfish World Championship, 2013 Youth North American Championship and 51<sup>st</sup> North American Open Championship will be sailed July 14 to 20 at Brant Beach Yacht Club. NOR is available at [www.bbyc.net](http://www.bbyc.net).
- The Fleet requests an occasional barrel course for variety.
- The Fleet submitted the following wording for the Sailing Instruction Committee's consideration in 2014 -

**Competitors carrying out Race Committee Duty**

Any competitor performing Race Committee duty on a day of a scheduled series race is entitled to a redress (RDG) score for races missed. The RDG score average will exclude any series race where the competitor did not compete (DNC), but will use all other scores (including drops) in determining the average. RDG scores will be included in consideration for qualification. In an instance where a crew member who is considered to be a regular crew (i.e. sailing with a specific helmsman for a majority of other races in a series), a RDG score can be made when the crew performs Race Committee duty.

- See attached schedule request.

**420 & Junior Sunfish**– Susan Proko said she would have no information until after the junior coordinators meeting tomorrow (January 13, 2013).

**New Business:**

- All fleets were concerned with the condition of the bay. This included obstacles in the water, or shoaling due to the amount of sand deposited in the bay. This might also impact whether there is room for two courses.
- There is supposed to be an Air Force fly over to see where sand deposits are.
- Governor Christie in his State of the State said they were going to dredge and drag the bay outside of the ICW.
- Sand is considered debris so the clean-up should be federally funded.
- The start time for the afternoon races can be moved up by at least ten minutes; perhaps the shortest race should be done first.
- The black flag should come out more.
- The spectator fleet should not be on the race course.
- All Kellogg inflatables should be out on the water.
- The race committee should be given latitude in the SI's to be able to move a fleet to the back of the pack following a general recall, if so desired.
- A training video to show people how to patrol.
- Eve Allison suggested that a college journalism student write a weekly article and submit it for publication to the APP.
- A motion was made by Kevin Kearney and seconded by Rob Vogel to recommend to the delegates that no lunch need be provided by the clubs this season. The motion passed. (yes 11, no 0, abstain 0).
- Ed Vienckowski is tasked with scheduling a Dave Perry rules seminar sometime in June since new rules come out this year.
- SPYC will still host the 2013 BBYRA Ball but the date will change. They are looking at dates in the fall.
- Had Brick said that the web site should have more announcements.
- Chip Hillyer invited the bay to a Mid-Winter Party on February 8 at Beacon Hill Club in Summit, NJ.

**Announcements**

- The fee schedule for 2013 will remain the same as 2012, unless the number of races decreases, then the fees will be adjusted.
- The SI's will remain the same as 2012 unless there are major changes to the rules; fleets should be flexible.
- June Kingman, John Applegate and Ed Vienckowski have been working hard to get the equipment ready for the season.

**Adjournment** - With no other business to come before the Liaison Committee, a motion was made by Dave Magno to adjourn the meeting. The motion was seconded by Susan Proko and at 10:45 the meeting was adjourned.

Respectfully submitted,

Jennifer C. Alldian  
Secretary

*Attachment: 2013 Fleet Requests for Racing Schedule*  
2/19/2013 3:10 PM~~2/19/2013 3:09 PM~~

# Submerged storm debris threatens tourism

New Jersey, which issued contracts last week for the cleanup work, plans to seek full reimbursement from the Federal Emergency Management Agency.

By WALTER BISHOP  
Associated Press

### MANTOLOKING

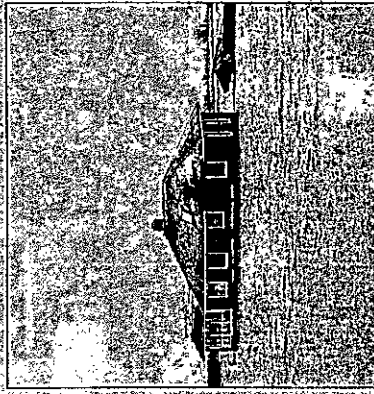
On the surface things look calm and placid, but beneath the waterline, however, it's a different story. Cars and sunken boats, deck furniture, pieces of boats, broken buses, a grandfather clock, debris in a market mall from sold and hot tubs, tons of sand. All displaced by Superstorm Sandy.

We did a cleanup three weeks ago. Then when we went back the other day you could still see pink coming in in the wash," said Paul Harris, president of the New Jersey Beach Buggy Association, which helps take care of beaches on which the group goes surf fishing. They go and clean it again, and two days later, you have the same thing again. There's nothing you can do about it; you can't vacuum the ocean.

Coastal areas of New Jersey, New York and Connecticut are being hit by the Oct. 29 storm before the summer swimming and boating season begins. — two of the main reasons people flock there each year and the underpinning of the region's multi-billion-dollar tourist industry.

The sunken debris presents an urgent safety issue. Swimmers could cut themselves on submerged junk, stray on one of thousands of boardwalk nails ripped loose, or suffer neck or spinal injuries diving into solid objects. Boats could hit debris, putting their occupants overboard, or in worse cases, sink.

The cleanup won't be easy, fast or cheap.



Debris is piled up in the waterways, including boats, vehicles, sunken boats, furniture, pieces and buildings.

Stands in third by Superstorm Sandy are getting up to snows tons of debris from waterways, including houses, vehicles, sunken boats, furniture, pieces and buildings. — their boats in dry dock. — Florida-based contractor AshBritt Environmental removed 42 boats from New Jersey waterways in recent weeks. Others were corralled by the State Police, or by private cleanup companies getting on behalf of owners.

Property owners are not being held financially responsible for debris that washed or blew off their property into waterways unless they have a private company to retrieve a boat they plan to repair and keep, according to the state Department of Environmental Protection.

The state, which issued contracts last week for the water cleanup work, plans to seek full reimbursement from the Federal Emergency Management Agency as part of \$60 billion in Sandy relief approved by Congress.

Much of the work will involve cranes and barges that pluck the larger debris from the bottom. Divers could be used for smaller pieces. Once that's done, many waterways will need to be dredged, with the sand placed back on beaches.

pinching the Jet Star roller coaster into the ocean, are waiting with insurers to devise a plan to dismantle the ride and get it out of the ocean.

Seaside Heights also plans to send teams of divers to clear the ocean bottom. In popular swimming areas before letting people back into the water, leaving parts of the wooden pier, metal pieces from beachside shops and other debris still hanging in the ocean. Cars from the pier's amusement rides were found on beaches as far as 8 miles away in the days after the storm.

The Polar Bear Plunge, in which swimmers briefly dash into and out of the frigid surf to raise money for charity, was marred this year from Seaside Heights to Long Beach, a beach 24 miles to the north where the debris wasn't a concern.

New York and Connecticut face similar problems. "We have everything from floating oil barrels, gasoline tanks, household hazardous waste, parking bicycles, tires, balloons, you name it," said Adrienne Esposito, executive director of the Citizens Campaign for the Environment on Long Island.

"We're concerned not only about pollution, but boater safety," she said. "Come the spring, this stuff is going to be submerged partially or totally, but the boats are going to have some very serious issues."

Rob Welton, president of Oceanfront Splash, said the Freeport, N.Y., volunteer group has spent the past 20 years collecting 1 million pounds of debris, mostly from waterways on the south shore of Long Island.

Twenty years in on the window," he said. "Come the time when we would normally be putting the finishing touches on our cleanups, every place I look I go, 'Oh, my God, not again, man. We just had that place look so beautiful and it's getting to be in another 10 or 15

years to get it back looking decent again." Among the items found by the group since Sandy are hot tubs, floating docks, deck chairs, boats, barbecue grills, patio furniture, umbrellas, hundreds of mesh canes and the grandfather clock.

Crews in Hempstead, N.Y., have removed 379 tons of debris from waterways since Sandy hit. Neighboring Babylon has recovered 50 tons, including two boat loads fully intact, with tools still inside and 24 destroyed boats.

Fairfield, Conn., needs to remove debris left in marshlands by the storm, including bicycles, picnic tables and backyard furniture, said First Selectman Michael Terrano. The town is working to use special equipment to dig to the special equipment marshes.

Fairfield also saw significant beach erosion and needs to dredge its harbor and marina because sand was pushed into the waterways. Terrace, Idaho, the work will be done before Memorial Day, and said there may be debris on boat traffic.

In Brick, N.J., the Leppan on which Mayor Stephan Acropolis lives is filled with junk, including the front door and part of a wall from one of three houses that burned during the storm. Also in the Leppan are a beer picnic table, a 50-gallon plastic barrel holding wine, a stove, a sink and two decks from homes two blocks away.

Acropolis is counting on the state to quickly remove the marine debris to prevent even deeper economic losses from the storm. "Someone goes out crabbing; they buy gas for the boat, maybe they have to rent the boat in the first place. They buy bait, they buy lunch," Acropolis said. "It's a big economic impact. People live here because they want to be on the water, out on a boat. If we don't get this cleaned up, we're going to have a problem."