



**BBYRA LIAISON MEETING AT TOMS RIVER YACHT CLUB
11/17/90**

MINUTES

The first part of the minutes of this meeting contains comments concerning the classes. The second part consists of general comments of interests to the regatta committee and to procedures on the bay.

Class Liaison:

Representatives from the following classes were not present:

A-Cat, Bluejay, E Sloop, Ensign, Flying Scot, Hobie 18, Laser, Laser Radial, M-Sloop

Lasers:

Jan O'Malley had some comments regarding Laser150's which lead to a conversation about the Laser class in general. Jan O'Malley suggested that Laser and Laser 150's should be scored in the same manner as Laser Radial Open and Juniors. The Laser150's should be treated in the same fashion as the Junior class among Laser Radials.

There was also a report that the Laser class wanted to add a masters category to the scoring. All boats would be started at the same time as is done now; however, they would be scored separately as masters, regulars and 150's. The rear commodore agreed to call the class representative to discuss this and will report the result of their conversation at the Regatta meeting in December.

Laser II's:

(Jan O'Malley) The racing instructions of the BBYRA, the safety equipment described for Laser II's is inappropriate and a separate listing for Laser II's should be made with the correct safety equipment.

Lightnings:

(Paul Gelenitis) The class had some complaints about the selection of courses and Paul commented that the preferred courses selected by the class were not used very often. He also suggested that last summer it would have improved the conditions for the afternoon races if starts for all classes had been delayed. Suggested delay of about 30 minutes.

Prindles:

(Richard Lister's wife) The Prindle class had heard rumors that the BBYRA was planning to combine the start of the Hobies and the Prindles. The Prindle sailors oppose this and would like to keep a separate start.

Sanderlings:

(Del Kuzma) The class, in general, is happy with the race management. However, last summer, there were two starts which occurred when there was absolutely no wind. Delayed starts would have avoided this situation. Kuzma suggested that very few Sanderlings make use of the luncheon and the class feels that the luncheon should be an option and should not be included in the price of the entry fee on the bay. Very few of the Sanderling sailors can actually go to the lunch. For those who do want the luncheon, Sanderling sailors should only have to pay for two lunches because Sanderlings usually sail with only two people. Others commented that the camaraderie achieved by the luncheon is fading as more clubs send a boat to pick up the lunches and fewer sailors actually attend.

Sneakboxes:

(Jeff Lines) The Sneakbox sailors are generally happy with the selected courses and are therefore not responding to the questionnaire about preferred courses. (Nothing to choose) He said that the class was unhappy on one occasion last summer where a windshift occurred and the committee boat did not reposition the starting line, and therefore, there was only one windward leg between the starting line and the weather mark. There were absolutely no other weather legs during that race. He suggested that the committee should consider a movable mark which could be positioned appropriately to provide the class with a better windward leg.

Lines also reported that the offset mark for the E-Scows can be a hazard and spoke of problems that occur when E-Scows have to sail through other fleets. It was suggested that E-Scows should be sent on a distinctly separate course so that such problems can be avoided.

Junior Representative:

Patty Applegate spoke about the special sailing classes in June to acquaint the junior sailors at each club with the racing rules and prepare them for USYRU events. She suggested that it is important to promote participation in these events and that more sailors should be encouraged to represent the BBYRA.

This started a conversation about the cost of such events and it was suggested that the BBYRA establish increased funding for sailors who participate in the events. Other YRA's are doing this already. Suggestions to increase the dues for bay membership resulted in a lengthy conversation. At this time, mostly due to the efforts of T. Lapiere, many clubs already collect bay dues from most members, even that the qualifiers in these clubs are only a small number of sailors. One suggestion was made to solicit contributions and to achieve tax exempt status for such contributions.

General Comments

Calendar: List the calendar of meetings in the yearbook so that all class reps as well as others know when the meetings are held. It appears that most class representatives may not have known that the liaison meeting usually occurs on the Saturday before Thanksgiving at Toms River Yacht Club at 10 a.m. Also, a suggestion was made to send out meeting notices for the liaison meeting.

Questionnaire: There were several comments about the questionnaire which was sent out at the end of the season. It was suggested, that an 80% agreement by each class for a change in the scoring system, which was sought in the questionnaire, may not be achievable. The general response to any questionnaire is usually in the order of 50%. Del Kuzma added that in his meeting with the class, only very few people had paid attention to the survey.

Two finish lines: In finishes of races where two finish lines have to be set up and whereby flags designating the respective classes are flown by each committee boat at the finish line, the flags are flown at the bow of the boat and are sometimes not visible to the sailors. If the wind keeps changing it depends on the sailors luck whether they sail to the correct finish line. It was not clear what could be done to alleviate this problem and no useful suggestions were submitted at the time, but it was considered a worthwhile point to be discussed at the Regatta meeting.

Delay afternoon starts: The afternoon races should be started later in view of the fact that in recent times, windshifts occurred predominantly before or just slightly after the special starts in the afternoon. This would be helpful to all the classes. It would also help sailors who sail both in the morning and in the afternoon and would avoid the mad rush and allow them to have lunch. It was suggested that last summer some confusion in the afternoon could have been avoided with later starts and racing conditions would have been substantially improved. Delay afternoon timetable by about half an hour.

E-Sloop courses: The issue of avoiding situations where E-Sloop have to sail through other fleets of boats was discussed. It was suggested to utilize movable marks at distance from other marks or some other arrangement so that the E-Sloop fleet would not have to cut through the other fleets. In some occasions the offset mark for the E-Sloops has been described as a hazard to other boats. It was suggested that some of this may have to do with an experience of the part of the boat which set the mark.

Core group of patrol boats: The BBYRA should seek to enlist a core group of experienced patrol boats which could assist in most of the races. It was also suggested that the BBYRA should offer seminars for patrol boats, so that power boaters who want to be helpful during the races are more familiar with our procedures and the tasks that they will be required to do.

Werner F. Wedam, RC