



BARNEGAT BAY YACHT RACING ASSOCIATION

Regatta Committee Meeting

November 11, 2000 at 1330
Manasquan River Yacht Club
MINUTES

The meeting was called to order at 1330 by Commodore Harry Foote.
Roll call was taken by Secretary Betty Jane France. All clubs were present with the exception of Beachwood, Island Heights and Pine Beach Yacht Clubs.
Seaside Park Yacht Club had an excused absence.
A motion was made, seconded, and passed to accept the minutes as mailed.
Correspondence was reviewed

OFFICER REPORTS

Regatta Committee

Vice Commodore Patricia Applegate reported that the Liaison Committee thanked the Regatta Committee for a job well done.

Class Liaison

Vice Commodore Applegate, in Rear Commodore Richard Sayer's absence, reported that letters had been received from the fleets.

The Sanderlings wish to return to sailing every Saturday for ten weeks.

The Ensigns, Flying Scots, Lightnings, M Sloops, and Sandpipers wish to double up.

Low point scoring as in US Sailing was requested by many fleets.

Requests for improvement included setting the line, mark placement, course changes, and the leeward pin.

Equipment

Vice Commodore Applegate further reported that all equipment is in order and has been stored with Job Gash.

Job has taken pictures of the equipment for insurance purposes.

A new set of numbers will be ordered.

The radios, flags, and bags have been winterized and are ready for next season thanks to Bill and Johanna Studdiford.

Safety

Fleet Captain John Heacock reported that, thanks to Blue Gavel, new first aid kits were aboard patrol boats this past season.

A portable defibrillator has been donated to the BBYRA; training will take place at a later time.

Training

Fleet Captain Heacock has no plans in place except defibrillator training.

It was suggested that the BBYRA sponsor a Race Committee Seminar locally, prior to next season, run by US Sailing. The expenses, which includes materials, could be paid by the member clubs, the participants, or the BBYRA.

There is a great need, in this area, for race officials and certified judges.

Sailing Instructions

Chairman James Carson reported that the Sailing Instructions Committee has met once.

Jim thanked the Regatta Committee for selecting good courses and for good use of the portable mark courses utilizing windward-leeward, triangles and Olympic courses.

Good feedback from the fleets was heard at the Liaison meeting.

The recommendations of the committee are as follows:

The scoring program should be in line with the rules.

Low point, using Appendix AA of US Sailing Racing Rules of Sailing, should be encouraged and used as the default.

The number of cuts and the number of drops would then have to be decided.

Most felt that participation is the most important factor.

The Representatives were asked to go back to their club's sailors for opinions.

A motion was made by Patti Applegate, seconded by Dave Loughran, and passed

tasking the Sailing Instructions Committee to investigate the use of Appendix AA (Low Point Scoring) as delineated in US Sailing RRS for recommendation.

Regarding throw outs, many felt three to be excessive.

One throw out and two DNCs/cuts was the recommendation of most.

The pros and cons of a graduated throw out/cut system, using perhaps 70% to 75% of completed races, were discussed.

Rescheduling lost races was discussed.

ISAF method of breaking ties was suggested; then place in last race two sailed against each other.

The committee felt that denying an appeal the last week at SPYC is unfair. Many present agreed.

All present agreed appeals rule is fair and was followed correctly in 2000.

Split courses and the reestablishment of the E pin for catboats was discussed.

Separate race courses was discussed; this could pose a problem if the second committee is not well qualified.

Jim will recount discussion at this meeting to the committee.

Jim and his committee welcome feedback soon.

Class Eligibility

Chairman Carson distributed sheets with the number of BBYRA qualifiers from 1992 through 2000 and the average number of BBYRA participants per race.

The Sanderlings and the Flying Scots continue to be the two largest fleets.

The Lasers are declining as are the Radial Opens and Ensigns.

M Sloops and Radial Juniors appear to be making a comeback.

The newly formed Participation Committee will be integrated with the Eligibility Committee with a new chairman.

Present fleets should look at promotion of their fleet.

Requests for new fleets should be received by the end of the year.

Measurer

Measurer Carson reported that measurements will be conducted by the individual fleets.

Jim will be asking fleets for scantlings and rules in the spring.

Sanderlings now require sail measurement.

Lightnings will be weighed in the future.

COMMITTEE REPORTS

Protest

Co-Chairman David Loughran reported that Laser Radial Junior prizes were awarded October 7, 2000 (Delegates Meeting).

Scoring

2001 score sheets will be available for weekly pickup by Club Reps at Patti Applegate's or Dave Loughran's.

If not picked up, sheets will go in flag bags the following Saturday.

Scores will also be posted on the web at www.bbyra.org.

Patti, Dave, and others were thanked for much time spent distributing score sheets.

OLD BUSINESS

Further Discussion Relative to Year 2000 Changes

US Sailing uses only DNCs, not CUTs.

With low point scoring, BBYRA could download from US Sailing or purchase their software using national standards and adopting our own discard.

Job Descriptions

Please fill out the job description form and return to Harry.

NEW BUSINESS

Participation Committee

The Participation Committee will be integrated with the Class Eligibility Committee with combined members Dave Magno, Bob Lynn, Doug Corbett, Meredith Corbett, Carrie Hackett, Curt Morton, Greg Parmele, Peter Sayia, and Jim Carson. There will be a new chairperson.

BBYRA Yearbook

Rick and Paul Brown have volunteered to do the yearbook as have Jim Carson and Betty Jane France.

It was suggested that the history be rewritten to include past BBYRA participants who have gone on to further significant events such as the Olympics.

Doing so would enhance our 501C3 incorporation status.

It was also suggested that 2000 BBYRA trophy recipients be included in the book.

Information should be disseminated by Reps putting information in their respective club's newsletters.

Other

2001 Sears Finals will be held at MCYC on August 19 - 24 in Lightnings.

Participants in the junior 3 person boat event can't turn 19 during calendar year.

The NJ Museum of Boating in Bay Head and the Toms River Seaport Society are both looking for memorabilia.

The meeting was adjourned at 1510.

Respectfully submitted,



Betty Jane France, Secretary

REPORT OF THE BBYRA MEASURER for
REGATTA COMMITTEE MEETING, November 11, 2000

Measurement Activities are conducted by the individual fleets. No problems have been brought to the attention of the BBYRA Measurer.

AS you know, the Measurer is charged with maintaining a record of class scantlings and rules. As is my custom, I will request updates in the spring.

Respectfully submitted,

James G. Carson
Measurer

Copies for: Vice-Commodore
Secretary

REPORT OF THE CLASS ELIGIBILITY COMMITTEE for
REGATTA COMMITTEE MEETING, November 11, 2000

Looking at the past year's participation, the Flying Scot and Sanderling continue to be our largest fleets. The M-Scow and Junior Radial appear to be making a come-back. The full rig Laser took a big drop in 2000. The Radial Open and Ensign continue to decline. Although the numbers are not great, most other fleets have a strong base and appear to be at least holding their own. All these facts need to be studied to determine if there's anything the BBYRA can do to improve participation.

Toward this end, I plan a meeting of the Class Eligibility Committee in the near future. I'm also looking to expand the committee by one or two with the idea of taking a more active role in the promotion of new and/or existing fleets on the Bay.

Requests for new fleets should be received as soon as possible and certainly before the first of the year so that their inclusion may be properly explored by the eligibility committee.

Respectfully submitted,

James G. Carson, Chairman
Class Eligibility Committee

cc: Vice Commodore
Secretary

REPORT OF THE SAILING INSTRUCTIONS COMMITTEE for
REGATTA COMMITTEE MEETING, November 11, 2000

The SI Committee would like to thank the Regatta Committee for a very good job in selecting courses during the season. The portable windward-leeward courses were used more and portable triangles were used for the first time. The feedback I get from the sailors is very positive.

We usually receive feedback on courses and other details that are the responsibility of our committee at the liaison meeting which was held this morning. These and others received from the Regatta Committee are always considered in our deliberations over the winter. The committee would appreciate receiving any comments as soon as possible inasmuch as the "spring" Regatta Committee meeting at which changes are presented will be held in February.

A part of our function is to keep the sailing instructions current. I have no information yet on what changes may be required to bring our SI's in line with the 2001 Racing Rules of Sailing although I don't expect major changes.

The committee has held one meeting this fall in order to get a head-start on addressing some suggestions from the Scorer and some comments received to date. We will present the following recommendations for discussion and approval in principal under new business so that we can prepare firm proposals for the spring meeting. They are:

1. The scoring program was not completely updated to provide correct scores in accordance with the Rules approved in the spring. Although we doubt this had an adverse affect on the winners, we recommend the program be brought in line with the Rules and tested before the 2001 season.
2. We discussed the possibility of deleting the high point system from the Rules. A check indicates there would have been no changes in the first four positions in any class if the low point system had been used. (We did not check below fourth.) This would bring us in line with and almost identical to the RRS Low Point Scoring System for long series (Appendix AA). Although the committee could not agree to completely cut the cord on the High Point System we recommend classes be encouraged to use the Low Point System and that it be the BBYRA default system.
3. Because of the possibility of boats being scored on a very few races as happened in 2000, we recommend the adoption of a format whereby a boat may eliminate only one race in which it was a competitor plus two DNC's or CUTS from it's record. (Additional DNC's would be counted for qualification purposes subject to proposal 4. below.)

4. We recommend a boat qualify only if it is a competitor (comes to the starting line) in at least 50% of the races completed in her class.
5. With minor modifications, we recommend adoption of the RRS series tie-breaking rules.
6. There have been a few instances of conflict between classes at turning marks, particularly the last leeward mark. In order to minimize interference between classes, we recommend the "E" pin (SI 7.4) be changed for use by the catboat fleets and that it be placed to windward of and be used in place of the last turning mark prior to the finish.

Respectfully submitted,

James G. Carson, Chairman
Sailing Instructions Committee

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cc: Vice Commodore
Secretary

NUMBER OF BBYRA QUALIFIERS

	1992	1993	1994	1995	1996	1997	1998	1999	2000
Flying Scot:	14	14	9	15	19	21	21	20	24
Sanderling:	27	25	20	23	23	19	22	19	23
"E" Sloop PM:	21	18	14	14	10	11	9	7	14
"E" Sloop AM:	12	9	8	8	8	9	9	8	12
"M" Sloop:	7	6	3	6	4	3	5	5	12
Sneakbox:	21	14	10	9	10	8	8	6	8
Radial Jr.:	13	12	10	8	14	10	7	5	8
"A" Cat:	6	6	8	8	7	8	7	8	7
Sandpiper:	-	-	7	8	9	5	6	6	7
Lightning:	5	6	6	7	9	8	9	5	7
Ensign:	13	13	11	13	9	7	6	5	6
Laser:	17	12	13	14	11	8	5	6	5
Laser Radial:	14	7	10	9	10	4	3	5	2
Laser Masters:	3	3	3	3	2	2	2	2	2
Club '420' AM:	-	-	-	-	6	6	3	0	-
Club '420'AM/PM:-	-	-	-	-	-	-	2	0	-
Blue Jay:	22	14	14	8	11	3	0	-	-
Laser II:	7	6	4	4	1	-	-	-	-
Laser "150":	3	2	-	-	-	-	-	-	-
Hobie "18":	5	1	-	-	-	-	-	-	-
Prindle "18":	2	-	-	-	-	-	-	-	-
TOTAL:	212	168	150	157	163	130	124	107	137

IGC
9/10/00

AVERAGE NUMBER OF BBYRA PARTICIPANTS PER RACE

Class	1992	1993	1994	1995	1996	1997	1998	1999	2000
Flying Scot:	13.2	13.2	11.3	17.9	18.7	22.7	20.7	20.2	21.7
Sanderling:	25.4	22.8	18.8	24.6	23.5	18.9	21.7	16.9	18.4
"E" Sloop PM:	23.3	18.1	14.	13.9	10.0	10.6	9.4	9.9	10.3
"E" Sloop AM:	15.1	10.3	8.8	9.4	9.0	7.3	9.3	10.3	9.7
"M" Sloop:	7.1	5.2	3.7	5.1	5.6	2.8	4.5	6.0	9.0
Sneakbox:	16.4	13.2	9.4	8.4	9.6	7.5	6.7	5.8	7.4
Radial Jr.:	11.0	10.6	9.7	7.6	13.6	8.3	7.1	3.7	7.3
"A" Cat:	5.8	5.5	7.4	7.0	6.7	6.2	5.4	7.3	6.7
Lightning:	4.2	6.3	6.4	6.1	8.2	7.3	6.9	5.8	6.4
Sandpiper:	-	-	7.2	7.0	9.1	4.9	5.8	5.4	5.0
Ensign:	11.7	11.1	9.8	12.0	7.7	6.0	5.4	3.7	4.9
Laser:	16.8	16.8	16.7	12.9	10.2	10.1	7.5	8.5	2.7
Laser Masters:	3.9	3.4	2.8	2.9	2.1	1.5	1.8	1.8	1.9
Laser Radial:	11.1	7.1	10.4	10.2	9.9	7.4	5.1	3.9	1.7
Club '420' AM:	-	-	-	-	3.0	5.8	4.2	0.7	-
Club '420' AM/PM:-	-	-	-	-	-	-	2.8	0	-
Blue Jay:	15.0	14.4	11.1	9.0	11.0	2.7	0	-	-
Laser II:	5.3	5.5	3.9	3.6	1.5	-	-	-	-
Laser 150:	3.1	2.0	-	-	-	-	-	-	-
Hobie "18":	4.1	1.4	-	-	-	-	-	-	-
Prindle "18":	1.8	-	-	-	-	-	-	-	-
TOTAL:	188	167	151	158	161	132	124	110	113

JGC
09/10/00