



# **CBYRA Annual General Meeting**

## December 5, 2020

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Please review and revise as needed. This document will be converted to a PDF before the meeting and posted online.

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## **President's Report**

In a year with so many challenges presented by events beyond our control, we still managed to race our boats and find news ways to stay in touch with friends and family. This meeting is an excellent example of how we were challenged to adapt to the restrictions we faced.

As those in attendance are aware, this meeting is being done completely online through Zoom. I hope the experience was helpful to those attending.

What follows are the reports from each of the divisions within CBYRA. I'll let them speak for themselves.

Probably the most significant event this year is the changes to the web site. While we have yet to go live, there will be a new website before the end of the year.

CBYRA has contracted with Clubspot to provide a complete club management platform. Clubspot combines an improved website experience with a self-service member database and email communications.

Each member will have their own login to the site where they renew their CBYRA membership and keep their own profile up to date.

Clubspot will also provide CBYRA with an API to the member database giving us the ability to automatically determine a member's status. This was a major stumbling block to automating High Point Scoring.

Work continues to automate High Point scoring. Those with database skills interested in assisting should email [office@cbyra.org](mailto:office@cbyra.org)

Regarding High Point Scoring for 2020, the shortened schedule has impacted some fleets more than others. CBYRA is working with each class to see what makes sense regarding the number of races needed to qualify for High Point. This has had an impact on when results

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will be published. Some fleets have already completed the process and their results are listed below.

As this year draws to a close, I will be ending my term as President of CBYRA. I'm pleased to announce we have a very strong slate of candidates ready to lead CBYRA into 2021.

It has been an honor and a pleasure to serve on the CBYRA board. I thank all of those who have supported CBYRA in the past and I hope you will join me in continuing to support CBYRA in the future.

Respectfully submitted, **T.C. Williams, President**

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## **Treasurer's Report**

As of 30 November 2020, CBYRA has a balance of \$32,350.37 in the bank, comprising \$19,698.91 in the operating account and \$12,660.46 in the restricted account. These amounts are increases of \$2,856.35, \$2,980.52 and \$90.00 respectively.

The restricted account includes monies for the Regatta Support Fund and the Fund for Chesapeake sailors. During 2019 CBYRA distributed \$2,250.00 from the Fund for Chesapeake Sailors.

Final income (profit) for 2019 is expected to remain above expenses. As of 30 November 2020, profit is approximately \$5,010.76. This does not include 2020 High Point awards expenses which are expected to be a considerable portion of the current balance. As a result, CBYRA is expected to show a modest profit for the 2020 calendar year.

The proposed budget for 2021 is balanced and takes a conservative approach with respect to expected income and expenses. The 2021 proposed budget will be discussed and voted on later in the meeting.

Respectfully submitted, **Jonathan Bresler, Treasurer**

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## Vice President for Member Outreach AGM Report

I think CBYRA has demonstrated, over the past ten months that, indeed, we do have a pulse! I took over the vacant VP Outreach position in January and there was no shortage of stuff to accomplish:

- The first was to breathe a little life into the website. This meant restoring the link and positioning the JOIN/RENEW button so that folks could establish CBYRA membership for the 2020 season

- Next was getting the Green Book (GB) on-line as a downloadable PDF. GB Editor Michael Wagner has been amazing in getting us an electronic version of the Green Book in a timely manner. Of course, we had no idea how adversely the pandemic would effect the 2020 season, and Michael has done a great job of keeping up with what I call, “the wack-a-mole” racing schedule

- One more situation with the website also got accomplished, due to the perseverance and hard work of the CBYRA President and Treasurer, T.C. Williams and Jonathan Bresler, respectively. They secured a vendor, Clubspot, for a new site and no longer will we have separate functionality/vendors for the administrative side of CBYRA and the editorial side of CBYRA

- We’ve managed to pump a little more content into the Facebook page, with broader reach. A big shout out goes to our CBYRA Secretary, John Blais, who single handedly bumped our Facebook “reach” up 450% (from 691 to over 3,100) by sending us some news about Region 4 (“1000 of Anything is A Lot”). Who knew there were so many racing sailors in our southern regions for us to access with FB posts! CBYRA has been rightfully criticized for under-reporting Region 4 stories and we will make sure that does not happen in 2021

- We used Constant Contact, our bulk email carrier, to alert area sailors to a number of racing webinars by Dave Dellenbaugh. Our incoming (hopefully) One Design Division Chair Jon Anthony was the architect of these Dellenbaugh seminars. Dave’s seminars were great and this was a successful tactic in recruiting more folks to join CBYRA. We have every intention of providing more of these kinds of member benefits in 2021.

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• Lastly, we've had four or five articles in SpinSheet so far this year. I've gotten good feedback with these and will attempt to maintain this relationship with the magazine. The intention is to promote CBYRA with an eye toward putting a positive spin on the sport we all love.

Hope to see you all on the water next season. We hope there is actually a normal season!

Respectfully submitted, **Tim Ford, VP for Member Outreach**

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## **VP of Race Management Report**

1. 2019 High Point Awards presented in February at Maryland Yacht Club.
2. Completely revamped the 2020 Green Book.
  - a. Overhauled the General Sailing Instructions.
  - b. Shifted from a pdf based Green Book to a downloadable document.
  - c. Allowed yacht clubs to update their Notice of Race document.
  - d. Kept the Green Book updated with regatta changes and cancellations during the pandemic.
3. Developed four Dave Dellenbaugh webinars for CBYRA members.
  - a. Dramatically increased membership during the COVID-19 pandemic.
4. Webinar costs were covered by external donations vice internal budget.
5. In spite of the pandemic, had a successful CBYRA race season which included the NOOD, shifted from May to August.

Respectfully submitted, **Pat Seidel, VP for Race Management**

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## **One Design Division Report**

2020 saw a surprising amount of one design activity in light of all the difficulties. I sensed a concerted effort by the one design community to get out on the water.

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Tim Ford and Bruce Bingman provided some interesting numbers on this year's larger races: of 1,128 starters , 513 were one design competitors or 46%.

Here is an encouraging look at some of our clubs that adapted to the new conditions.

From Hampton Bay Yacht Club - Max Plarr reports that HYC was able to run several one design events . The club's six-boat fleet of Sonars was very active throughout the season, fleet, team and women's sailing. The HYC Spring One Design event was cancelled but the Fall Fling saw a large fleet of Vipers and the new Melges 15 came out to play alongside the tried and true classes. A new One Design night on Tuesdays which they predominantly host 505 practices but any classes are welcome to attend.

Perhaps one of the greatest OD events this year was the 505 Class East Coast Championship held over the Halloween weekend. Large breeze, 30+ at times, nine races over three days were completed. They had three under 25 teams and also a women's team compete in the event.

Max concludes "COVID stripped all of our events of the on shore social aspect of sailing, however, it did in many ways help promote our sport. Sailors were able to safely social distance and singlehanded sailing flourished. Deep cleaning and being smart with mask wear and no gathering shoreside allowed for a wonderful sailing season."

Also, from Southern Bay, Brad Squires, Fishing Bay Yacht Club tells us

FBYC maintained a pretty full schedule, and it was challenging at times to score from a distance... ." The 81st Annual One Design Regatta included Lasers, 420s , J/70s, Hamptons and Flying Scots. It was also the Flying Scot Capital District Championship.

The J/70 fleet held Friday evening races and also participated in the Annual Stingray Regatta. The Annual Laser Masters was another highlight.

Another neighboring club , Rappahannock had to cancel its Spring Typhoon Series but was able to hold the Fall Series. The National Typhoon Championship is postponed until 2021. RRYC made a spirited defense of the Rapp Cup against YPRCC. The Annual Hospice Turkey Regatta was shortened to a one day pursuit race.

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Further up the bay, my own Tred Avon Yacht Club was able to conduct its celebrated Oxford Regatta, though in a new format, the Junior events being held on the prior weekend. Good networking brought sailors from near and far. Out of 18 Stars competing, 12 were from other clubs, as were 6 of the 15 Adult Lasers, and 4 of the 8 Penguins. Another successful TAYC event was the Star Fall Windup with 20 boats.

The Shields National Championship Regatta was postponed until 2021 but we did manage to have some Shields and Melges 24 racing, as well as the Penguin Frostbite.

Back on the Western Shore, the 90-year-old West River Sailing Club postponed its Annual Dave Irey Regatta, but kept active with a new Sunday series for Flying Scots and Chesapeake 20s. CBYRA regattas held were the Dave Irey Memorial in June, the Billy Heinz and Annapolis to Galesville in September , and two in October: the Carl Miller and the Pumpkin Patch.

West River also maintained weekly racing for catamarans on Tuesdays, Lasers on Fridays, and the Capt. Hartge Memorial Sunday Series.

Responding to my inquiry about the one design season, the always helpful Harborside Director at AYC, Linda Ambrose , informed me that the one design racing was strong throughout the season once restrictions were lifted in May and they kicked off Wednesday Night Racing in June. Quite a few classes modified their programs to shorthanded crews with either single or double handed teams (as an example, Harbor 20s) or kept it to only family or "quarantine bubble" team members. J/22s, J/30s, J/70s, J/80s, Harbor 20s, Etchells were strong in attendance at most weekend events at AYC including a postponed Helly Hansen NOOD Regatta that although it reflected a more regional entry list was 70+ boats strong. A few one-design championships set for 2020 were postponed until the following year with sights set on full crews, out of town entries and social events, all of which combine to make a memorable event.

The First Half of AYC's Frostbite Series kicked off in early November with 100 entries and 7 of the 9 classes are one design with good numbers.

Severn Sailing Association maintained its prominence for one design racing. SSA's reduced but still active regatta calendar also included the J/22/24 East Coast Championships, the

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Crab Claw Regatta (Lasers), Frigid Digit Fall Series (Lightings), Snipe Frigid Digit, Thistle Blue Crab Regatta, and the Viper 640 Regatta. Lasers and Snipes was definitely the most active fleet this year. The Lasers Frostbite Series is underway thru March of next year.

In an interview ahead of the J/22 and J/24 East Coast Championships, SSA's Sam Mcguire responded "Yes, to say that 2020 has been a disruptive year is an understatement, but it has also come with a silver lining. Instead of carrying on with status quo in terms of our sailing season, it has allowed (us) to adapt to this new normal. While we were on lockdown the sailing community as a whole and our J/24 Fleet 8 specifically shifted our focus to fleet development. We organized multiple webinars and zoom calls with Coach Robby Brown to go over every aspect on how to better sail a J/24."

I hope that the above roster of events demonstrates the strong interest in racing one design. Racing is a sport of unceasing concentration to press for every incremental advantage. This season, our clubs and fleets pooled their efforts and competitive drive to overcome some tough challenges.

My own responsibilities this year largely involved preparing and updating the bay wide one design calendar, and generally facilitating the flow of information among the various one design chairs. I also assisted with our Green Book, started a history of CBYRA trophy awards, and worked with the clubs to have a CBYRA presence at their events.

As I step down after 4 years as one design chair, I would like to thank you all for letting me be part of this winning team.

Respectfully submitted, **Georgia Adler, One Design Division Chair**

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## **Cruising One Design 2020 - Division Report**

The COD fleets did their best in 2020 in light of difficult circumstances. Skippers and crew members found ways to get out on the water and compete as soon as Governor Hogan lifted a temporary springtime ban on all recreational boating activities. In response to the

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unusual circumstances, CBYRA permitted each COD fleet with the latitude to amend its High Point scoring rules for 2020 to accommodate fewer events and reduced participation. The following is a brief summary of how each COD fleet performed this season.

**Cal 25** - Fleet Captain Charlie Hauser informed CBYRA that the CAL 25s will not have any kind of HP qualifying season. Due primarily to health concerns for skippers and crews, we lost the majority of our sailors. CAL 25s had one design fleets for AYC Wednesdays and EYC Friday Beer Cans, but not for races on weekends. The Annapolis fleet is looking forward to hosting the rescheduled NA's in 2021.

**J/24** - Fleet Captain Pat FitzGerald reported that J/24 Fleet #8 Annapolis had a good year of racing with 3 events (Annapolis NOOD regatta, the AYC Two Bridge Fiasco, and the J/24 East Coast Championship). The fleet is still considering whether or not to amend its High Point rules for 2020 and may choose to submit results after a fleet vote.

**J/80** - No reports from the fleet in 2020

**Alerion 28** - Fleet Captain Jack Detweiler reported that the Alerion 28 fleet participated in 2 of the originally scheduled 7 regattas. In these 2 events, the Alerion 28 fleet finished a total of individual 5 races. The fleet is considering an amendment to its 2020 High Point rules and may submit results and High Point scoring at a later date.

**Alberg 30** - Fleet Captain Pat Seidel reported that the Alberg 30 fleet had a successful season scoring eight events for High Point in 2020 including races in the Annapolis NOOD, NASS Lighthouse, Rankin Race and Rock Hall Regatta. High Point scores were calculated without making any adjustments to the scoring methodology.

Place	Skipper	Boat	Score
1	Pat Seidel	Laughing Gull	0.6304
2	Tim Williams	LinGin	0.5383
3	Bresler/Williams	Constance	0.4348

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**J/30** - Fleet Captain Bruce Irvin reported that the J/30 fleet lowered the minimum competitor rules to 3 boats. By doing so, the J/30 fleet scored 8 days of racing for its High Point calculations.

Place	Skipper	Boat
1	Doug & Amy Stryker	Totaled Mayhem
2	Bruce Irvin	Shamrock
3	Daniel Watson	Avita

**J/35** - Fleet Captain Roger Lant inquired about the 2020 rule waivers and high point scoring methodologies. The fleet is considering an amendment to its 2020 High Point rules and may submit results and High Point scoring at a later date.

**J/105** - Fleet Captain Bill Carruth reports a fairly robust season for J/105 Fleet #3 Annapolis considering the circumstances. Many owners choose to race with reduced crew, family members and protective gear. The J/105 Fleet competed in 13 High Point events and 4 non-High Point events with only 3 regattas canceled. Participation increased throughout the season with 17 boats participating in the AYC Fall Series and 20 boats on the line for the Chesapeake Bay Championships. The Annapolis fleet is looking forward to hosting the rescheduled NA's in 2021.

[Results Pending Scoring Reconciliation]

Respectfully submitted, **Jon Slabaugh, Cruising One Design Division Chair**

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## Junior Division Chair Report

2020 wasn't kind to many. However, thanks to the incredible efforts by so many Program Directors, Junior Sailing Board Members and volunteers, our junior sailors on the Chesapeake Bay had the opportunity to sail in 10 events.

Events spanning from North East, Maryland to Norfolk, Virginia were held in a safe and effective manner always honoring local health guidelines. Our Junior Sailors were so grateful to the clubs that made their summers quite different than what we imagined in the early spring.

We are very much looking forward to a more consistent schedule in 2021!

Respectfully submitted, **Dawn Forsberg, CBYRA Junior Sailing Chair**

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## US Sailing Representative Report for 2020

At the start of 2020, racing seemed unaffected by the growing concern of COVID 19 with the normal Biscayne Bay and US Sailing Olympic Class Regattas being held. The US Sailing Forum with annual committee meetings was held in February in San Diego. At that meeting, such advances as Robot Marks and automated Race Committee tasking was presented and discussed. The health of the Offshore (boats with bunks) was not explicitly discussed as at that time no Offshore Committee Chair had been appointed (Matt Gallagher from the Chicago area was appointed later in the year). However, there were a number of "hall" discussions where the general state of big boat racing was discussed with the general conclusion that while numbers of competitors have declined, PHRF continues to be the most popular method of handicapping boat performance in the US. ORC continues to make a strong marketing push and has convinced several high profile clubs (including Annapolis YC) to use ORC as their primary handicap rule. ORR continues as the rule used in Transpac and several other ocean races although the Chi-Mac race recently switched to ORC. In terms of absolute numbers at the time of the meeting (February 2020),

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there are currently about 12,000 PHRF, 500 ORC and 500 ORR certificates in US Sailing member organizations.

I had meetings and/or discussions with a number of representatives from various handicapping groups in the Eastern half of the US discussing participation in 2019 using PHRF, ORR and ORC rules. The common theme was declining numbers of absolute racers although there is some shuffling between the various rules, primarily attributed to (in order) lack of time, cost, and the difficulty of getting regular crew. Interestingly, complaints about fairness of ratings, while providing an ample subject for bar talk, were not given as a primary or even secondary cause for lack of participation. Clearly the pressure for weekend time between swimming, soccer and other family activities is providing a much higher level of competition than even 5 or 10 years ago. This affects not only the owner but also crew members, especially as the younger members get married and have kids. Particularly since the economic downturn, the cost of participation has had a higher profile than previously. One speculation was that many weekend warriors had been caught up in the competition and arms race and had not seriously been considering the multi-thousand dollar mains, headsails, boat prep and crew costs until the downturn. Now even those owners that are still participating are looking for the lower level of competition found in the weeknight racing and have minimal desire to re-enter the high level arena. One of the PHRF area chief handicappers noted "the economic nuclear winter blew the top out of the mid-level racing and we may need to wait until the next generation of racers comes through for a full recovery". He based this in part on the observation that walking through the yards 9 or 10 years ago,  $\frac{3}{4}$  of the boats were racers or serious racer/cruisers. Today, with the exception of the Newport (RI) area, there are a few "gold platers" with less than  $\frac{1}{4}$  of the remaining boats racers or racer/cruisers – the spots in the yards are now occupied by the new generation of "performance cruisers", pure cruisers, or powerboats. A quick tour through Jabin's reflects the same changes in our area.

However, not all is black. A new era of weeknight racing is now found in many areas. Unfortunately in some areas (ours and Newport being one specifically named), the weeknight racing has now become a partial or whole substitute for weekend racing and is as much or more of an arms race than the weekend racing. Introduction of measurement rules for handicap classes has upped the ante as new "black" mains and "pro" crews are seen as regulars in the weeknight night circuit in these areas. Growth in one design,

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particularly the J-105's and Harbor 20's as well as the J-70's and J-80's is also siphoning off many former handicap racers and especially crews.

Then COVID 19 struck in earnest - Racing throughout the country ground to a halt by mid-March. While it still has not resumed in some areas, the Chesapeake led the way by setting up guidelines and devising ways for RC's to run races with only a few people and by handling all administrative tasks, even trophy presentations, through Zoom or Email. To date we have held many weekday and weekend races with a total of over 1100 participants in one-design, PHRF, CRCA, and ORC classes. Attached is a summary of participation by handicap class for racing through the start of the Annapolis YC Frostbites. Also included was the Harbor 20 and J-105 participation showing that these two classes fielded nearly 20% of total racers so their impact on the numbers of handicap racers (and crews) is significant.

The question now becomes what will happen next year. As the prospect of a vaccine increases, clubs are gearing up for a more normal season but how will the landscape have changed? What will the participation be? Due to the costs and preparation required for major regattas, particularly destination regattas such as Block Island Race Week or A2N, clubs must prepare assuming minimal turnout or last minute cancellation - "just in case" since they don't want to be caught holding all the expenses with no revenue.

All rules are now viewing the new generation of performance cruisers as a target of opportunity. The A2N Race and Block Island Race Week are making special efforts to encourage participation by these boats. In 2019 over 40 boats participated in cruising oriented classes at Block Island Race Week and we had several classes of "performance Cruisers" racing in the 2019 A2N race under both PHRF and CRCA classes.

Encouragement of participation at this level falls clearly along the previous thinking of the US Sailing recommended pyramid of rules where PHRF is the simple one or two number rule at the base providing the input to the increasingly rarefied tip which uses measurement rules with "EZ" or "Club" certificates at the mid level and full blown measurement with multi-number or performance curve scoring at the tip. Among ideas discussed at the US Sailing level are more use of golf handicapping on weeknight racing to get more beginners in, more attention paid to non-spinnaker classes and more interesting

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course construction, including pursuit type starts and later starts to allow morning activities.

I may be wrong here but it seems to me we have been focused too much on the actual rules and not enough on who the sailors are and what they need. We need better intro to racing instruction, revisions to the way we teach basic race management to construct better “random circular” type courses (yes there is a bit of an art here) and how to run pursuit type starts, and separate classes and starts for the cruiser types so they are not discouraged and intimidated by the “serious” racers.

We can draw an analogy to an old forest, thick with underbrush. The economic downturn swept through like a forest fire taking most of the trees and underbrush out and now we have a few tall trees left – the serious and “gold plater” programs, the scrub oaks (and Manzanita bushes for the Californians in the crowd) – the weeknight racers, and the new green shoots springing up – the new smaller racer boats and the performance cruisers. It is our charter to nourish our new landscape back into the strong forest.

While topics such as PHRF portability, tweaks to improve handicapping for multiple course configurations and other rule improvements are important and need to be done to ensure continued participation of current racers, it is unlikely that any of these efforts will provide a significant increase in participation. A major problem ever since the IMS implosion in the late 1990's and early 2000's which dumped a number of high end race prepped boats into PHRF, has been how to integrate and serve the “average” racer who isn't dry-sailed with a new set of sails each year and two or three Group 3 sailors trimming sails and whispering into the owners ear. CRCA has proven to be a welcome addition to the Bay in that they are bringing out many of the older boats and some of the newer cruisers that are not “race prepped” and separating them from the more serious racers.

Looking to the broader issues as you may be aware from following Scuttlebutt, World Sailing has had some financial issues in the past several years, now heightened by the postponement of the Olympic Games and delay of anticipated revenues from the Games. Some of the issues relate to the increased expenses of moving the HQ to London (the thinking there was that better exposure would pay for the move) and lower than expected sponsor revenue coupled with the collapsing of the treasurer's position to part of the President's staff. This resulted in a 4-way contest for the next President who will determine

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much of the future course of World Sailing. Quanhai Li, a World Sailing VP from China has won, upsetting the current president from Denmark. Although WS seems far removed, their decisions can de-facto exert considerable influence on all competitive sailing throughout the world so this arena bears watching. Cory Sertl, current president of US Sailing was elected as one of the 7 VP's and as part of the executive council is in good position to represent our views.

Cory continues to strive to have US Sailing be a leading National Governing Body by modernizing and streamlining the governance structure to support competitive services and education. These services are fundamental to delivering the sport of sailboat racing to the US at all levels ranging from the neophyte sailor to future Olympic program performance.

Jack Gierhart, the departing US Sailing CEO, reported on what the business model looks like as the Budget Process focuses with our business plan for 2021+. Emphasis continues on Membership sales and member benefits that can be offered. The current stable financial position of US Sailing is in part due to loyal members that continue to make donations to our organization with their membership renewal or during the Annual Appeal. The monthly financials show that the organization continues to meet its (significantly reduced) budget. The 2021 Budget will be prepared for a December approval with metrics and alignment to the Strategic Initiatives including services and education.

Respectfully submitted, **Bruce Bingman, CBYRA/Area C delegate to US Sailing**

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## CBYRA Nominating Committee Report

### The Slate of Officers for 2021

President	Pat Seidel	CYC
VP Race Mgmt	Joe Zebleckes	EYC
VP Outreach	Tim Ford	PSA
Treasurer	Jonathan Bresler	Alberg 30 Association
Secretary	John Blais	FBYC
Junior Sailing	Dawn Forsberg	AYC
Handicap Division	Marc Briere	SMSA
One Design Division	Jon Anthony	MRSA
Cruising One Design	Bill York	J/105 Fleet
Greenbook Editor	Michael Wagner	NERYC
U.S. Sailing Rep	Bruce Bingman	AYC

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## **The Bios of new folks on the Board:**

### **Joe Zebleckes**

Joe began sailing in the mid-80s on Flying Scotts, then bought a Columbia 22 “and never looked back.” He and his lovely bride decided to step up to something larger and in 2007 bought a Hunter 27 and sailed her from Kent Island up to their home port on the Sassafras River, and began cruising the Chesapeake. In 2008, Janet twisted Joe’s arm to get a larger boat and “it did not take much coaxing” to get them into their Beneteau 40, ANNELIESE. They joined Club Beneteau in 2008.



With growing confidence, they entered the Governor’s Cup in 2011 and took 3rd in their class and that was the “taste of Kool-Aid” that put Joe over the edge. “Since then, we have done numerous club and charity races on the bay, many off shore journeys north and south along with deliveries from the Caribbean and navigation for the 2016 A2B.”

Joe is a member of CBYRA, Eastport YC, US Sailing, PHRF, CRCA and Club Beneteau. Over the past few years, he has gotten to know members of many of the RC’s and has a good working relationship with most. “Quite simply, I love to sail and am always looking for new and unique opportunities to learn, experience and participate in the sport with my family and friends.”

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## **Jon Anthony, One Design Div. Chair**

I started sailing at the age of 14 after moving to the Magothy River in Lake Shore in 1969. I was self-taught on a scow like foam infused boat bought from the Hutzler Brothers department store for \$200 worth of paperboy money.

After that I moved onto a Prindle 16 with my sister and her husband. While in high school my MRSA PHRF Wednesday night and bay racing started with racing neighbors and mentors Bill and Sue Cresswell on their Vega 27 and continued into college when, upon



graduation, I obtained my first keelboat, a Rainbow in 1977. I continued racing mid-bay with friends doing a bunch of things including Cal 25, C&C 30, Express 30, J22 and Snipe Class racing over the years both at AYC, EYC and SSA.

In early 2004 I acquired a Snipe, joined SSA and became involved in racing that boat and eventually, becoming Fleet Sparkplug, Fleet Co-Captain in 2008 to 2011 for Annapolis Snipe Fleet 532. We saw declining starting line numbers on Tuesday Night One Design and worked as a team to build SSA club weekend regattas and TESOD back up. Weekend numbers went from 3 to 10 and TESOD went from 4 to 12 boats. I love to do fleet building and I find it is a great way to meet new friends around a common goal.

In 2004 I became certified as a PRO and understudied for a year as a Vice-Pro in SSA's apprenticeship program. I took a refresher again at Tred Avon in 2019 taught by Bruce Bingman and Tarran Teague. I served as a Vice Race Committee Chair for Magothy River Sailing Association from 2015 to 2018 and as club Race Committee Chair in 2019. During the time period of 2014 to 2019, I drafted the rewrite all of the race documents and race committee forms in order to meet compliance standards set by US Sailing and we overhauled all the RC gear.

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In 2018 I was VP of Outreach for CBYRA and served alongside Outreach Chair Tim Ford in 2019. I believe strongly in racing sailor education, seminars, webinars and clinics and have organized many of the same since 2004. I look forward to serving as CBYRA One Design Chair in 2020 and continuing to work on Education and Development activities.

### **Bill York, Cruising One Design Div. Chair**

Bill is very well known to the Annapolis J105 class having raced on nine different local boats, including the 2007 National Championship and every J105 Chesapeake Bay Championship since 2004.

He has raced on virtually every CBYRA distance race and also in venues up and down the east coast, including three Block Island Race Weeks, three NYYC Annual Regattas and two Invitationals and a Mid-winter Championship down in Galveston Bay.

Bill brings a tremendous amount of positivity to the boat every time he races and his energy and passion for the sport will be a huge boon to CBYRA and the COD Division.

