

GIBSON ISLAND YACHT SQUADRON NEWS



December 2011



ANSWERING PENNANT

Visit the website at: www.gibsonisland.com/yachtsquadron

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Saturday and Sunday - Closed

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Jim Lodico: jlodico@gibsonisland.com

FROM THE COMMODORE

With a fair amount of honor and humility, I accepted the nomination to lead the Gibson Island Yacht Squadron at our Annual Meeting on November 5, 2011. The honor comes from the opportunity to work with a truly dedicated and talented Board. As you peruse the Annual Reports of each of these volunteers, I ask that you consider where you can join in the fun. We have a variety of programs that we believe offer something for everyone, whatever your level of participation in boating.

The humility comes from the standard set by our Past Commodores especially Walter Mitchell's tireless example of the last two years.

I am looking forward to seeing all of our membership in 2012 as we "occupy the Boathouse" (OTB).

Smags

GIYS Annual Meeting and Dinner



FROM THE HARBORMASTER'S OFFICE

The Harbor is closed and we have laid down the moorings. As long as the weather holds, the 210 sailors will spend some time sailing throughout the Harbor. Anyone who may be interested in trying a sail on a 210, please contact Terry May or Tom Price.

With the holidays just around the corner please don't forget to check out our Yacht Squadron merchandise at the Gibson Island Pro Shop. We will also have a few items at the Harbormaster's office. Sweatshirts, hooded sweats, and the ever popular Columbia rain jackets, have all been ordered and should be available before Christmas.

Don't forget that the Boathouse is open year round for rental. The Boathouse rental fee has been lowered to a mere \$85.00 per function. It's a wonderful space with a TV, fireplace and comfortable seating....perfect to watch a football game, host an afternoon cocktail party or gather families together for a game night! If this appeals to you, please call the Harbormaster's Office at 410-255-7632 to reserve a date.

Finally, thank you to everyone for a great season. Stay healthy and may you all have a happy holiday season.

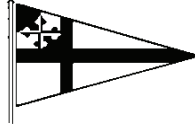
Denver & T.J. Sanner



Fall Harbor Racing in the 210's

JOIN THE 210'S ON SUNDAYS

Please join us for harbor sailing/racing in the 210's on Sundays while the weather allows. It's a very informal time, we just go out and sail. We assemble at the Boathouse around 12:30 p.m. and we are off the water about 4:00 p.m. If you are time constrained you're welcome to arrive later; just wave and we'll sail by and pick you up.



GIBSON ISLAND YACHT SQUADRON
Commodore's Annual Report
December 3, 2011

Ladies and Gentlemen,

The fiscal year just closing was another excellent year at the Yacht Squadron. Our fiscal operation was another success, returning approximately \$43,000 to the Club on revenues of approximately \$426,000. This result includes a \$40,000 payment on our portion of the loan covering the rebuild of our docks, and our portion of real estate taxes. While the result is less than budget by about 4%, there was considerable improvement in all of our programs with the exception of adult sailing.

It is important to remember that funds we return to the Club go into the Club's Capital Reserve Fund and are not spent to subsidize other activities. Those subsidies emanate from member dues and other sources.

To our programs:

Sailing Development under the leadership of Mitch Koppelman and Kathy Frederick Palencar completed a successful second year and recorded excellent enrollment in Junior Fleet and Learn to Sail. We completed an overhaul of *IRIS*, our Ensign, and purchased a fleet of 12 Opti's in excellent condition from Sail Martha's Vineyard.

The **210 One-Design Fleet** looks terrific. Our team racing record was one win and one loss, with one race abandoned on account of excess breeze. We won the Broom in the 60th anniversary race of the first one in 1951. It is the oldest team race between the same two clubs on the US East Coast and probably in the United States. Under the leadership of Terry May and Tom Price, we have had more sailors of all ages, from beginners to seasoned vets, in them than in any prior year. We have signed an S&P Agreement to purchase a modernized boat in Maine to add to our fleet.

Race Committee training continued apace with last year's high level. Under the leadership of RC Chair Greg Cukor, our race management training program "graduated" several more GIYS sailors into the ranks of judges and regional race officers. We continue to be well-recognized for running excellent races.

Rockfish Rodeo under the leadership of our fisher-people, was supported to the tune of \$1,500 and experienced a strong turnout. I hope you all can come out to see how much fun it is to watch these characters arrive at the piers after a full day of fishing.

Our **Cruises** have never been more fun. Those of you on the Spring, Summer, Fall, and Mini-cruises can attest to a fine gathering of nautical-types, tours, camaraderie, and fun, all planned and executed by rookie Morris Murray and his very capable staff.

Our **facilities** are now covered by the comprehensive capital budget planning known as Miller-Dodson. This plan provides the fiscal discipline we need to plan for expenses to upgrade and maintain our physical plant and our floating assets. It is a living plan that requires tweaking from time to time as it did this year when it became necessary to divert funds from Boathouse floats to repairing the Boathouse roof. Red House Cove continues to upgrade, and there is more to do there. We continue to consider alternatives to make the Yacht Yard situation better for our membership, and that dialogue continues with the Corporation.

Our staff of 4 performed extremely well this year. We are grateful to them for their dedication, endurance, and good fortune that Denver was able to rebound from a more serious car accident than initially known by working through – literally – blood, sweat, and tears to get himself back to work readiness.

In the attachment, I relay some interesting tidbits about what yacht clubs can do to make them vibrant. Please take the time to read these as they have been very helpful in guiding the GIYS Board as it has moved forward.

Last, a word about safety. Sailing and being on the water has hidden tensions. Shrouds, stays, sheets, lines, rods, rigs, and boats in motion have hidden tension and compression stresses. Changing weather and tides add to the hazards presented to our members and their boat. While we stress safety often, perhaps we can do a better job instilling in our youth, shipmates, and ourselves that safety comes before anything else. The drowning death of a junior sailor last summer in Annapolis brought this very close to home for us and many other clubs that offer junior sailing, and we reiterate our words from last year: that it's easy to have fun voyaging as long as you are constantly vigilant out there.

For me, it has been a great pleasure to serve as Commodore. We are "on a roll" as they say, and much of what has been accomplished is the direct result of a very dedicated group of individuals who see enormous potential at Gibson Island, and are willing to work hard to realize it. I ask you to thank them for their tireless hours of volunteerism to make our Squadron what it is, and their vision for what it can be in the future.

Respectfully Submitted,
Walter Mitchell, Commodore

Continued from previous page

Making our Yacht Clubs “Essential”

Not long ago, *Sailing World* published an article by current US Sailing President Gary Jobson entitled “*Making Our Yacht Clubs Essential.*” To say that Gary is enthusiastic about sailing is an understatement. (He is why I sailed competitively at the US Merchant Marine Academy in the 1970’s instead of playing soccer, much to the chagrin of the soccer coach.) In the article, Gary talks about trends he has observed in over 100 yacht clubs during his travels around the world. These include:

- aging membership
- declining participation on the water
- growing regulatory restrictions
- rising insurance premiums
- a desire to upgrade facilities
- an understanding by management that the needs of yacht club members extend beyond the dining room.

The GIYS Board has been proactive in dealing with all of these issues over the past several years, and I’d like to briefly summarize for you suggestions made in Gary’s article, and the action steps to date, as they make GIYS “*essential*”.

Developing a long range plan (LRP).

We’ve done this with the recent McMahan survey in 2008, the YS Survey this past summer, and the Club-wide Strategic Plan last year, all of which address our yachting needs. They are the right steps to take to implement action, and we’re already seeing some of the benefits of those initiatives.

Perpetuating relationships outside the Club.

We have substantially grown our cruising reciprocity to eight clubs. We host sailing and race officer clinics and activities for outsiders, we currently team race with three clubs and are contemplating adding a fourth. Our Race Committee has never had more outreach within CBYRA. Junior Fleet continues to bring visitors to GIYS and while here they get to see our beautiful island.

Enticing young people to NOT disappear after college for 10 to 15 years.

It is a nationwide trend that Clubs have a hard time keeping the 21-30 age set engaged. The GIYS has reduced dues for this age group, we actively promote junior member social activities, and we offer a fleet of easy to sail one-designs to draw them to the Island.

Hiring full time employees to manage race programs for all members.

While our Sailing Development Director is still part-time at this early stage in our three-year commitment to the program, he is a year-round staff member who is elevating our sailing presence, so we’re on the right track.

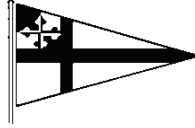
They say “honor your traditions”. Display trophies and historical documents of years gone by. Many USA clubs are over 100 years old. Keep the club traditions alive and make them thrive!

Our Trophy Room is testament to our success at GIYS. I might add that this year we celebrated the 60th Anniversary of the Race for the Broom (first run in 1951) in grand style. We hold special races such as the Symington and Ma and Pa. And, if my math is correct, in ten years time the Club will turn 100, and the technical founding of the Squadron will follow three years later.

Ensure good communication. Newsletters with photos, members names in print, high-quality websites and e-mails for efficient promotion of what’s going on.

The GIYS was the first activity in the Gibson Island community to have a website, and the Club newsletter is online, accessible to all members. Our section of the newsletter includes descriptions and photos of our events; people love that!

Submitted by Walter Mitchell
Commodore, 2009-2011



GIBSON ISLAND YACHT SQUADRON
FLEET CAPTAIN'S REPORT
ANNUAL MEETING – NOVEMBER 5, 2011

2011 was a year that highlighted the benefits of preparation. Key to our success were the efforts of Harbormaster Captain Denver Sanner and Assistant Harbormaster Captain T.J. Sanner, helped in the summer by Captain Chris Hope and in the off-season by Tommy Price and Steve Porco. They keep us safe, give us a warm welcome and great service, and keep the harbor ship shape. It's a first-class operation, and we appreciate their efforts.

The year started out with a bang - literally - with a traffic accident that put Denver out of commission for several weeks. He is now back in action and we are all thankful for his recovery and return to the helm. Hats off to T.J., who showed his training in taking over and moving things along over the winter, with assistance from Tommy Price. The winter projects proceeded on schedule and on budget.

Moorings were filled as expected, although there were a few open slips at both Red House Cove and Light House Dock which we hope to fill next season. This may help in recruiting new members, as we can now accommodate a new member's boat immediately. The Boathouse area continues to be the heart of the Squadron. The Commodore's Review had excellent attendance (and a full measure of rum for a change!), and Denver's grills throughout the summer and fall continue to be a highlight of the Squadron's year.

Some progress continued to be made on the Facilities Plan, with new air conditioners and handicapped ramps in the changing rooms, an upgraded Wi-Fi system, and improvements in the office area. The float replacement program proceeded on plan. The boathouse roof was repaired at an under-budget cost.

The skills of the Harbor Staff assisted by members of the GI maintenance staff and many others made our boats and facilities ready for Hurricane Irene, which came and went with almost no damage. Our "full-service" approach was highlighted by Denver, grilling chicken-fingers at 2 AM for a wedding party at the Clubhouse that expected candlelight at dinner, but not all night!

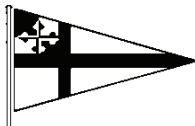
All of our Squadron boats are being brought up to first-class standards, with a full-scale renovation of Salty Marks completed in time for the summer season, and the Ensign Iris renewed and available for the use of Squadron members. Substantial work will be done on the workboat and the Collins whaler over this winter so they will be in service for years to come. A comprehensive maintenance and upgrade program is also being implemented to make sure that the boats of the Sailing Development and Daysailing fleets are in first-class shape going forward.

Longer-term, the Squadron's facilities figure large in the Miller-Dobson capital planning process, and we now have a better view of the long-term needs of the Squadron. In the coming years we will focus on how to make sure that the Squadron has what it needs in the 21st-century, and prepare to make it happen. We expect that further improvements in the Red House Cove area will be part of that plan.

As I turn my Fleet Captain's hat over to Bob Urban, I'm reminded that the Squadron's facilities are only a means to an end – the end of making sure that the Gibson Island Yacht Squadron is a thriving community of sailors, boaters, and friends having a good and safe time on and around the water. If you have questions, concerns, or suggestions about our facilities or service, please contact your Fleet Captain or Flag Officers. We can't do the best job we can without your help. And bring your friends down to see what we're doing. Maybe they will agree that Gibson Island is the "best-on-the-bay" and join in!

Respectfully submitted,

James A. Ulmer III
Fleet Captain
jim.ulmer@lasalle.com



GIBSON ISLAND YACHT SQUADRON

Race Committee Report

November 5, 2011

Summary

The GIYS race committee runs 10 events from May to October. Three of these are team races with other yacht clubs, two are CBYRA sanctioned high point events, two are CBYRA sanctioned junior regattas, and the last is an invitational regatta for 210s which attracted visitors from New England. This year GIYS also sent a team to the International One Design New England Challenge in Marblehead.

Awards

2010 CBYRA Race Committee of the Year

Competency Training

US Sailing Club Judges test was passed by Jim Beh, Greg Cukor, Jim Gamble, Peter Jost, and Tony Kupersmith. Greg Cukor qualified as a regional race officer by passing the US Sailing Advanced Race Management Test.

Baltimore Light Race – May 7

Courtenay Jenkins

John Sherwood

Mike Ballo

Sailing Club of the Chesapeake – Gibson Island Yacht Squadron Spring Race – May 21



Forty – four boats raced in the first annual Sailing Club of the Chesapeake Spring Race on May 21st, and between 150 and 200 sailors and spectators came by boat and by car to the Boat House for the post race party. At left, the J30s start off of Hackett's Point. Due to light air, the 16 mile course was shortened to finish off of Baltimore Light. The race is part of the CBYRA High Point schedule for the class, and many of the J30s remained in the Gibson Island harbor overnight so they could race on Sunday in MRSA's two Spring Classic Races.

Five GIYS members joined the competition. Fred Potts' *Material Girl* was second in the Sport Boat division with John White and Charlie Scott aboard. Skip Braden sailed his Beneteau 361 *Resolute* to a second place finish in the Club Class followed by Walter Mitchell, Mitch Koppelman, and Rusty Rich on *Coracle II*, who finished third.

Two Gibson Island boats sailed in PHRF A2. *Chaos* skippered by Tom Price with George Broadbin, Jim Beh, Terry May, and Lynn Sheeler aboard finished 7th.

Charlie Simpson and Will Simpson joined Jim Farr on *Miss Margaret*, and finished 6th.

Race Committee members who worked especially hard to make this event such a great success include Terry May, Tom Price, Jim Gamble, Stephanie McCutcheon, and Jim Ulmer. Natalie Ambrose's *Alegria* was the finish boat. Natalie took the picture of *Miss Margaret* finishing the race next to the J35 *Bzing* and Chris and Carolyn Groobey's J105 *Java* which finished second in the J105 Division one minute and 19 seconds behind Robert Reeves's *A Train*. John Sherwood ran the Protest Office.

International One Design New England Challenge – June 2-5



Above in the center of the picture number 116 Shearwater was sailed by Tom Price to a seventh place finish in the IOD New England Challenge at Marblehead YC. Crew members were Kin Yellot, Peter Jost, Murray Leigh, and Courtenay Jenkins. The group sailed under the burgee of the Nantucket Yacht Club.

Team Race with Tred Avon Yacht Club – June 4

GIYS 1- TAYC 3

GIYS Sailors

Scott Schluederberg, Jim Beh, Margaret Clarkson, Murray Leigh, Anthony Kupersmith, Jim Gamble

GIYS Race Committee Volunteers

Greg Cukor, Terry May

77th Annual J. Rulon Miller Series for Stars – July 9 & 10

By Tom Price



At left in the right side of the picture Miller Series winner John Vanderhoff and second place finisher Tom Price, battle upwind for the lead during Sunday's racing. Kris Wilson, a female skipper is in the foreground of the picture. Neva Joe, sailed by Murray Leigh is in the middle.

Many thanks to Terry May (Lagniappe), Jim Gamble, Ed Rich, Jim Beh, and Bob Brudno for working on the signal boat. Bill Passano (Stardust) was helped out by Peter Jost, Lloyd Miller, and Jim Ulmer on the weather mark boat. Tommy and Sarah Price (Cowbell) and Greg Cukor were on the pin boat and changed marks in shifting wind conditions.

The final race became a battle between Vanderhoff and Price, tied, each with a 1,2. Sail maker John MacCausland led all the way around, showing his normal speed and finesse in the strongest breeze of the weekend. Vanderhoff and Price started side by side and matched tacks up the beat, each preserving their starboard advantage, swapping places frequently. Price finally worked to the advantaged right side only to lose Vanderhoff in the last left shift of the beat. Downwind, Price got to the 3 boat circle first and rounded just ahead but couldn't hold Vanderhoff on the last beat. On the run, Price worked high, fishing for John Vanderhoffs wind but John stayed comfortably ahead to take second and the Regatta!

It was a great weekend of Star racing at Gibson Island and the Race Committee, led by Ms Rebecca Boykin (Rebel) did a wonderful job in challenging conditions. With excellent support and regatta organization by Murray Leigh from the host Chesapeake Bay Star fleet, the Stars were a welcome sight on the Bay north of the Bridge. In their Centennial year, the Star still provides the best racing you could hope for in the typical July conditions.

GIYS Junior Regatta – July 12

-Results and more pictures are at gibsonisland.com/yachtsquadron



The Annual GIYS Junior Regatta stimulates and outpouring of community spirit. Putting on races for 100 boats is a major undertaking that would not be possible without the willingness of so many Gibson Islanders to pitch in and help out. The Magothy River is a perfect venue for junior sailing. Club 420s just before the start of one of the five races held on July 12th. Thirteen boats from four different yacht clubs competed in this class. They were joined on the same course by 18 Lasers from seven different clubs. The Lasers are given their own start. Bill Passano's Stardust was the signal boat. In the foreground, one of the coaches from Annapolis Yacht Club looks on.

Forty- three boats raced in the Optimist class, which is divided into Red, White and Blue Divisions according to age. The overall winner was Alex Hanna from Hampton Yacht Club.

Twenty-three boats entered the Optimist Green division. The youngest and most inexperienced Optimist sailors race on their own course in the shallow water close to Mountain Bar Point. Every sailor in the Optimist Green Fleet receives a medallion for participating. No other awards are given in this fleet.

Cedar Point Race – September 2

The race was abandoned.

Race for the Broom – September 17

GIYS Sailors

Murray Leigh, Aubrey Barringer (junior), Aaron Maas

Tom Price, Jeff Oak, Tyler Deane (junior)

Scott Schluederberg, Katie Schluederberg (junior), Jim Beh

SCC Sailors

John White, Bruce Empey, Kyle Comerford (junior)

Susan Taylor, Donna Schlegel, Lilli Salvesen (junior)

Arthur Libby, Jr., Kenny Comerford, Willy Comerford (junior)

Race Committee

Rebel Boykin, Terry May, Claude Engel, Janet Leech, Margaret Clarkson, Walter Mitchell, Tony Kupersmith, Beecie Kupersmith, Geoff Wadsworth, Sue Mikulski, Greg Cukor, Bob Urban, Kimberly Gooder, John Sherwood

Umpires

Jack Lynch, Peter Jost

Crossland Cup – Team Race with Maryland Club Yacht Squadron – October 15

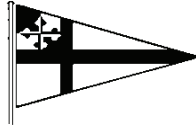
This year's race was abandoned due to excessively windy conditions in the range of 25 to 30 knots.

Last Chance Regatta – October 22 & 23

Sail	Boat	Skipper	Yacht Club	1	2	3	4	Total	Pos
461	charrette too	Mark deShong	BHYC/SBYC	1	2	1	1	5	1
444	Quatro	Thomas Lemaire	Sail Newport	4	1	2	2	9	2
390	Long tail	Courtenay Jenkins	GIYS	2	4	4	5	15	3
431	Relentless 2	Gregory Sullivan	Hingham MA	3	5	5	3	16	4
GI 6	Double Eagle	Anthony leigh	GIYS	9	3	3	4	19	5
GI 7	Heron	Tom Price	GIYS	5	8	6	8	27	6
GI 3	Coot	Greg Cukor	GIYS	8	6	8	6	28T	7
GI 4	Osprey	Thomas Wirth	na	7	7	7	7	28T	8
GI 2	Loon	Peter Jost	GIYS; Nantucket Yacht club	6	9	9	9	33	9

Race Committee

Terry May, Bob & Sheila Brudno, Bob Johnson, Mitch Koppelman, Charlie & Pam Simpson, John Sherwood, Sandy Daignault, Aaron Maas, Dan Smeragliuolo, Walter Mitchell, Aubrey Barringer.



GIBSON ISLAND YACHT SQUADRON
210 Fleet Annual Report the GIYS
November 5, 2011

Membership in the 210 fleet memberships remains stable and active.

Our 2010 winter harbor sailing season was cut short when we had an unusual early December harbor freeze. Over the years we have learned that waiting for the ice to recover the boats is not a good idea.

This spring launching was fast and easy. The summer 2010 bottom refresh and paint job by Tommy Price allowed us to save the time and money not painting bottoms in 2011

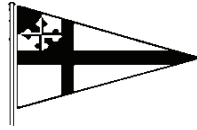
Our season got off to a fast start with Courtney Jenkins organizing and winning our Baltimore Light race. Our next event was an away trip to Tred Avon to sail their Ideal 18's in a team race. This fall we were sailing many weekends including team races with the Maryland Club and SSC, Broom Race. We are now starting our winter sailing in the harbor.

This is the conclusion of the 210 fleets 6th season. We started from scratch by purchasing boats on the last part of their useful life. We fixed them up to try out our idea of club owned boats. Having club owned keel boats have proven to be a wonderful addition to our Yacht clubs activities. It has allow folks interested in sailing to enjoy the sport as their time allows without having to buy and maintain boats. It also has inspired us to upgrade our Race Committee talents culminating in GIYS being recognized by CBYRA as One design RC for 2010.

We have spent a lot of member time maintaining the boats to the point where we need to make a change. We priced buying a new fleet of 210's, or switching to another kind of keel boat including sport boats. Reviewing our options and given the clubs constrained capital budget in the near term we concluded that we should replace our aging fleet incrementally as well founded nice boats came on the market. Courtney Jenkins took the lead and purchased Long tail. We now have a contract to purchase another well-prepared boat and are looking at a third that has just come on the market which may be purchased using private funds. We intend on selling our older boats with a target fleet size of 6 equal quality boats.

We look forward to our fun harbor sailing over the next two months.

Terry May, 210 Fleet Captain



GIBSON ISLAND YACHT SQUADRON

Jr. Fleet Report Annual Meeting 2011

Jr. Fleet's 2011 season saw some big changes. Our challenge, as always, is to offer a program that will expose as many children as possible to our love of sailing and life on the water, while allowing those kids who are interested in racing to become more competitive. One of our main goals going into this season was to retain and build the base of our youngest sailors, the 8-11 year olds, and re-engage the younger teenagers. We were successful on both counts.

There was a great effort to coordinate and improve all of the youth activities on the Island this past season. One of the results was a change in format for Jr. Fleet. Jr. Fleet was a separate sign up for kids in grades 3 through 6. They were no longer brought to Jr. Fleet during their camp day. This change allowed for a better instructor ratio, and allowed kids to progress more quickly by sailing daily. The result was increased enthusiasm, better seamanship and higher enrollment as the season progressed. We were able to accommodate all sailors interested in Jr. Fleet, sometimes by moving advanced beginners to the afternoons to free up boats for the morning beginners.

Our staff this year consisted of three returning staff members: Jim Lodico, head of Sailing Development, and two members as instructors, John Henry Strong and Will Faison. One new staff member, Richard Ramirez, specialized in racing experience. As the season progressed, we relied on the assistance of Jr. Instructors, particularly Kip Strong and Noah Bailey. All of these instructors inspired the younger children both on and off the water.

Early in the season, the tragic accident at SSA caused us to take pause and re-evaluate our own safety procedures. Our review found that we, like SSA, were following standard safety precautions, but life on the water carries inherent risks. The GIYS board has committed to reviewing and improving our safety policies over the coming winter, in time to implement any changes for next season.

Gibson Island Jr. Fleet hosted two regattas in 2011. The Jr. Regatta on July 12 had perfect weather conditions for experienced sailors, and offered a challenge to the beginners. Gibson Island was represented by 11 sailors, out of the total of 103 boats and 116 sailors entered. Thanks to our many volunteers, instructors, and the staff at the harbor and club, the day was a success and our visitors got to enjoy our wonderful racing venue. Later in July, we hosted the Green Fleet regatta. Our sailors and instructors traveled to an away regatta at Indian Landing, where Gibson Island had a good showing. Next season we are poised to send more kids to more away regattas.

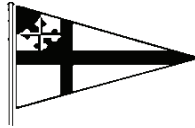
After the camp season wound up, we held an additional week called Bay Skills. A departure from the small boat racing, this week culminated in an overnight trip to Cox Creek aboard three "big" boats. The week was a resounding success, and gave those on board a taste of the cruising life. Many thanks to the cruise committee, particularly Mo Murray and Dan Smags for both spearheading the trip and hosting the excited crew.

We wrapped up the season by more than doubling our fleet of Optimists with the purchase of 12 boats in good condition, fully rigged and ready for next year. We plan to sell off a few extra boats to encourage private ownership.

This season was a year of changes and growth. Our sailors who return next year should be ready for an increased level of competition. The challenge is to deliver the increased instruction and competition to take them to the next level, while balancing the need to instruct new comers in fun and safe ways. Areas to be improved upon for next season include more internal races (and trophies), especially now that we have more up-and-coming talent. Our communication with parents and club members has room to be improved next year. Our calendar should include appropriate away regattas for our sailors to attend, and the calendar should be sent directly to parents. The Jr. Cruise should be continued next year, and better advertised. We may need more "big" boats to accommodate the need.

Many thanks to the GIYS board for their support of Jr. Fleet in the 2011 season. It has been my pleasure to serve as Jr. Fleet Chair.

Kathy Frederick Palencar



GIBSON ISLAND YACHT SQUADRON
Minutes – Annual Meeting – November 6, 2010

The meeting was called to order at 1718 Vice Commodore Dan Smeragliuolo after it was confirmed that a quorum was present. Commodore Mitchell was unable to attend. The Vice Commodore then called for a moment of silence for the GIYS members who passed away this year. Mr. Edward B. Kemm, Mrs. Beverly Looper, Mr. Thomas Conway Matthews, Mr. Godfrey A. Rockefeller, Mrs. Peter G. Zouck (Kitty), Dr. Pearl H. Scholz, Mrs. Alberta B. Gamble, Mrs. Pierce J. Flanigan, Mrs. Louisa B. Reynolds, Mrs. James R. Fowler, Mrs. John B. Owens, Mr. Alfred J. Hall, Mr. Robert Wm. Smith, Mrs. Ernest N. May, Jr.

The Vice Commodore Smeragliuolo then asked for the membership present to approve the minutes from the November 6, 2010. Annual meeting – the motion carried unanimously.

Secretary / Treasurer Bob Urban reported on the financial status of the club. A net revenue of \$38,000 was projected from the latest September closing data. A summary sheet of the projections is included with this report. .

Fleet Captain Jim Ulmer reported on the status of the injury to Denver Sanner and that he has the support of the his friends in the squadron and we wish him a speedy recovery. Both Red House and Light House Dock were full and the number of boats on moorings is stable. The Boathouse continues to be the center of growing activity throughout the season. A Facilities plan was approved for long and short-term improvements. Red House Cove parking lot is getting much needed improvements. The Squadron's facilities are now included in the Miller-Dobson capital planning process which we hope to lead to maintaining first-class facilities. Further comments are provided in an accompanying report.

Rear Commodore Mitch Koppleman reported on the Sailing Development efforts of the Squadron. Junior Fleet had an increase of 9 kid-weeks to 92 weeks this year. Revenues were appropriately increased. Jim Lodico agreed to return as the program director. We expect he will help develop further racing opportunities for the Jr. Fleet. Jim will add Day Sailing to expand boater education to more members and age groups. We want to promote off-season guest speakers and clinics for boat owners. More comments and details are in the attached report.

Race Committee Chair Tony Kupersmith reported on a year that included fourteen events this season, plus the multitude of 210 class races. Further training opportunities were provided to the membership from US Sailing at the Club to improved and advance our race committee member skills. The Squadron continued its support for the acquisition of the equipment needed to stage a proper event. The J-36 North American Championships were held in September and was a great success showing the value of our committee training and dedication. This event helped establish Gibson Island as a respect venue for big events. Details of racing events and the program are included in the accompanying report.

210 One Design Chair Terry May was absent. Tom Price reported for him the status of the 210 Fleet. We again hosted the International 210 class "Last Chance Regatta" with 4 boats from the Boston area join us. The 210 boats fill several uses through the season from frost-biting to day sailing, team racing and new group events and help attract many new sailors. More details on the season and 210 program is attached.

Vice Commodore Dan Smeragliuolo reported on the success of and expansion of cruising events and thus participation. The success of the Squadron is the result of many paid and unpaid workers from the 210 fleet to Jr. Fleet, racing committee, and harbor operations. All help make the Gibson Island experience unique and of great value to its members. Dan's further written comments are attached.

Commodore Walter Mitchell stated that we had concluded another successful season. Financially the Squadron met its goals for expansion, improvements, better service, and attracted new members. He reviewed the achievements of the various committees and groups. The new budget planning mechanism was described to help improve our capital items repair and replacement, and shift us from short to longer term planning and budgeting for these items. He reported that have also expanded our outreach to other clubs to increase reciprocal benefits and made the Gibson Island Squadron more visible to all boaters in the Bay. His expanded comments are attached.

Other business:

The **Nominating Committee chair**, Lucy Faison, offered a slate of officers for the new year 2009-10:

Commodore	Walter Mitchell
Vice Commodore	Dan Smeragliuolo
Rear Commodore	Mitch Koppelman
Fleet Captain	Jim Ulmer
Secretary-Treasurer	Bob Urban
Race Committee	Greg Cukor
Fleet Surgeon	Glenn Robins
Members-at-Large	Tony Kupersmith
	Henry Strong
Junior Fleet	Kathy Palencar

The slate was adopted by unanimous consent.

Questions / Comments From The floor:

George Boggs inquired about the status of the Yacht Yard. A brief summary of the status was provided by Commodore Mitchel. Several comments and questions were received.

Morris Murray discussed the need to improve e-mailing lists and his wish for improving the historical record. Particularly for cruising. Terry Ulmer describe some of the interesting items in the Historical Society records.

Tom Price described the efforts over the year of the National Sailing Hall of Fame.

The formal meeting was adjourned at 1802.

Respectfully submitted,

Bob Urban, Secretary-Treasurer