



The Cocktail Class Wooden Boat Racing Association

To: CCWBRA Board of Directors
From: CCWBRA Secretary
Date: January 31, 2014
Subject: 2013 Annual Report
Enclosure: 2013 Annual Report

In accordance with the Cocktail Class Wooden Boat Racing Association's Bylaws, the Executive Committee has prepared an Annual Report on the status of the Association for your review and action. Please provide any questions, comments or recommendations to me for distribution to the Executive Committee. Following your review, the Annual Report will be posted on the website for membership and public review.

BreeAnn N. Edmonds
Secretary
secretary@ccwbra.com

BNE: dim

The Cocktail Class Wooden Boat Racing Association

2013 Annual Report



CCWBRA OFFICERS

BOARD OF DIRECTORS

Fred Allerton

Tom Bishop

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Gretchen Granbery

Lee Urbani

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Safety Fred Allerton

Design & Construction Kim Granbery

Engines Charlie Iliff

Appeals Peter Urbani

FROM THE EXECUTIVE COMMITTEE

The 2013 revision to the Bylaws of the Cocktail Class Wooden Boat Racing Association requires that the Executive Committee report annually to the Board of Directors on the status of the Association. This is the first such report and provides a detailed review of our operational and financial status as of December 31, 2013. We hope that the information contained in this report will provide the Board of Directors and the membership with sufficient information to instill confidence that the Association is properly managed for the benefit of its membership, its financial structure is sound and that appropriate decisions and actions are being taken regarding the near and long term success of the CCWBRA. This initial report comes at the conclusion of our biannual election for officers and is the product of both the outgoing and incoming Executive Committees.

We have all witnessed the rapid growth of our Association and seen the incredible interest our boats and racing style have generated around the world. We hope that will continue and we welcome all into the fun and exciting world of Cocktail Class Racing.

See you on the Race Course!

Richard Faulkner
Commodore

Curt Bluefeld
Past Commodore

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2013 YEAR IN REVIEW

The CCWBRA completed its most successful year with five highly competitive sanctioned regattas in four states including two new venues and our third National Championship. Racing classes were modified in 2013 becoming more competitive with the 6-HP class split into pre- and post-1980 engines. A new women's division was also added for both 6-HP classes. Member participation ranged from 14 boats and 21 drivers at Union Lake, NJ, the smallest of the regattas, to 34 boats and 48 drivers at our National Championship at Rock Hall, MD. Additionally, the CCWBRA participated in four festivals and shows in the Chesapeake Bay area.

The Association has seen incredible growth, nearly doubling in size from 2012 to its current membership of 191 people in 31 states and 4 countries. Over 110 boats are registered worldwide. The Mid-Atlantic states and the Chesapeake Bay region specifically provide the core of our membership however we are currently establishing CCWBRA Fleets in Puget Sound, the Great Lakes and Florida.

Several significant accomplishments were achieved in 2013 which were necessary for the long term success of the Association. We were able to secure Directors' and Officers' Liability insurance as well as Accident and Injury insurance for sanctioned races. A comprehensive *Racing and Safety Handbook* was released in the spring of 2013. It consolidated and documented all the rules and guidelines that were developed over the last three years for our unique style of outboard racing. Included in the *Handbook* is a comprehensive and robust safety program and guidance to local fleets for organizing and hosting sanctioned CCWBRA regattas. As an outgrowth of the effort to develop our *Racing and Safety Handbook*, five standing committees were established: Racing Rules & Procedures, Design & Construction, Safety, Engines, and Appeals. Finally, a new Memorandum of Agreement (MOA) was established with a nonprofit/educational institution in Bridgeport, CT that is engaged in the construction and racing of the Cocktail Class Racer.

Several initiatives begun in 2013 will carry over into the 2014 racing season. In response to multiple requests for junior racing, CCWBRA has initiated development of a youth racing program for family members aged 12 to 16. A preliminary program outline was developed and will be presented to the Board of Directors for review and approval in early 2014. As interest in Cocktail Class Racing has spread, several groups of members have organized local Cocktail Class fleets and have expressed interest in formal fleet recognition. An additional MOA is being negotiated with a commercial boatbuilding company for the production and sale of completed Cocktail Class Racers. We hope to finalize that agreement in early 2014. Finally, our Standing

Committees will continue to address key issues related to racing rules, safety, design & construction, and engines.

The financial status of the Association is sound with a cash-on-hand balance of \$6,917.78 on December 31, 2013. Annual membership dues were increased from \$15 per person to \$25 in 2013 and provide the bulk of our operating funds. Additional revenue sources included proceeds from race entry fees, boat registration fees and royalty payments.

Our 2013 season closed with no significant financial, operational or legal areas of concern. We look forward to continued success in 2014 with our objectives of promoting the building and racing of Cocktail Class Racers and the hosting of Cocktail Class Regattas wherever our members may be located.



REGATTAS AND SHOWS

The 2013 racing season was our most successful to date with new regattas and venues, new racing classes and most importantly, more members participating than ever before. Our new *Racing and Safety Handbook*, experienced race committees, extensive pre-race planning and regatta advertising helped insure well run races with record numbers of boats, drivers, pit crews and spectators. New rules for engine kill switches, helmets and life jackets combined with safety inspections of boats, engines and equipment helped insure our safest racing season yet. Nevertheless, capsizes in the late model 6-HP and 8-HP classes plagued us and must be addressed. Over 45 different boats were registered and raced by more than 75 drivers during



our five sanctioned races for a total of 157 individual entries. Many of our new members participated in at least one of our races using boats built and owned by family members and friends. The new women's division in the 6-HP classes was very competitive with 13 different women racers during the season. Although the regattas were held in the Mid-Atlantic region, members from 11 different states attended, traveling from as far west as CA and as far north and south as CT and GA. The five regattas were held at Urbanna, VA; Kent Island, and Rock Hall, MD; Union Lake, NJ; and Philadelphia, PA.

The Urbanna Cup – Our season opened on May 17th with the first annual Urbanna Cup held in Urbanna, VA. The 2013 Urbanna Cup marked the return of powerboat racing to Urbanna Creek after a 50-year hiatus. The wind and rain could not dampen the enthusiasm of 31 boats and 41 drivers and the more- than 100 spectators. Arriving from around the country, the inaugural Urbanna Cup boasted drivers from CA, AZ, OH, NC, CT, and GA in addition to the regulars from PA, NJ, MD and VA. The extremely well-organized and well-run regatta set a benchmark for all other season races.



Kent Island, MD – Our second race of the season gave us wind and choppy water off the Kent Island Yacht Club. Seventeen boats and 21 drivers from the surrounding Mid-Atlantic states tested their mettle in the rough (for Cocktail Class Racers) conditions. Steering systems and engine mountings were stressed and weaknesses became apparent with failures causing several boats to withdraw. Two drivers



were thrown from their boats and two capsized during the 8-HP heats. There were many lessons learned for the Rules, Safety, and Design & Construction Committees resulting in several mid-season rules changes. They are being formally incorporated in the revised *Racing and Safety Handbook* as well as the *Building Manual*.

The National Championship – Our third National Championship on August 17th proved worthy of its name with 34 boats and 48 drivers from 7 states. Held at Rock Hall Yacht Club in Rock Hall, MD, conditions were ideal and the competition intense. The well-organized Race and Safety Committees had their hands full with multiple heats in seven different classes during more-than six hours of continuous racing. The 6-HP Women's races were among the most competitive and exciting. Once again, the 8-HP class provided great entertainment with 20 boats racing in four heats. Reminiscent of Kent Island, only four boats in the final six-boat 8-HP championship heat finished due to mechanical failures and capsizes, thankfully without injury to any drivers. The day ended with a classic Rock Hall YC crab feast.



Union Lake – The Union Lake Regatta, held at the Union Lake Sailing & Tennis Club for the third consecutive year, was thoroughly enjoyed by racers, pit crews and spectators. Fifteen boats were raced by 20 drivers with the 8-HP class the most popular. Unlike Kent Island and the Nationals all eight starters in the 8-HP class finished their races. The drivers were mindful of the rough water caused by the 18+ mph winds; nevertheless two engines came loose during races, one shearing its single hold-down bolt. The CCWBRA already has strong recommendations about securing engines to transoms, but these may become requirements following a review of lessons learned by the Standing Committees.



Oktoberfest 2013 – Our last regatta of the year was also our first major regatta held outside the Chesapeake Bay. The Corinthian Yacht Club of Philadelphia, on the Delaware River, proved to be an excellent venue for Cocktail Class Racing. Launching from floating docks rather than beaches, 21 boats and 26 drivers from six states successfully navigated a mooring field, storm debris and ocean-going container ships for a full day of racing in all seven classes. By late afternoon, however, the river had turned against us. At the change of tide, a 3-knot current running against a 15-knot wind plus debris in the water intimidated enough drivers to hold up the starts. The seas continued to build during the 8-HP finals and the last race was cancelled

because the boats were airborne more than waterborne. Evening festivities carried on with cocktails, awards, a catered dinner and a slideshow of the year's events.



Shows and Festivals – Much of the success in our membership expansion has been the hard work of individual members who have organized and participated in a variety of shows, festivals and demonstration races. Participation in the Mid Atlantic Small Craft Festival in St Michaels, MD; the Wings, Wheels and Keels show in Topping, VA; the demonstration races at the Poquoson Seafood Festival in Poquoson, VA; and the Down Rigging Weekend in Chestertown, MD continue to raise our profile and generate significant interest in our Association and boats.

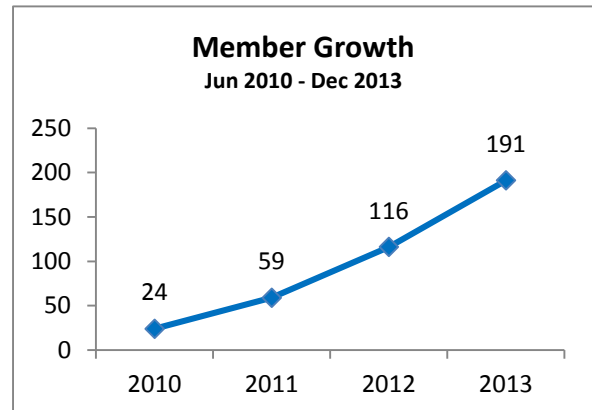
2014 will mark the fifth anniversary of the Cocktail Class Racer's debut at the WoodenBoat Show in Mystic, CT. It was this initial showing and the resulting article in WoodenBoat Magazine that catapulted the CCWBRA onto the small boat and powerboat racing scene. To recognize the important role both WoodenBoat Magazine and Mystic Seaport have played in our growth and success, we have committed to hosting a booth at the 2014 show on June 26 – 29. Additionally, we hope to host a small reception for those individuals in both organizations that have supported us through the years. Our past participation in the show has always garnered interest from the show attendees resulting in new members and it serves as a local anchor for our members in the New England area. An informal CCWBRA race is held whenever possible during the show.

2014 Schedule – As the interest in our Association has grown, so too have requests to hold sanctioned regattas and demonstration races at clubs and festivals around the Nation. Additionally, our growing membership is seeking support for local and regional regattas. It is apparent that requests will soon outnumber available weekends and resources. Each sanctioned regatta, demonstration race and show requires considerable personal effort on the part of the Executive Committee to help organize, plan, manage costs, and run. It should be remembered that their time is not unlimited. There is currently no mechanism to identify opportunities, select and schedule events, manage race finances and conduct races without the limited resources of the Executive Committee. Our preliminary 2014 racing schedule is shown on the inside back cover of this report and includes six major regattas and 4 festivals, again all on the east coast. The Puget Sound fleet will be scheduling several races this season and both the Mathews, VA and New Smyrna Beach, FL yacht clubs hope to initiate racing in 2014, too.

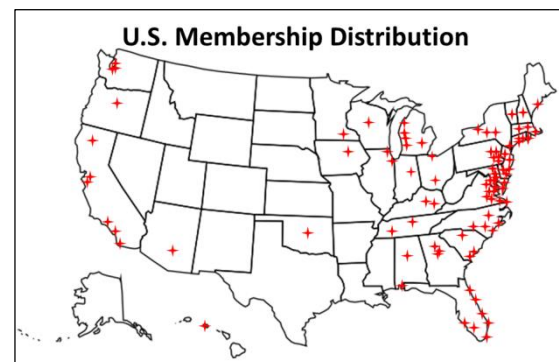


MEMBERSHIP

On January 1, 2013 the CCWBRA membership stood at 116 members in 28 states and British Columbia. By December 31, membership rolls had reached 191 in 31 states and 4 countries, a 65% increase. Of significance is the fact that one-quarter of all new members were the result of CLC Kit purchases. A one-year membership is included in the purchase price of a Cocktail Class Racer Kit. We expect Kit purchases to continue to have a significant effect on our membership rolls through 2014.



The growth in membership occurred throughout the United States and was distributed across 14 states from VA to HI and WA to FL. In 2013 we also became an international organization with new members in Ireland, Poland, and Japan. The Mid-Atlantic States and the Chesapeake Bay region; however, continue to be the primary source of the CCWBRA activity. Maryland has 39 members and Virginia has 47. Together they account for 45% of our total membership as well as new member activity.



Supporting our expansion nationally and internationally has been the CCWBRA website, built and maintained by our Secretary. As people find out about the CCWBRA through magazine articles, shows and races they are able to explore details of our organization and download membership information. The website provides invaluable social connectivity with our members through the member forum, photo galleries, news updates and calendars. It is the key element in our member communications and prospective member outreach program.

In addition to our website, we have developed informational brochures, presentations and handouts to support our participation at various events and to distribute to State Fleet Captains and members working to grow fleets in their local areas. Finally, we have been successful in garnering attention through national, regional and local print media with a feature article in the October issue of Chesapeake Bay Magazine, outstanding monthly coverage in PropTalk Magazine and regatta coverage through many local news outlets.

OUR ORGANIZATION

The CCWBRA's formal organization is established in our Association Bylaws. The 2013 revision to the Bylaws modified the Board of Directors, increasing it from four to five members, elected by the membership, each serving a three-year term. The Executive Committee was also modified to formally include a Fleet Captain. Additionally, the term of Executive Committee members was changed from one year to two years. These changes have been incorporated in our recently held elections which concluded on January 15, 2014. Also included in the 2013 Bylaws is the requirement to establish and maintain five standing committees: Racing Rules & Procedures, Design & Construction, Engines, Safety and Appeals. The need for these standing committees became evident during the preparation of our *Racing and Safety Handbook* when multiple issues arose across a broad spectrum of topics including safety, construction and engines. Chairs for each of the Committees are appointed by the Executive Committee without a term limit. Committee members are chosen by the Committee Chairs with Executive Committee concurrence. Reports from these Committees are provided in Appendix B.

In addition to our formal organization, which is responsible to the membership for the management of the Association, we have developed an informal organization of State Fleet Captains and local racing fleets. In states with several members we have designated a State Fleet Captain to serve as a local point of contact for members within the state, to assist with coordinating local races and shows, and to support the growth of the Association. State Fleet Captains have been instrumental in identifying opportunities for demonstration races, displaying our boats and generating interest in our organization.

Local racing fleets have developed in several locations across the country and interest has been expressed in both Ireland and Poland regarding the establishment of CCWBRA fleets. Local fleets actively racing in the US are located in Gig Harbor, WA and Urbanna, VA. New members are organizing and building fleets with at least four boats each in Mathews, VA and New Smyrna Beach, FL. These fleets, all organized in 2013, have requested formal recognition by the CCWBRA. Currently, there is no mechanism for formally recognizing and supporting local fleets. This should be considered and should address accident and injury insurance coverage, the election of local officers and the ability to generate revenue for insurance premiums and operating expenses.

Urbanna, VA - The Urbanna Creek Cocktail Class Boat Association was formed in 2013 by a small but dedicated group of boat builders and racers. Seven kits were purchased and assembled during the winter/spring of 2013 in a small shop in Urbanna, and



it was truly a group effort. A total of nine boats were eventually built (eight from kits and one from plans). The boats were raced in the highly successful 1st Annual Urbanna Cup which was held on May 18th in Urbanna Harbor. This was the first powerboat race held in the town since the 1960s when inboard and outboard hydroplanes raced on Urbanna Creek. Despite the rain, the event was well attended by racers and spectators alike. Over 30 racers attended from eight states and more than 100 spectators were estimated to have attended. The Urbanna Fleet also participated in the annual Urbanna 4th of July boat parade; the Wings, Wheels and Keels Show in Topping, VA; the Workboat Races in Poquoson, VA; several CCWBRA sanctioned races; and several informal mid-week races on the Creek. The plans for 2014 include an exhibition/demonstration for the public, the 2nd Annual Urbanna Cup to be held on May 17th, and informal local racing.

Gig Harbor, WA – The Puget Sound Cocktail Racers fleet has been developing since 2011 and became formally organized in 2013 with three boats drawn from around Puget Sound and three races held in Gig Harbor. More races are planned for 2014 and three more boats are under construction. A unique aspect of the Puget Sound Fleet is their use of vintage 7.5-HP Mercury Rocket and Hurricane engines rather than the more modern 8-HP engines used on the East Coast. The Puget Sound Fleet is working with the Safety Committee to develop safety rules specific to direct-drive engines. They will also coordinate with the Engine Committee to develop engine classes covering the multiple configurations of vintage Mercury outboards.



Mathews, VA – As a result of the success of the Urbanna Fleet, a group of enthusiasts in nearby Mathews, VA have begun organizing and building a fleet of Cocktail Class Racers under the auspices and support of the Mathews Yacht Club. Four boats are planned encompassing both CLC kit boats as well as CCWBRA plans boats. Additionally, one used Cocktail Class Racer has been purchased. The current schedule is to participate in the 2014 Urbanna Cup and then to hold local races as part of the YC racing program. They are particularly interested in the Youth Racing Program currently in development as a vehicle to generate interest in boating among junior members of the club.

New Smyrna Beach, FL – After reading the feature article about Cocktail Class racing in the October issue of Chesapeake Bay Magazine, a group of enthusiasts at the Smyrna Yacht Club in New Smyrna Beach, FL immediately began forming and building a fleet of Cocktail Class Racers. Four members have joined and both kit and plans boats will be constructed with the intent to begin racing in 2014. They will be a key part of our expanding Florida membership.

CONTRACTS AND MEMORANDUMS OF AGREEMENT

The CCWBRA has established two memorandums of agreement (MOA) for the right to use our trademarked names **Cocktail Class Wooden Boat Racing Association** and **Cocktail Class Racer** and any inference to them. The first MOA was established in 2012 authorizing Chesapeake Light Craft (CLC) to produce and sell a Cocktail Class Racer kit and plans on a commercial basis. A royalty of 3.8% is paid for each full kit sold with a reduced royalty for partial kits and plans. With each kit sold, the CCWBRA provides a one-year membership. This has resulted in over 50 new members worldwide. Our relationship with CLC has been close and productive and they have been a consistent and strong supporter of our Association.

An MOA with the Bridgeport, CT Public School System was established in 2013 authorizing the school system to build and race Cocktail Class Racers on a not-for-profit basis as part of their Aquaculture Science and Technology Education Center's curriculum. As a not-for-profit organization, assessment of royalties was not included in the MOA. Six boats were built during the 2012 - 2013 school year with a formal regatta held in June 2013. Boats were built and raced by students 14 to 16 years in age. Plans are to continue the program in 2014 with six additional boats to be constructed and raced.

A second commercial MOA is nearing completion with Island Boatcrafters, LLC in Mathews, VA. Island Boatcrafters, LLC will build and sell completed Cocktail Class Racers based on the CCWBRA plans. A royalty payment of 3.8% will be paid to the CCWBRA for each boat sold.

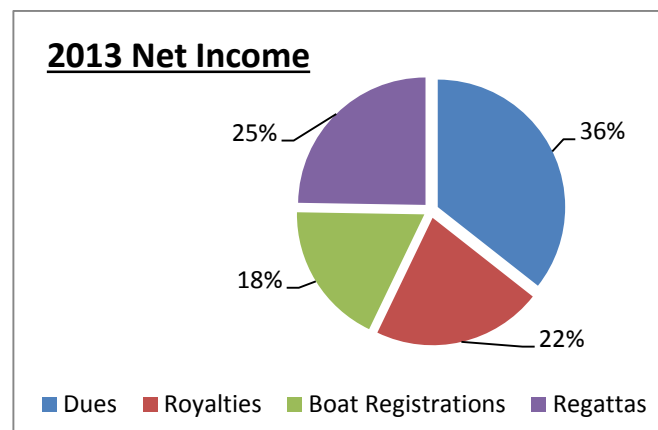
We have attempted to establish a not-for-profit MOA with the Great Lakes Boatbuilding School (GLBBS) in Cedarville, MI. GLBBS initiated a program to build CLC Cocktail Class Racer kits and constructed six boats in 2012. Current plans are to build at least six additional boats in 2014. GLBBS has refused to release the names of the students who purchased the boats so that we may offer them the free one-year membership that is part of the kit price. Our understanding is that the students have decided not to join the CCWBRA but rather have formed their own independent Martini Chapter for Cocktail Class Racing and have held at least one formal race with plans to hold a National Championship. The Martini Chapter and Cocktail Class Races have received noteworthy support from GLBBS via their newsletters as well as local press coverage of their activities. Our attempts to contact GLBBS have included voicemail, email and certified letters; however, they have refused to contact us or acknowledge the CCWBRA's trademark status of the Cocktail Class Racer and Cocktail Class Racing. This is an issue we will need to pursue to an acceptable conclusion.

FINANCIAL STATUS

The CCWBRA began the year with assets of \$4,773.06 and ended with a balance of \$6,917.78 cash on hand. Our initial annual insurance premium of \$3,295 was paid in April and represents our largest and most important expenditure. To maintain our web hosting service and retain rights to our domain name www.ccwbra.com, \$254.78 was expended. Thanks to member donations, funds were also available for the purchase of several items of much needed equipment including a race starting signal system, race course buoys and VHF radios for race committee communications. The replacement value of this equipment is estimated to be \$650. Appendix A provides a detailed accounting of the CCWBRA's income and expenses as of December 31, 2013.

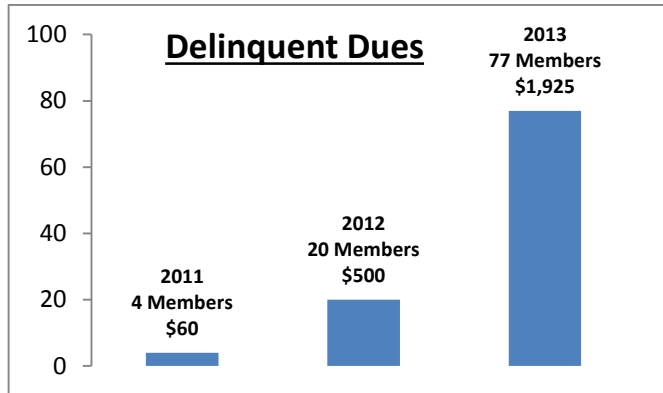
Our planned expenditures for 2014 are expected to mirror 2013. Our second annual insurance premium will come due on April 1st and is anticipated to be \$3,295. Funds are currently available for that expenditure. A \$300 web hosting premium for the CCWBRA web site will be due in March. Consumable and operating expenditures should be in line with last year. Costs associated with our regattas are covered by race entry fees which over the years have covered all costs with a small residual profit provided to the general ledger. Finally, this year we have committed to purchase booth space at the 2014 WoodenBoat Show in Mystic Ct and to host the annual Cocktail Class Race between the WoodenBoat Magazine and Mystic Seaport Staff. Estimated expenses for this event are \$750. A proposed budget for 2014 will be provided to the Board of Directors following inputs from a review of this Annual Report.

Our primary income sources are membership dues, royalties from Chesapeake Light Craft for the sale of Cocktail Class Racer kits, boat registration fees, and proceeds from our regattas. The distribution of income among these sources is shown at right and is expected to remain stable over the coming year.



Membership dues represent the largest and most important source of our income. In 2013 dues were increased from \$15 per person to \$25 per person to ensure sufficient funds were available for our insurance premiums. As a result of the increase in dues and growth in membership, budgetary pressures have eased somewhat giving us flexibility to support new fleets, procure additional equipment, update public relations material, and participate in shows and events. It is anticipated that dues will remain at \$25 per person for the foreseeable future.

A review of membership rolls in 2013 identified delinquent dues as a growing problem. Four members are three years behind, 20 members are 2 years behind and 77 members are delinquent one year in annual dues, with a total outstanding balance of \$2,485. Letters have been sent to the individual members and an aggressive campaign to bring members current will begin in 2014. Those members who are more than 3 years in arrears will be subject to withdrawal of their membership and their boat registration number may be reassigned at the Executive Committee's discretion.



The CCWBRA obtained Directors' and Officers' (D&O) Liability insurance as well as Accident and Injury (A&I) insurance in 2013. The D&O policy provides \$500,000 coverage for claims as a result of actions by the Board of Directors and the Executive Committee. The premium for this coverage is \$595 per year. The A&I policy provides \$1,000,000 in coverage for accidental injury to spectators and or property resulting from our racing activities. The premium for this coverage is \$2,700 per year. The policies do not cover injury or damage to members or their boats. Each member must sign a general waiver of liability as part of the application process and each racer must sign a waiver specific to each regatta they participate in. Our proposed Youth Racing Program is included in our current policy and no additional premiums will be assessed.

Our insurance underwriters have agreed to cover recognized CCWBRA fleets for an additional premium. The initial estimate is that an additional premium of \$500 will be assessed for each fleet seeking coverage. Premiums may increase depending on the number of members and boats in the fleet and the number of races anticipated. Any extension of insurance coverage to local fleets, potential liabilities to the Association and the establishment of local fleet premiums will require careful consideration.



OUR COURSE FOR 2014 – THE COMMODORE’S REPORT

The fourth year of the CCWBRA promises to be one of continued growth both in terms of membership as well as racing. We hope to offer new racing venues to our members in the Chesapeake Bay region, finalize and implement our youth racing program, formally expand our network of racing fleets, and offer members outside the Chesapeake Bay an opportunity to fully participate in sanctioned racing.

Following in Curt’s footsteps as Commodore-to-be will be an incredibly daunting proposition. The organization has grown significantly from the initial 5 boats off Curt Senior’s pier in Mollusk, VA. We now have insurance, multiple regional fleets, and some international members. Jack Pettigrew and others have championed the youth program and we should see our first youth races in 2014. We have seen many changes incorporated into our procedures and rules which should keep us as safe as possible given that we are racing small boats. We have committees in place to work the safety, engine, rules, design, and appeals aspects of the boats and racing. If you have interest in any of these areas, please contact the Committee Chairs or me and I’ll get you in touch with them.

The big challenge I believe we need to address in 2014 is how to enable and support organized races for CCWBRA fleets outside of the Mid-Atlantic east coast region. Individual fleets will always have their own “messing around” days but I see the CCWBRA sanctioning multiple races on any given weekend to increase the opportunities for members to formally race, exchange ideas and just have a lot of fun on the water. We will be working to define what it means to be sanctioned and how a race is sanctioned by the organization. As a CCWBRA member, I will travel to participate in as many events as possible. There are just too many beautiful race venues and so little time. These are the tentative races and dates; if you have one or more races to add to the list, please let us know and we will add to the list (sanctioned or not). Our Preliminary Regatta and Show Schedule is shown on the inside back cover of this report.

HAIL AND FAREWELL FROM THE PAST COMMODORE

Having just completed our second election cycle it is tremendously encouraging to see so many members ready to carry on the responsibility for the CCWBRA. The new members of the Board of Directors, the new Executive Committee and the Standing Committee members bring an excellent mix of fresh ideas and energy and a deep respect for why we began our journey and how we came to be where we are. It is a mix that will surely chart a safe and enjoyable course for the future. Although there is much to do to bring Cocktail Class Racing to families and friends around the nation and the world, one only needs to attend a regatta and see the pure enjoyment on everyone’s faces to know it is worth it.

To all our members and to all I have had the pleasure of speaking with, emailing and working with, thank you for your help and support. I look forward to many enjoyable years of racing and being part of the CCWBRA family.



APPENDICES

A – 2013 Financial Report

B – Standing Committee Reports

- **Racing Rules**
- **Safety**
- **Design and Construction**
- **Engines**
- **Appeals**

C – Youth Racing Program

D – Inventory of Equipment and Assets

Appendix A
2013 Financial Report

Income

Membership Dues		1,300.00
New Member Registrations		1,175.00
Boat Registrations		1,260.00
Building Plans		625.00
CLC Royalty		1,497.50
Regattas		
Urbanna Cup	1,930.00	
KIYC Regatta	720.00	
National Championship	3,815.00	
Union Lake Regatta	505.00	
Oktoberfest	3,130.00	10,100.00
Ships Store		1,225.00
Donations		550.00
Total Income		17,732.50

Expenses

Administration		
Postage	433.18	
Printing	655.93	
Logos	1,190.23	
Office Supplies	40.52	
General Operations	324.78	
Regatta Equipment	464.77	3,109.41
Insurance		3,295.00
Regattas		
Urbanna Cup	1,518.85	
KIYC Regatta	280.21	
National Championship	4,101.13	
Union Lake Regatta	260.00	
Oktoberfest	2,220.00	8,380.19
Ships Store		1,273.44
Total Expenses		16,058.04
Net Income/Loss		1,674.46

Appendix B
Racing Rules Committee Report
Cocktail Class Wooden Boat Racing Association
December, 2013

The Racing Rules Committee, formed this season includes members Tara Carew, Frank Stauss, Chris Riddick and Gretchen Granbery. Business has been conducted primarily through group emails. Jim Schmicker will be joining the committee in 2014.

The rules have evolved over the course of the race season with fairness, usability, enforceability, and common sense, being the overriding goal. The following changes have been incorporated:

1. Re-classification of racing classes by HP, weight and year of engine manufacture.
2. Addition of youth racing information
3. Race Venue wind and wave criterion to consider race changes due to winds above 14 and 15 mph.
4. Clarified the start countdown sequence to include specific entries from 5 seconds down to the start.
5. A significant amount of discussion resulted in a major overhaul of the overlap rule.
6. Drivers are no longer allowed to drag hands or arms in the water during a turn.
7. Boat sharing rule was modified to continue encouraging new members to race in other boats but limiting boat sharing in subsequent rounds.
8. General recalls at the start for boats on the course side of the starting line at the start have been eliminated. A point penalty has been added for boats over early.
9. With regards to scoring, specific wording was added to clarify number of boats in a given race.
10. In the Protest area, added rule not allowing protests against the Race Committee (RC). This rule will continue to evolve over the next race season based upon experience. CCWBRA is a small organization. The RC is working to efficiently run an organized regatta and maintain fairness to all competitors.
11. With regards to Disqualifications, Penalties, Disciplinary Actions, specific wording was added to clarify number of boats in a given race. Additional rules were added to enhance safety and reduce confusion around the starting line. A ballast rule was added that disqualifies a boat if the required ballast is not carried to meet the race minimum class weight.

CCWBRA needs to preserve its authority to waive formalities at certain times and make course adjustments to address urgent, new, or unforeseen issues for reasons of safety, liability, the good of the Organization, etc. And that may involve mid-season Rules Changes, or for example the current “strong recommendations” w/o the normal full Membership input.

The procedure for proposing, approving, and adopting Rules Changes going forward will be as follows:

1. The committee will continue to evaluate and modify rules based upon experience and feedback from the membership

2. Mid-year changes to the rules will be red-lined in a baseline list of rules and maintained by the Rules Committee chair or his/her designee.
3. Mid-year rule changes will be communicated to the membership via email as soon as possible for information.
4. All rule changes will be reviewed and commented on by membership at year end via email.
5. Feedback will be incorporated into the rule changes. Efforts will be made to accommodate all feedback/comments however; the Rules committee has the final decision before the rules go to the Board for review / approval.
6. All rule changes will be reviewed and approved by the board of directors at year end via email or a face to face meeting.

Respectfully submitted,

Rich Faulkner
Race Rules Committee Chair
January 7, 2014

Appendix B
Safety Committee Report
Cocktail Class Wooden Boat Racing Association
December, 2013

The Safety Committee was excited to have taken an active part in a year that saw enormous growth and success for CCWBRA. The Safety Committee, formed in July, includes members Lee Edmonds, Tom Kerr, John Moonan, Ken Tweed, and Fred Allerton. Two formal call-in meetings were used to conduct business, as well as many individual conversations and group emails.

Issues and activities in which the Committee was involved included the following:

1. Safety inspections were conducted for boats registering for their first event of the season.
2. Additional boat re-inspections were performed to monitor compliance with new safety regulations and recommendations that were enacted mid-season.
3. An alarming increase in the number of boat capsizes prompted the Safety Committee to implement a new Incident Report Form used to gather information about factors affecting boat capsizes, to better monitor safety issues, and to help recommend informed policy decisions.
4. The Safety Committee assisted in forming an official policy for proposing and adopting rule changes as an amendment to the Bylaws.
5. Nine proposals for safety-rule changes were submitted to the Executive Committee for consideration as part of the 2014 edition of the Rules Handbook.

Outstanding issues that the Committee hopes to address next year include the following:

1. The Committee, in consultation with other committees, is considering re-evaluating standards for fuel systems – in particular, options for tank size and tank certifications.
2. The Committee looks forward to collaborating with the Construction and Design and the Engine Technical committees on planning combined safety and technical inspection procedures for future racing seasons.
3. We also look forward to engaging with other committees on initiatives to improve racing safety, such as: design of race-course layouts, water- and wind-condition limits, and safe-driving promotion and enforcement.

Respectfully submitted,

Fred Allerton
Safety Committee Chair
December 20, 2013

Appendix B
Design and Construction Committee Report
Cocktail Class Wooden Boat Racing Association
December, 2013

The Design and Construction Committee, formed this season, includes members Keith Carew, Lee Edmonds, Chris Riddick and Morgan Friday. Business has been conducted primarily through group emails.

Issues and activities in which the Committee was involved included the following which will be added to the 2014 Handbook:

1. Increasing the minimum boat weight to 80 pounds to discourage building flimsy boats.
2. Becoming more specific about dimensional tolerances.
3. Mandating 2 cubic feet of floatation.
4. Mandating grab handles fore and aft large enough to accommodate a large hand to provide a good grip.

Outstanding issues that the Committee hopes to address next year include the following:

1. On water testing of a keel modification that has proven to reduce cavitation in individual field tests.
2. Encourage individual development of transom reinforcement by those intending to race in the New 6 and 8 HP classes.
3. The Committee looks forward to collaborating with the Safety and the Engine Technical committees on planning combined safety and technical inspection procedures for future racing seasons.
4. We also look forward to engaging with other committees on initiatives to improve racing safety, such as: design of race-course layouts, water- and wind-condition limits, and safe-driving promotion.

Respectfully submitted,

Kim Granbery
Design and Construction Committee Chair
December 31, 2013

Appendix B
Engine Committee Report
Cocktail Class Wooden Boat Racing Association
December, 2013

The Engine Committee was constituted after the Urbanna races, and after the decision to divide the 6hp classes into the Classic (1979 and earlier) and Open (post 1979) Divisions. Robert Edmonds was the initial chairman, with members Russ Bowler, Lawrence Fuccella, Kim Granbery and Charlie Iliff. Robert resigned in August; Charlie Iliff was appointed Chairman in early November.

Issues and activities in which the Committee began consideration included the following:

1. Identification of differences among various years in the Classic 6hp division Identification of potential additions to approved 6hp motors, including possible 4-stroke motors
2. Identification of 8hp motors that should be included as approved
3. Identification of motors which should not be allowed despite 8hp or lower ratings
4. Identification of propeller modifications that should be allowed and those that should be prohibited

The Committee received a database from Fred Allerton with listing of the engines in use by various competitors. It is hoped that the information can be expanded and updated so that motor types can be aligned with race results.

The Committee plans further discussion and a test session in April 2014 to generate additional information on which to base recommendations.

Respectfully submitted,

Charlie Iliff
Engine Committee Chair
December 31, 2013

Appendix B
Appeals Committee Report
Cocktail Class Wooden Boat Racing Association
December, 2013

The Appeals Committee was formed in late December 2013. Committee members will be selected in early 2014. The Appeals committee has two responsibilities:

1. To hear and decide all racing appeals, and
2. To hear and decide all good order charges.

The two key issues that the Committee will address next year are:

1. Development of a formal procedure for filing, hearing and resolving race protests, and
2. Development of a formal procedure for addressing complaints, issues and protests of Good Order.

Respectfully submitted,

Peter Urbani
Appeals Committee Chair
January 10, 2014

Appendix C

Youth Racing Program

Mission Statement

The purpose of a CCWBRA Youth Class is to facilitate younger boaters (i.e. those 12-15 yrs.) safely learning the skills necessary to become regular members/participants in the Cocktail Class Wooden Boat Racing Association once they reach the age of 16.

Requirements

1. Participation is limited to family members, of members in good standing, who are under the age of 16.
2. Participants must meet all age and license requirements for the operation of a powerboat in the state where participation occurs.
3. Participants must have completed a USCG Boater's Safety Course in their home state or, if their home state doesn't require one, another state's.
4. Prior to their 1st event, participants must practice 'the course', 1 on 1 with an experienced, non-parent adult, who is in another boat. This could be done either the day before, or in the morning of, the day of the event. (before regular racing begins)
5. During all events, each youth participant must have an observer who will watch only him(her) during the event. Observers will 'critique' the participant following each portion of event. (note: the observer cannot be a parent of the participant)
6. A parent (or guardian) must be present during any participation.
7. All participants, and a parent/guardian must sign a waiver of liability prior to any participation at a given event.
8. The race committee, or Event Coordinator, may deny participation to any participant they deem unable to properly and safely control their boat.

Class(s)

- **Youth I** - age 12 - 15 where the participant has little or no prior experience. A maximum of two (2) boats competing at a time.
- **Youth II** - age 14 - 15 and participant has participated in at least 2 prior events. A maximum of four (4) boats competing at a time.

Courses

Event Coordinator's Discretion

- Usually Oval (i.e. all left or right turns)
- Length based on setting and weather conditions.

Motors

Engines must be the standard Johnson/Evinrude 6hp classic. (pre 1979).

State Boating Rules (laws), where participation takes place, take precedent over everything else.

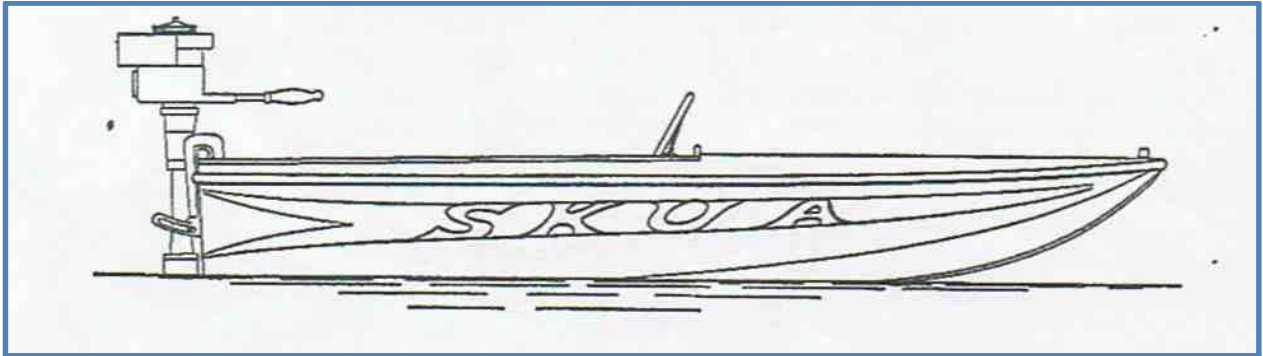
Appendix D
Inventory of Equipment and Assets

Item Description	Custodian
Automatic race starting horn	R. Faulkner
VHF handheld radios and charger	F. Bluefeld
Race buoys and anchors (4)	F. Bluefeld
Starting Flag set with poles	F. Bluefeld
Starting flag set w/o poles	C. Bluefeld
Fire Extinguisher	F. Bluefeld
First aid kit	F. Bluefeld
Air horns	F. Bluefeld
Clipboards	F. Bluefeld
Hats (10)	B. Edmonds

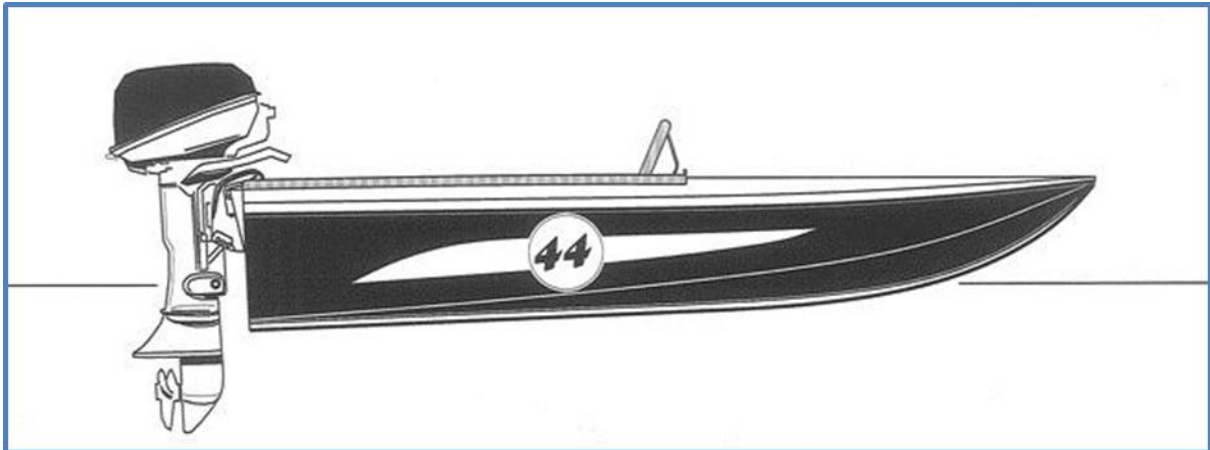
Preliminary 2014 Regatta and Show Schedule



<u>Event Name</u>	<u>Location</u>	<u>Date</u>
FL Mid-Winter Regatta	Lake Placid, FL	March 8-9
2 nd Annual Urbanna Cup	Urbanna, VA	May 17-18
WoodenBoat Show	Mystic, CT	June 26-29
Lake Anna Demonstrations & Races	Lake Anna, VA	
Kent Island Regatta	Kent Island YC, Kent Narrows, MD	July 19
National Championship	Rock Hall YC, Rock Hall, MD	August 16-17
Union Lake Regatta	Millville, NJ	September 13
Mid-Atlantic Small Craft Festival	St. Michaels, MD	October 3-5
Oktoberfest 2014		October
Downrigging Weekend	Chestertown, MD	November 1-2



Skua – 1938



Cocktail Class Racer - 2012