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The Newsletter of PHRF of the Chesapeake
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Notice of Annual Meeting of Delegates

The 1998 Annual Meeting of the Delegates of PHRF of the Chesapeake will be held on Saturday, November 21, 1998 at the Eastport Yacht Club, in Annapolis, MD. The meeting will begin at 11:00am this year, with a lunch break from 12:30 to 1:00pm, and will adjourn at 4:00pm. Any member of PHRF of the Chesapeake may attend the meeting. *If you wish to attend, and are not a delegate, your lunch will cost \$10. Please call the Executive Secretary at 410-414-3270 if you plan to have lunch at EYC.*

All PHRF delegates must be current members of PHRF of the Chesapeake in order to vote, and present motions on behalf of their respective clubs.

Proposed Agenda Issues for Annual Meeting

NOTE: The proposals below were submitted for the agenda as of "press time". Any additional items should be provided to PHRF, as soon as possible. Other issues to be presented at the Annual Meeting include proposals from the look ahead committee (see below), election of new officers, rating splits for 1999, appointment/approval of new handicappers, etc.

Proposed New Equipment Category 6P

Presently PHRF requires accommodations for 50% of the crew under both equipment category 4P and 5P. This prohibits PHRF from providing ratings for boats without bunks, sinks, etc. below. There are a few types of boats which only want to race in "River" races, but do not meet accommodations requirements. A proposal for a new equipment category 6P will provide the same safety standards as category 5P, but would not include the accommodations requirements. Boats meeting category 6P would be provided a valid rating for "River" (protected

waters) races only. Those specific sections of the 5P standard proposed to NOT be required for category 6P are 7.2, 7.42, 7.54, and 8.7. Those sections proposed to be modified are 8.1 and 8.42 (only one of each required). Those sections proposed as "advisable" rather than required are 10.22.1, 10.23, and 100. Boats would have to meet all other requirements of category 5P.

Proposed Credits for Fixed Bladed Propellers

There are quite a few cruising type yachts who want to both race and cruise, but do not want to change to a folding or feathering propeller. Many other regions of PHRF across the country allow credits for fixed propellers, so this proposal will get PHRF of the Chesapeake more in line with other parts of the country. The proposal would allow the handicappers to provide rating credits for those boats whose owners identify that they have a fixed prop in one of the configurations below. The appropriate changes would be made to the PHRF yearbook to allow credits for boats with fixed propellers. Guidelines are proposed as follows (which is very similar to PHRF of New England):

| Type Propeller/Exposure | Rating Adjmt. |
|--|---------------|
| 3 bladed solid prop on exposed shaft | +9 |
| 2 bladed solid prop on exposed shaft | +6 |
| 2 or 3 bladed solid prop on outboard fixed in well | +6 |
| 3 bladed solid prop in an aperture | +3 |
| 2 bladed solid prop in an aperture | 0 |
| 2 or 3 bladed feathering or folding prop (exposed or aperture) | 0 |
| Any prop on retractable outboard | 0 |

LOOK AHEAD COMMITTEE REPORT

As a result of discussions at the 1997 Annual Meeting, a look ahead committee was appointed by the President this past Winter. Tasked with determining new directions for

the organization, the look ahead committee recommends the following proposals for the consideration of the membership.

1. **Bay wide Handicap Adjustment:**

PROPOSAL: Six (6) seconds per mile shall be added to ALL handicap ratings and to ALL splits.

DISCUSSION: This will bring the Chesapeake Bay ratings more in line with national ratings. In about 80% of the areas outside the Bay a J-35 rates 72 and a J-24 rates 174. These boats are frequently used as reference boats in many areas as they are here in the Bay, thus when local boats travel into other areas, the Chesapeake rating is usually about 6 second per mile "faster" than the same boats they are competing against. There have been several problems at Key West, Long Island Sound, the Bermuda Race and Block Island where Chesapeake Bay boats have retained their Chesapeake Bay rating while competing against local boats having a 6 second per mile advantage. Since all ratings and all class splits will be adjusted, there will be no effect on the racing in the Bay, but will provide boats racing out of Chesapeake Bay a more equitable rating relative to other regions.

2. **Non-Spinnaker Fleet Rules:**

PROPOSAL: Modify the Standard Sail and Equipment Specifications (page 35 of the Yearbook) as follows: Revise #16(C) to state: All other sail and equipment rules applicable to the spinnaker class apply equally to the non-spinnaker class except that only one (1) headsail may be used at a time while racing except during a sail change. Two (2) headsails may be flown during a sail change which must be completed in a seaman like manner.

DISCUSSION: The committee considers that this revision will create a more Corinthian type class. This class was originally created to allow both new and more experienced sailors to race with short handed crews in a more relaxed atmosphere and without the need to purchase additional sails. The change will not prevent the current class participants from continuing racing in the class but would open the class up to the more neophyte racer and those without a second genoa or larger crews.

3. **Downwind Adjustments (DA):**

PROPOSAL: Add a new Section 7.7 to Article VII (Handicaps) of the by-laws: "7.7 The PHRF Handicap Board shall assign off-wind adjustments ranging from 0 to approximately 30 seconds per mile to all yachts. These adjustments would be available to be used for those races

where the majority of the course is off the wind. The decision as to when the adjustment will be applied shall be determined by the Race Committee prior to the start of the race and signaled by display of the third (3rd) repeater pennant no less than five (5) minutes prior to the start of the first class. There will be no appeal of the Race Committee decision."

DISCUSSION: These adjustments represent an attempt to more fairly rate boats of widely varying sizes and displacements on primarily downwind courses such as frequently occur in point to point races and occasionally occur in races around Government marks. Current handicaps are mostly based on "closed course" racing which consists primarily of Olympic or windward-leeward races where normally 50% (or more) of the race is a beat. On races where the majority of the course is downwind, the lighter displacement and the longer waterline boats of any displacement frequently have an advantage that is not reflected in a "closed course" rating. The adjustments would be made by the Handicap Boards using data from the last two years of point to point racing where the course was primarily downwind.

4. **Addition of Past President to Executive Committee:**

PROPOSAL: Add a new second sentence to Section 5.1 of Article V. (Officers) of the by-laws: "The immediate past President shall continue to serve as an officer of the Association until the term of the current president expires."

5. **Look Ahead Committee:**

PROPOSAL: Add a new Section 9.3 to Article IX (Committee) of the by-laws: "9.3 The President shall appoint a Steering Committee from among the members of the Association. The purpose of this committee shall be to review the practices and policies of the Association and recommend to the membership changes to the by-laws and other governing documents which will enhance the fairness and competitiveness of racing."

DISCUSSION: The present committee considers that the "Look Ahead" Committee should be made a permanent committee. Good ideas often come up at the last minute at the Annual Delegates meeting, but because there has been insufficient time to consider them and what side effects might occur, such ideas are frequently not acted upon. The purpose of this committee would be to obtain input from the members as well as to determine emerging trends in racing and then formulate them into proposals which can be presented to the membership sufficiently ahead of the Annual Meeting that they can be thoughtfully considered.