

The Mainsheet

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The Newsletter of PHRF of the Chesapeake
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Winter 1998/1999

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HIGHLIGHTS OF 1999 CHANGES!

All base ratings will be raised six (6) sec/mi. for 1999! See details in Annual Meeting minutes below.

Bonus points for calculating CBYRA high point scores for PHRF classes are re-instated for 1999. See below for details!

Boats using fixed bladed props may now apply for a rating credit on a case by case basis. Detailed specifications of the propeller and it's installation must be submitted with the application/renewal forms. See below for specific guidelines.

New equipment category allows more boats to be rated by PHRF of the Chesapeake. EC 6P relaxes accommodation requirements. See our web site (www.phrfchesbay.com).

New single headsail non-spinnaker class approved. See details in Annual Meeting minutes below.

1999 RENEWALS DUE SOON!

The 1999 rating renewals are being mailed now. As per PHRF rules, all ratings expire on 31 December of the year issued, so annual

renewal is required. To ensure you have a valid rating for 1999, don't wait until just before your first race. Renew early and take advantage of the \$5 discount for renewals received before April 1st. Applications for new ratings should be on 1999 application form, not on a renewal form. Call 410-414-3270, visit our web site at (www.phrfchesbay.com), or send a note to our post office box (see return address on the front of "The Mainsheet" for the proper forms.

1998 ANNUAL MEETING MINUTES

The 1998 Annual Meeting of the Delegates of PHRF of the Chesapeake was held on 21 November, at the Eastport Yacht Club. President, Bill Sutton, called the meeting to order at 1109. Bill welcomed the delegates and provided some information about how the meeting would be conducted. The delegates were checked in as they arrived by the executive secretary, who made a tally of the votes present. At the meeting, the delegates in attendance represented 24 clubs and 647 members, including unaffiliated members belonging to CBYRA. This number provided a quorum for conducting business, except for changes to the by-laws, which require a 2/3 majority of all members (section 11.1).

Officers Reports

President's Address. Bill expressed his gratitude for serving as President of PHRF of the Chesapeake. He

related how sailboat racing is unique as a sport, which is mostly supported by participants. Moving to this area from Michigan in 1980, he started racing a 470, and before long became involved in organizations which support racing on the Bay. A great strength of PHRF is that it is made up of both members who have been here a large part of their sailing life, and those who are relative "newcomers" to the area. This allows PHRF to act as a dynamic organization, open to new ideas and technologies. This openness breeds success, and today PHRF is the handicap method of choice for most sailors on the Bay and around the country. This success is also the challenge to PHRF, to continue to succeed in the complex and imperfect activity of rating racing sailboats. We must constantly refine our system to provide our members with the fairest playing field we can find. Bill also thanked the PHRF members who have contributed to its success over the year, including all of the handicappers, Betty Robinson (Secretary/Treasurer), Tim Bowen (VP, Reg. 1,2,3), Bob Thomas (VP, Reg. 4), Dan Trammell (Immediate past President and CBYRA Handicap Rep.), Stew Buckler (Exec. Sec'ty), and members of the Look Ahead Committee (chaired by Bruce Bingman and Jerry Smernoff). The Look Ahead Committee authored many of the proposal on the agenda for today's Annual Meeting.

Treasurer's Report. Betty Robinson presented the Treasurer's report, which outlined the PHRF receipts and disbursements for this year up to November 20, 1998. At this time, receipts are ahead of disbursements, but we have 40 days to go for the year, with few additional receipts expected. Betty presented a balanced budget of \$25,700 for 1999. The report and the proposed budget for 1999 were accepted by affirmation of the delegates.

US Sailing Delegate Report. A report was given by Jack Quinn, PHRF delegate to US Sailing. Jack and Bill Sutton represented PHRF of the Chesapeake at the meeting. US Sailing will remove Appendices G (advertising) and K (ISAF competitor eligibility) from the racing rules. A working party is looking at how to rank sailors into two categories, one for those who sails more than 42 days per year, and another group for all others. The results would be contained in Appendix R. PHRF fleets are at 64 nationally, down from 70 last year. PHRF Southern California uses a down wind handicap (declared prior to start) for some races. This is made easier for SoCal by the consistent westerly direction of their winds. Americap has apparently been unsuccessful in all regions of the country. US Sailing is looking to provide a more structured organization for Americap, which will be the only handicapping formula used for the Marion-Bermuda race in 1999. IMS has issued about the same number (515) of certificates for 1998 as they did last year. IMS is being used infrequently (Kenwood Cup, Lake Michigan and NYYC) and they did appoint a new

Chairman (Fred Pippin) for 1999. The marine insurance conflict has finally been resolved in that racing (sailboats) is now legally looked on as a recreational pursuit, rather than an assumption of risk. This is a landmark decision and very good for sailing. Insurance companies now must conform to and honor claims, which has been a long time in coming. The question of floatation is still at hand, with the Safety at Sea committee voting to not change the present prescription to remove the requirement (for floatation to be worn) at the finish. The committee concluded that no more specific attempt to define "adequate floatation" be undertaken at this time.

Chief Handicapper's Reports. Chief Handicapper Rich Harrison (No. Bay) stated that he added two new handicappers this year, and that makes the Northern Bay board about the correct size for now. Chief Handicapper Rusty Burshell (So. Bay) also added two new handicappers, and dropped one, for a net gain of one, which also seems about the correct size for So. Bay.

Executive Secretary Report. Stew Buckler stated that current membership of 995 is up 2.25% from last year, and provided charts showing the yearly membership from 1986 to present, and the distribution of the types certificates issued during 1998. Membership is gaining in regions 3 and 4, with small declines in regions 1 and 2. PHRF issued 238 subscriptions to the valid list in 1998. PHRF started up a web site (www.phrfchesbay.com) in 1998. We will continue to seek new information and links to provide our on-line members. The site contains some of same information from the yearbook, lists of officers/handicappers, current class splits, and applicant information and forms. There is no capability for submitting on-line applications, but those looking to join PHRF can download the necessary forms, and mail them in to PHRF. For 1999, we will be making more improvements to the web site. We are always looking for suggestions for the web site, so continue to surf on, and send in your ideas and comments. The PHRF data base is undergoing continuous changes and updates, and currently is in MS Access97, in new Win95 environment, which gives lots of options for any reports PHRF officers, delegates, handicappers, or members may need. We are anticipating that the 1999 renewals will be sent out late December 1998. There will be slight changes to the 1999 applications and renewals to reflect any changes from this meeting and to make the forms easier to use by members and applicants. All delegates, handicappers and officers will be provided with application packages early in January 1999. Note: Please do not use old (1998 or earlier) forms at all, or use application forms for renewals (it confuses the data base administrator). All members are reminded to please send in changes of address as soon as you move. Delegates are asked to remind new applicants to please get your applications in early, not the day before the race starts.

High Point Scorer Report. Chuck Wright is the PHRF high point scorer for Regions 1, 2, and 3. As of this meeting, all the race results had not been submitted to Chuck in time to develop the usual report of class participation and high point standings. The results will be available for the Annual CBYRA meeting on 5 December. Delegates and RC are reminded that Chuck needs clubs to provide him more timely race results in the appropriate format for him to calculate high point scores. Best format for Chuck is provided by electronic file of SailScore program results if available. Clubs should try to have race results for sanctioned race in to CBYRA, and Chuck within 2 weeks of the race/regatta.

New Business

The following issues were on the agenda planned for the meeting to be brought up for discussion and voting by the membership at this meeting.

1. Bay wide Handicap Adjustment (from Look Ahead Committee). PROPOSAL: *“Six (6) seconds per mile shall be added to ALL handicap ratings and to ALL splits.”* Though this is generally a handicapper issue, the change was considered significant enough to bring before the board of delegates. After significant discussion concerning both pros and cons of the issue, the proposal passed. Six seconds will be added to ALL base ratings for boats in the PHRF of the Chesapeake data base, and ALL rating ranges for 1999 class splits will be increased 6 seconds. See table of 1999 class splits below.

2. Downwind Adjustments (DA) (from Look Ahead Committee). 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.”* As the original proposal was developed to be a change of the bylaws, the board of delegates could not act on it as by-law changes require 2/3 majority vote (not present). The proposal was re-worded and brought to the floor for consideration of the board as an addition to PHRF fleet policies to be worded as follows: *“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.” This proposal also generated spirited debate from the delegates, and handicappers present at the meeting, but when the vote was held the motion to provide downwind adjustments was defeated.

3. Proposed New Equipment Category 6P. The following motion, which referred to the revisions attached to the agenda for the meeting, was brought to the floor for consideration of the delegates. PROPOSAL: *“PHRF adopt new equipment category 6P as in the revised Special Regulations Governing Minimum Equipment and Accommodations Standards”.* 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. See 1998 PHRF yearbook for detailed description of above sections. The delegates expressed some concern about whether 6P boats would be allowed to race in the Bay, but that was not the intent of the proposal. The decision to include 6P boats in races will be up to the individual clubs, but category 6P would allow more boats to “qualify” for PHRF ratings. The proposal was brought to a vote and passed by the delegates.

4. Proposed Credits for Fixed Bladed Propellers.

The following motion to provide credits for fixed bladed props, was brought to the floor for consideration of the delegates. PROPOSAL: *“PHRF adopt rating credits for fixed bladed propellers per the proposed table of adjustments published in the MainSheet”.* After some discussion by the delegates, it was necessary to amend the proposal to add more into the proposal to prevent racers from converting to fixed bladed props to gain credits, which was perceived to be a potential problem with providing these credits. The amended proposal was worded as follows:

“Change number (6), page 18 of 1998 PHRF yearbook to read: “(6) Boat has inboard motor, or a retractable outboard motor” and add the following to the Effects of

Boat Modifications on Ratings on page 32 of 1998 Yearbook: “ Propeller Rating Adjustments. Credits to ratings may be provided for various types of fixed bladed propellers based on the type, number of blades and the propellers “exposure”. The actual adjustment depends on the size, design, number of blades, and exposure as installed in the particular yacht. Evaluation of the design of the propeller will depend upon the intended purpose being primarily to propel the yacht under power (i.e., a cruising design). The recommended guidelines are:”

<u>Type Propeller/Exposure</u>	<u>Guideline</u>
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

This amendment was approved, and discussion continued on this proposal, with both pros and cons considered. There are quite a few cruising type yachts, which would both race and cruise, but would 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. It was considered that this proposal could encourage more sailors to obtain PHRF ratings. This version of the proposal was finally voted on, and passed by the delegates.

5. Re-instatement of bonus points for distance races for 1999. The following motion to re-instate bonus points for long distance races, was brought to the floor for consideration of the delegates, PROPOSAL: *“Re-instate ‘Bonus Points’ for High Point Awards in the PHRF Class of the CBYRA Handicap Division Rules & Regulations. Add: SCORING FOR HIGH POINT AWARDS. Bonus Points - Unless the Class has made special exception, Bonus Points for the length of the course(s) in an Event shall be available as follows:*

1. 6.0 to 19.9 miles = 0 points
2. 20.0 to 49.9 miles = 5 points
3. 50.0 to 99.9 miles = 10 points
4. 100.0 to 149.9 miles = 12 points
5. 150.0 to 199.9 miles = 14 points
6. 200.0 and over miles = 16 points

Add: Total bonus points are limited to thirty (30). If any yacht/owner accumulates more than thirty (30) bonus points, the amount above 30 would be subtracted from both the numerator and denominator of the High Point scoring formula.

This motion was originally proposed to PHRF by CBYRA to bring PHRF in line with other handicap classes for high point awards (Other classes still allow bonus points). The delegates heard discussions both pro and con, then voted on, and passed the proposal. As this proposal effects both the PHRF Yearbook, and the CBYRA yearbook, the above wording as approved will be added into section 8 of the High Point rules in both yearbooks.

6. Non-Spinnaker Fleet Rules (from Look Ahead Committee). 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.”* This proposal generated quite a bit of discussion, both pro and con. Some groups have significant participation in current non-spinnaker classes and don’t wish to change, and other groups look at restricting non-spinnaker to a single headsail being beneficial to those who are new to PHRF racing. Discussion of Cutter rigged boats had not been previously consider, and it was apparent the amendment needed to be modified to address Cutter rigged boats. The proposal was successfully amended to read: *“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 for cutter rigs flying headsails in the normal configuration. Two (2) headsails may be flown during a sail change, which must be completed in a seaman like manner.”* This proposal was then discussed at length with arguments strong both for and against the proposal. The proposal was brought to a vote and passed by the delegate, with about a 2 to 1 margin. Later in the meeting, another non-spinnaker proposal was brought to the floor to re-instate the two headsail non-spinnaker class, bay wide. This proposal was accepted and discussed by the delegates. This proposal also passed, which leaves PHRF non-spinnaker with two classes, one as before allowing two headsails, and a new non-spinnaker class, restricted as in the approved proposal above to one headsail. The bottom line of these decisions leaves clubs with the option of having either one, or both non-spinnaker classes in their 1999 races, but both classes require PHRF valid ratings.

7. Changes to “Effects of Boat Modifications on Ratings. PROPOSAL: *“Change to be inserted as item 3 under Rig Adjustments in the Effects of Boat Modifications on Ratings section of the PHRF Yearbook for 1999: 3. Replacement of a yacht’s mast with a new*

mast differing from the original mast in manufacturer, extrusion section, standing rigging or design shall cause the yacht to be designated a "MOD" and individually rated based upon observed performance. Changes to running rigging or backstay adjuster type shall not constitute a modification."

This proposal represented a need to strengthen the wording for those who have replaced masts.

Handicappers must have enough information to satisfactorily review these changes. A brief discussion by those present resulted, and when brought to a vote, the motion passed.

8. Addition of Past President to Executive Committee (from Look Ahead 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."* This proposal was not brought to the floor for voting, as we did not have a 2/3 majority of all members present to pass proposed by-law changes.

9. Look Ahead Committee (from 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."* This proposal was not brought to the floor for voting, as we did not have a 2/3 majority of all members present to pass proposed by-law changes.

Other New Business

These items were presented as new business at the meeting by the delegates attending.

10. L. Graham Field, BBSA delegate, proposed reinstatement of 1998 non-spinnaker class bay wide, in light of changes to non-spinnaker rules approved in paragraph 6 above. Refer to paragraph 6 for discussion and resolution of this issue.

11. Andy Schoettle, CYCOP delegate, initiated discussion of what PHRF could do to attract more cruising type yachts. The discussion resulted in his resolution that the PHRF President appoint a committee to recommend ways to make PHRF more attractive to cruising yachts. The resolution was discussed and passed by the delegates. The new President, Bob Thomas will look into the best persons to appoint to the committee, and make those assignments at a later date.

12. Bob Dunn, EYC delegate, proposed changes to Roller Furling (RF) rules which would hopefully encourage greater participation, and provide more control of boats using RF headsails. The proposal included storing the RF sail on the headstay, as is usual practice of cruising sailors. This proposal was voted to be tabled by the delegates. This basically means the proposal can be considered as old business at future meetings.

1999 PHRF Class Splits.

There were no proposals to change the 1998 class splits, other than as affected by the approved proposal to add six (6) seconds to all ratings and class splits for 1999. Please remember ALL yachts ratings will be 6 seconds higher for 1999, and this will be changed on all 1999 Valid Certificates. The 1999 PHRF Class Splits will be as follows:

Regions 1, 2 and 3SE:

- A up to 118
- B 119 to 154
- C 155 to 202
- D 203 and above
- Non-Spinnaker (2 Headsails) - all ratings
- Non-Spinnaker (1 Headsail) - all ratings

Region 3AW:

- A0 up to 52
- A1 53 to 85
- A2 86 to 118
- B 119 to 154
- C 155 to 202
- D 203 and above

Non-Spinnaker (2 Headsails) - all ratings
Non-Spinnaker (1 Headsail) - all ratings

Sec'ty/Treas. Betty Robinson

Region 4, South:

A up to 112
B 113 to 169
C 170 and above
Non-Spinnaker (2 Headsails) - all ratings
Non-Spinnaker (1 Headsail) - all ratings

Regions 3PR and 4, North:

Spinnaker - all ratings
Non-Spinnaker (2 Headsails) - all ratings
Non-Spinnaker (1 Headsail) - all ratings

1999 Officer Elections

The following PHRF slate of officers was nominated and approved for 1999. The 1999 Officers are:

President Bob Thomas
VP - N. Bay Joe Krolak
VP - S. Bay Terry Nicolls

1999 Appointments

Bob Thomas, 1999 President appointed Rich Harrison as Chief Handicapper for Northern Bay, and Dick Lane, as Chief Handicapper for Southern Bay. Rich Harrison appointed the same Northern Bay Handicapper Board as in 1998, and Dick Lane appointed the Southern Bay Handicapper Board, same as 1998 except that Waddy Garrett will not continue as handicapper for 1999. All handicapper appointments were voted on and passed by the board of delegates. Bob Thomas also appointed Stew Buckler to continue as executive secretary, and Dan Trammell to continue as PHRF representative to the CBYRA Handicap Committee

Adjournment

These appointments concluded our business for the 1998 delegates meeting. A motion was brought, seconded and passed that the meeting be adjourned, and we concluded business at approximately 1530 hours.