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The Newsletter of PHRF of the Chesapeake
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Page 1

Notice of Annual Meeting of Delegates

The 1999 Annual Meeting of the Delegates of PHRF of the Chesapeake will be held on Saturday, November 20, 1999 at the Eastport Yacht Club, in Annapolis, MD. The meeting will be called to order at 11:00am, 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 an officer or delegate, your lunch will cost \$10. Please call the Executive Secretary at 410-414-3270 by 15 November if you plan to have lunch at EYC so that we have an accurate count for the meeting.*

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 New Business 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. These are new business to be presented for discussion after old business is completed (i.e., officer reports, rating splits for 2000, etc.). Other mandatory new business includes election of new officers, and appointment/approval of new handicappers, for the year 2000.

PROPOSALS FOR ANNUAL MEETING:

1. Addition of Past President to Executive Committee (from Look Ahead Committee 1998).

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."

2. Allow the use of different roller furling headsails during a race when the boat has a roller furler credit.

Change the word "The" to "A" in section 17D first sentence. This change is to clarify the rules interpretation. This clarification allows one to replace the headsail on the furler with a different one during the race. The changed sail must conform to 17A, 17B and 17C, i.e. it must be a legal roller furling headsail and it must be attached in accordance with 17A.

3. Appoint a standing committee with members from both handicapping boards to make sure the Yearbook be written clearly and up to date concerning handicapping procedures and penalties.

Examples of needed work include spinnaker luff length and center halyard hoist relationship as well as headsail rules under roller furler credit.

4. Remove the calculated rating adjustments from the PHRF Valid Certificates and replace them with the ones the handicappers assign to the boat.

5. Allow for one-second increments of change to the handicap (plus or minus) for modifications only. Base ratings will still be in three-second increments.

This will enable us to more fairly rate changes to boats that do not necessarily add up to three-second increments. This would be helpful in dealing with rudder modifications or small changes in sail area that are worth less than a three-second adjustment.

6. Proposed By-Law addition: PHRF retains the right to refuse or revoke a rating certificate.

PHRF exists as a handicapping organization. Information provided to PHRF by competitors is used to determine a fair rating. As a Corinthian sport, enforcement of fair sailing and use of ratings is not only the responsibility of competitors, but also of organizing authorities, clubs, and protest committees.

If an infraction occurs, PHRF does not have any rights to protest a boat. PHRF does, however, have some role in assisting organizing authorities interpreting ratings.

When PHRF determines or discovers, from either information becoming available to PHRF, or action/notification by a organizing authority or protest committee, that a competitor has infringed a rule or procedure, they do not have a clear by-law or procedure that allows revocation or refusal a rating certificate. This bylaw addition seeks to provide PHRF that authority.

This by-law is intended to prevent incidents in which major modifications were made by a competitor and not reported to PHRF. PHRF became aware of these modifications (from competitors) well after the season ended. Requests from PHRF to the competitor about the nature of this modification resulted in laggard, evasive and equivocal responses. In the end, PHRF could only respond to the modifications and use existing procedures to revise the certificate based on what information that was eventually provided. The by-law also provides a deterrent to competitors who engage in systematic infractions to PHRF rating rules and procedures.

A worry is that such a by-law would remove "due process" allowed to a competitor, make a competitor subject to unreasonable demands by PHRF, or allow unsubstantiated charges to wrongfully and unfairly penalize a competitor. In addition, the by-law should penalize the competitor, not the boat. This prevents a competitor from obtaining another boat and re-applying for a certificate or a boat being sold and the new owner being penalized. The by-law should not excuse a party from using existing means

(i.e., *protesting* under the RRS/US) to draw notice to the infringement. PHRF can not be a police officer. The status of the party notifying PHRF does bear consideration – a protest committee could be informing PHRF under RRS/US procedures. The following is the proposal for consideration of the delegates as new section 7.7 of the by-laws:

“Section 7.7 PHRF of the Chesapeake retains the right to refuse or revoke a rating certificate. Upon receiving formal, written notification of an infraction of PHRF rules, PHRF shall obtain and review all pertinent information and make a determination of intent to revoke a certificate. The competitor shall be notified of this review. Included in the determination shall be consideration of the status of the notifying party (a competitor, PHRF, an organizing authority or protest committee) and whether the party attempted to protest the potential infraction. If there is no cause for revocation, all parties shall be provided written documentation of this decision. There shall be no appeal of this decision. In event that a positive (revocation) determination is made, PHRF shall provide formal, written communication to the competitor, furnishing information leading to this determination, and providing a reasonable opportunity and time period for appeal. The appeal, if any, shall be heard by members of the PHRF executive committee. The decision of the committee shall be final. The appeal decision may include a length of time (if any) connected to the revocation. Written decision of revocation shall be provided to the competitor. The information shall also appear in the PHRF Valid List. The decision shall be provided to CBYRA or other organizing authority. “

The following article was submitted by VP, Regions 123, Joe Krolak.

Modifications Under PHRF

PHRF tries hard to rate boats as fairly. Timely, accurate information provided to PHRF by members forms the nucleus of the resulting rating certificate value. However, what happens when something happens that changes or modifies the boat? Consider these scenarios:

1. You've been racing your *Krolak 33* for years. Although you have a good dedicated crew and do well in your fleet, you have never won PHRF High-Point. You have some ideas how to make changes that will make your boat faster, but until recently, you never quite had the time, \$\$\$, and blessing of your spouse to make these a reality. This

winter, you hope to go ahead with your plans and slightly change the keel and rudder configuration of the boat. Additionally, you plan to ask your sailmaker to build a slightly larger sized spinnaker. With these few modifications, you are sure that you'll win High-Point next year ...

2. You are the owner of a K/30, a one-design racing boat. Besides the one-design races, you wish to race PHRF for some events. K/30 class rules and guidelines require that you carry your cushions and use Dacron material sails. However, for those PHRF races (especially when light winds are forecast), you figure that you will save weight by taking those cushions off and use a Kevlar mainsail (not allowed during one-design races) that came with the boat ...

3. You have been cruising your *Jack 27* sloop for a number of years, but thought it would be fun to try your hand at racing. Your club sponsors a weekly "Beer Can" race (using PHRF ratings) that everyone raves are a good, fun time for all. You find it easy to go to the PHRF web page (www.phrfchesbay.com), download and fill-out a membership form, and send it (and a check!) to PHRF. Soon, you have a ball racing, but seem a little slower than the other boats. One day at the bar, somebody suggests that you might want to clean your bottom. Since you are new to racing, you're not entirely sure that this is legal under PHRF rules. What do you do ...

4. As avid racers you and your husband thought this year's Boat Show sure was impressive! Of course, the lightning fast new *JSK40* was the hit of the show. The *JSK40* has two configurations. The "base" boat has a wooden mast, full-length keel, teak decks, washer & dryer, and three bladed propeller. At the show was the slightly modified "racer x" version - carbon spars, decks, and hull; stripped out interior; tilting, high efficiency keel and bulb; no engine (tender included); speed bustle; taller rig (with more sail area); and unique three rudder system (two near the stern and one near the bow). The accompanying literature estimates the base boat PHRF rating as "200 seconds per mile." The nice salesman told you that with the modifications, the "racer x" model might be a "few seconds" faster in PHRF. You decide to take the plunge and buy the "racer x" version of the *JSK40*! You can't wait to take your "near 200" rater out there next season and kick some butt!

5. You consistently seem to be better than your competitor Lorne Loozer. Your boats have similar PHRF ratings, but on any given race day, you and your crew seem to have a faster pace on the course. One weekend, Lorne shows up with a different crew - crew who surprisingly look like a bunch of sailors lately only found in Auckland, New Zealand waters. Lorne even lets some fellow named Paul C. take the helm! And boy! That weekend Lorne and these folks put on a sailing clinic - easily winning every race

(beating you and even 70 footers in PHRF A0 who started 20 minutes ahead of you)! Driving home, you wonder whether that was legal - doesn't PHRF regulate changes to boats?

6. What a day! You were on starboard tack crossing ahead of a port tacker. Suddenly, the port tack boat's tiller broke. In a few seconds he lost control, rounded up, and "t-boned" your port quarter at 7 knots! Your boat suffered severe damage to your hull. Fortunately, no one (on either boat) was hurt. Of course, the port tack boat owner admitted fault, retired from the race, and gave you the number of his insurance agent. However, you also had to retire and take the boat for the yard for repairs. Looking at the damage, the boatyard owner estimated that he would have to replace some bulkheads and move some of your boat's interior ...

Each of the scenarios above describes a situation where modifications or changes are considered or are taking place. PHRF fleet policy requires "...if there are changes to the hull, rig, sails, or other factors upon which the existing rating is based, they must be reported to the handicapper for evaluation...". Therefore, when these changes or modifications take place, should you race, you may no longer be racing under a valid certificate. Racing with an invalid certificate is (and should be) grounds for protest and disqualification. However, not all of the situations described above would result in a rating change!

A reasonable rule-of-thumb in such matters is: "What effects will the modification/change do to the speed and handling of a boat?" To which I add a corollary "ya don't purposely make a change to make a boat go slower!"

What to do? In all cases, before acting, it would be wise to consult with your area handicapper. Now, for some people this means tracking them down at the bar and verbally describing the situation. Not a good idea. A more reasonable response would be to write a letter to you handicapper, detailing the change or modification and asking for formal clarification.

Do this as soon as possible to allow proper consideration of these modifications. In some cases, the handicapper will need to consult with the entire Board of Handicappers at the monthly meeting. So you might need to be patient with folks! Likewise, some changes do not need any discussion and can resolved quickly, possibly over the telephone.

All right - let's get to brass tacks. For each scenario:

1. Definitely call your handicapper! Changes in sail area and hull will affect your rating!

2. Depends. Was K/30 rating based on “one-design” configuration? Check with handicapper.
3. Go right ahead and clean that bottom! Cleaning bottom is (in nearly all cases) okay with PHRF. No call necessary.
4. Hold on to that check! These modifications would change that “base” rating! This is a case where your handicapper would definitely need to consult with the entire group!
5. Normally, this is legal. However, should the boys from New Zealand become a regular fixture on the boat, rating changes in the future may be a result.
6. Probably not a problem (you have enough already). Just in case, let your handicapper know what’s going on. The added weight of that bulkhead might even give you a few seconds!

There you have it. Remember that changes to your boat will most likely result in a change in your rating. Plus, any changes are quickly noticed by the rest of the fleet on the water. Don’t wait to be protested by your fellow competitors. Reporting changes and modifications promptly is the right and honorable thing to do!

Good (and fair) sailing!