

The Mainsheet

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The Newsletter of PHRF of the Chesapeake
P.O. Box 3169
Prince Frederick, MD 20678
www.phrfchesbay.com

Summer 1999

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PHRF Off to Great Start for 1999!

Membership is slightly up for 1999. At this point in the season, membership is over 980, which is ahead of the rate of the last few years. Does this mean PHRF racing is up on the Bay? We'll have to wait and see.

Prop Credits

About 8% of the yachts rated are requesting credits for fixed propellers. This seems to be a positive change, as many racer/cruisers don't want to give up their fixed props. We still must be concerned about possible use of low drag propeller designs. Some low drag designs are available and we must ensure that we know which propellers racers are using. This is why we ask owners to provide detailed propellers specs before the board of handicappers can consider a credit.

For any owners who may have checked off the blocks on the application or renewal forms and expected an automatic credit, you already know we are doing that. If you do have a fixed prop, and didn't receive a credit, you can still request the credit, but you **MUST** provide the detailed specs (see our web site under new stuff for 1999 for details). Of course, the best way to ensure we understand your prop

installation and design is to send us a picture your bottom (I mean your boat's bottom) showing the prop and it's installation. Many have already done this, and it makes the handicappers job so much easier when reviewing the requests for prop credits.

The **Required Information** for all prop credits is:

1. Description, line drawing, diagram, and/or picture of propeller installation.
2. Type installation (Aperture or exposed).
3. Number of blades.
4. Diameter of propeller (in inches).
5. Pitch of propeller (in inches).
6. Minimum distance (EXP) from prop to trailing edge of keel in decimal ft.
7. Length of exposed shaft (SHAFT) from hull exit to hub of propeller in decimal ft.

Why Did My Rating Change for 1999?

The change affecting all PHRF racers on the Bay, however, was the decision to add 6 sec/mi. to all base ratings. An explanation of how this was implemented is required here.

To begin with, all boats base ratings were raised 6 sec/mi. on 1 January 1999. While the delegates approved the wholesale increase in ratings, the handicappers continued with their annual review of ratings. In late 1998, a technical committee was established to analytically review the ratings of all classes of boats. The technical committee provided their first recommendations of changed base ratings during February 1999. After going through the appeal process, and much discussion, the first set of revised ratings were issued at the 27 March joint handicapper meeting. An additional, smaller, group of revisions were issued at handicapper meetings held during May 1999. A third set of recommendations will be forthcoming later this year to address the remainder of the boats reviewed by the technical committee. The technical committee was looking at classes of boats (i.e., base ratings) and not individual boats ratings. The changes effect all boats of the classes indicated.

The resulting base rating changes are shown in the table below. The changes below are in addition to the 6 sec/mi increases provided in 1999 to all yachts racing under PHRF of the Chesapeake ratings to more closely align with National PHRF ratings. Actual valid ratings are contained in the PHRF valid listing (call 410-414-3270). Please direct any questions about individual boats ratings to your local handicapper.

Baltic 48	48	54
Bene 30E	180	174
Bene 345	132	135
C&C 34	150	147
C&C 35-1	138	135
C&C 35-2	132	129
C&C 35-3	126	123
C&C-35 CB	135	132
C&C 36	138	135
C&C 36 CB	144	141
C&C 38	120	117
Cal 33	162	159
CAL 40	126	123
Capri 30	114	111
Capri 30 IB	120	117
CATA 400	120	126
CS 36	129	126
Express 30	147	144
Express 30M	123	120
Farr 1020	129	126
Farr Bene 40.7	12	9
Frers 30	138	135
J/22	186	183
J-29 FR IB	126	123
J-29 FR OB	120	117
J-29 MH IB	120	114
J-29 MH OB	114	111
J-37 WK	78	84
Jeanneau 37 Sel	120	111
Lindenberg 28	117	114
Mt Gay 30 Cust	72	78
Nightwind 35 CB	129	126
PT-30	156	150
S-2 10.3	120	117
S-2 7.9 FK	162	165
Santana 30/30	132	129
Santana 30/30 GP	126	123
Swan 39R	84	78
Tartan 34 CB	186	183
Taylor 41	48	54
Tripp 26	114	117
Tripp 38 (not ML)	63	66

Class/Type	Old 1999 Base	New 1999 Base

Did you see your 1999 Yearbook?

On 3 July, we mailed the 1999 PHRF yearbooks to all current members. If you haven't seen your copy, please call the PHRF phone number below and leave your correct mailing address. There was a minor editing error, which you might want to correct in your yearbook. Pages 34, 35, and 36 should list 3 race categories at the top of each page, to be 4P, 5P, and 6P to go along with the three columns below. Should you have questions about the 1999 PHRF yearbook or other PHRF information, please call 410-414-3270 or visit our web site at www.phrfchesbay.com

Do you Roller Furl????

Why, Yes I do!!! PHRF allows rating credits for roller furling sails, and I sure want to take advantage of those extra seconds per mile! But did you know some of the PHRF rules for roller furling sails have changed for 1999?? No, I didn't. Well this year, PHRF added some more rules (not more rules!!). Look at page 32 of your yearbook. Section 17D says that the roller furling headsail can be the only one used on upwind leg, unless we're sailing in heavy weather. Shoot, every one knows that heavy weather on the Bay is over 15 knots, so I change to my trusty #2 then, and if it gets a little stronger, I go to my #3. Not really, if you read section 10.22 on page 36 where heavy weather sails are described, you will see changing RF headsails is NOT allowed. If you're taking a credit for your roller furling headsail, you must ROLL IT, NOT CHANGE IT when the wind pipes up.

Also, we roller furlers want to make sure our new roller furling hi-point'n sail lasts a good long while (I didn't know they cost all that much!), so we got that new hi-tech cover on it. Better be careful there, the UV covers on roller furlers should be able of protecting the sail while rolled up on the boat for years. We have a good thing here (getting credits for RF sails),

so we should make sure our UV cover is sturdy enough to protect our headsail. If you're get'in the credit, your fellow competitors should expect to see your sail rolled up on the boat at the dock all Summer long (except while your out beating them on the race course, of course).

What's my Sail Number?

Many times, owners just list the sail number off their mailsail and report that to PHRF. All the RCs use the sail numbers for sorting out all those sails on the race course. But what if the RC sees the same sail number on two different boats, or different sail numbers on different sails on the same boat?? How could that happen?? It does happen in many of the larger regattas on the Bay. So what, you say? Well, at best, you might not get caught on this. But if the RC or your friendly competition sees this, you might not be scored. How can we fix this? Contact CBYRA (410-269-1194, or visit their web site at www.cbyra.org) to get a unique sail number for your boat. Especially if you are racing out of your own club (where other RC might not recognize your boat), and essential if racing for CBYRA high point awards. Please make sure you have a unique sail number for your boat, it makes the RCs job much easier.

Address Changes?

For all members to receive The Mainsheet, and other important PHRF information, it's important that we receive notification of your address changes. Each year a number of us move to new addresses. Without notification, PHRF will mail renewals, yearbooks, and the Mainsheet to your old address. In these cases, renewals may not be forwarded, or may otherwise be lost in the mail. The result usually is a question of "Why didn't I receive my renewal form this year, or Where is my yearbook?". Please forward your changes of address to: PHRF, P.O. Box 3169, Prince

Frederick, MD 20678. 1999 rating renewals are being mailed now.

Oops, the race is next week, where is my Valid Certificate!!!

Many of us are great procrastinators, we would rather sail and race than fill out forms. Your rating from last year is not effective this year (nor would you want it to be as all ratings received a 6 sec boost on 1 January. Yes, some also went down later.) 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.

Those who renewed early, took advantage of the \$5 discount for renewals received before April 1st. All new applications for 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 "The Mainsheet" for the proper forms. Also remember there is a fee for replacing lost certificates, so please include your fee with your request to replace lost valid certificates.