

The Mainsheet

BULK RATE
U.S. POSTAGE PAID
Prince Frederick, MD
PERMIT NO. 432

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

Winter 1999

Page 1

1999 ANNUAL BOARD OF DELEGATES MEETING MINUTES

EASTPORT YACHT CLUB, 20 NOVEMBER 1999

Attendees:

Bob Thomas, Jr., President, Del UCYC, & Proxy OPCYC
Joe Krolak, VP, Region I-III
Betty Robinson, Sec'ty/Treas. & Del ESSA
Stew Buckler, Exec. Sec'ty & Del SMSA
Bill Shinn, Del BCYA
Greg Cutter, Del HYC
John McCarthy, Del CCV
Steve Weissenberger, Del GSA
Dan Trammell, Hdcpr
Larry Byant, Proxy PBC
Rip Green, Del NNSA
Randy Pugh, Hdcpr & Proxy BBSA, NYCC
Allen Faurot, Del NASS
Bob Dunn, Del EYC & Proxy SRSA
Rod Jabin, Del AYC
Bruce Bingman, Hdcpr
Taran Teague, Del RRBC
Rob Mairs, Hdcpr
Bonnie Schloss, Del SRYC
Eric Crawford, Hdcpr & Del TAYC
Bruce Bogdanoff, Del CSA
Andy Schoettle, Del CYCOP
Larry Vazzano, Del RCRA
Randy Richter, Hdcpr & Del YCCSC
Heidi Bay, Del WRSC
Dan Bay, Member WRSC
Jerry Smernoff, Hdcpr

The 1999 Annual Meeting was called to order by
President Bob Thomas at 1105. Executive secretary, Stew

Buckler, called the roll. Delegates present at this meeting represented 781 of 1061 total members for 1999. This provided a quorum for conducting business, including changes to the by-laws.

Officers Reports

President's Report. Bob Thomas made a brief statement to the delegates and covered the slightly revised agenda.

Treasurer's Report. Betty Robinson presented the Treasurer's report, which outlined the PHRF receipts and disbursements for this year up to November 19, 1999. At this time, receipts are slightly ahead of disbursements, but Betty expects there will be some significant disbursements (mailings, printing application/renewals) in the last month or so. Betty presented a balanced budget of \$32,025 for the next year. Her financial report and proposed budget for 2000 were accepted by affirmation of the delegates.

US Sailing Delegate Report. Bruce Bingman gave a report from the US Sailing annual Fall meeting. Bruce will be our delegate to US Sailing as Jack Quinn is stepping down after many years in that position, and will also replace Jack as a member of the PHRF US Sailing national committee. President Bob Thomas also attended the US Sailing meeting. Following are some notes from the National Offshore Council and PHRF committee meetings. There was some discussion of US Sailing's new handicap adjustment generating system called "Ratings Plus". They are offering this (at a fee of course) to local handicappers to provide "off wind adjustments" for areas where it may be effective. The adjustments come from VPP available for boats that have been measured. US Sailing will use work around process (of "morphing" boats in the database) to develop adjustments for unmeasured boats. The VPP research for this Winter is centered around better ways of

adapting the formulas to "sprit" boats, looking at rudder span hydrodynamics, and testing six boat models (for validation of the VPP). There were discussions of areas using multiple handicaps systems. They seem to be effective for areas with consistent wind directions, but if wind happens to change during race then they have unhappy sailors. Discussions were held concerning possible use of a standard PHRF application form (and data) across the country. Presently there are very wide variations in forms and the amount of data requested. The PHRF Chesapeake application form is one of most comprehensive. The present lack of standardization prevents accurate comparisons of ratings from different regions of the country. There was also discussion of using a single rating number across the country. Some boats are almost there now, but there is wide variance between regions on most boats. This necessitates a "consortium" rating be established for some major events where boats from many areas across the country participate (e.g., Key West RW). PHRF of the Chesapeake is very close to "consortium" ratings. There was discussion of time of time scoring (most areas of the world seem to use this) compared to time on distance scoring which we use. Consensus seems to be that time on time scoring changes the middle of the fleet, but does not effect places near the top and bottom of the fleets scored. The numbers of certificates issued for measurement handicapping rules is holding steady (about 600) across the country, with IMS certificates decreasing and Americap certificates increasing. Americap is continuing to concentrate on primarily higher end boats (it doesn't rate most boats smaller than 29 feet LOA) and will have increased fees for 2000. Topics discussed in other forums at the US Sailing meeting were advertising, competitor classification, possible merger of ORC into ISAF, and testing of life vests, tethers, and harnesses.

Chief Handicapper's Reports. Chief Handicapper Rich Harrison (region I, II, III) noted that we added 6 sec/mi. to all boats in 1999. This was a major change. We are still spending most of energy on the faster classes, though there is a major review of the C&D class boats underway for this Winter. We have had problems with owners not reporting the correct data on applications/renewal forms, and this results in inaccurate ratings. We rely on owners to submit accurate data for handicappers to use in assigning and adjusting ratings. The report from region IV was not available.

Executive Secretary Report. Stew Buckler stated that current membership of 1061 is over 7.2% from last year, and provided report showing the breakout of membership for the last three years, by type member, by class (rating), and by region. Membership is growing most rapidly in region III. The largest rating class is PHRF C with over 350 boats this year. Over 100 boats were provided credits for fixed props this year (the first year offered). All are reminded that fixed prop credits will not be provided unless the required prop installation data is provided to PHRF. The handicappers need this data to assess the allowable

credits. Membership increases this year are most likely due to use of the web site (www.phrfchesbay.com) as 1999 was the first full year of availability of the application form over the internet. The general format of application/renewal forms will not change for next year. Delegates are asked to help get the word out to new members (and renewals) to get their 2000 forms in early. Waiting until two days before the race is not best way to get a rating! Also remind everyone moving to send in change of address forms, so renewals/mailings will be sent to current address. Next years renewals will be out around beginning of January 2000.

High Point Scorer Report. There was no high point scoring report this year, but there was some discussion about each club's responsibility for timely and accurate reporting of race results to CBYRA. For 2000, CBYRA may require a standard race result report format (electronically). This should make high point scoring more timely and make results available in single format for handicappers (and others) to use.

New Business

The following issues/proposals were brought up for discussion and voting by the membership at this meeting.

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 a "holdover" recommendation from the 1998 "look ahead" committee. It was not discussed during the 1998 annual meeting, as there was not sufficient representation to constitute a quorum to pass by-laws. This year a motion was brought to the floor to make the proposed change and seconded. With little discussion, the motion was voted on and passed.

Allow the use of different roller furling headsails during a race when the boat has a roller furler credit. The proposal was to change the word "The" to "A" in section 17D first sentence of the Standard Sail and Equipment Specifications. This change is to clarify the rules interpretation, which some had interpreted to allow more than one RF sail to be used during a race. There was much discussion on this proposal with general agreement that intent of RF credits was to attract new sailors into PHRF. A motion was made that this rule be clarified, as it is somewhat confusing as currently stated. This motion was seconded and passed. Another motion was presented to add the following to 17D, "The intent is that the RF headsail is not to be changed during a race". The motion was seconded and we had good discussion on this motion. An amendment to the motion was presented and accepted, to change the first sentence of 17D, instead of adding the above-proposed sentence. The amendment reads as

follows; "The roller furling headsail, once hoisted, shall not be changed during a race, unless conditions warrant use of heavy weather sail, as defined by section 10.22 of the equipment and accommodations standards". The amended motion was seconded, and passed by the delegates.

Remove sail material restrictions for roller furling headsails. This proposal was to delete section 17B of the Standard Sail and Equipment Specifications completely, to remove all restrictions on materials used for RF sails. A motion was presented and seconded to change section 17B to read: "The genoa/jib material may be of any material except aramid or carbon material". There was significant discussion both pro and con for the motion. One concern for some is that currently allowed materials are not an option for many sailmakers when constructing RF sails for larger boats. The motion passed by roll call, 402 for, to 379 against.

Revise requirements for UV covers for roller furling headsails. This proposal was to delete the words "be of woven material and" from section 17C of the Standard Sail and Equipment Specifications. This proposal was brought to the floor and seconded as follows: "C. A UV cover must be present on the leech and the foot of the genoa/jib." This proposal also generated lively discussion, and resulted in an amendment to change the proposal to read: "C. A UV protection must be present on the leech and foot of the genoa/jib". This amendment was accepted, voted on, and passed by the delegates. In a related discussion, the delegate from CYCOP, Andy Schoettle, expressed his concern that PHRF is not doing enough to accommodate (i.e., establishing a "cruising class") the perceived trend in new boats toward almost exclusive use of RF sails.

Appoint a standing Yearbook committee. A motion was made that the President should "Appoint a committee, consisting of members of both handicapping boards, delegates, and the executive board to ensure a Yearbook more clearly written and up to date concerning handicapping procedures and penalties". The motion was seconded and passed by the delegates.

Calculated rating adjustments. A motion was brought, and seconded, to remove the calculated rating adjustments from the PHRF Valid Certificates and replace them with the ones the handicappers assign to the boat. After some explanation and discussion, the motion was called to a vote and defeated by the delegates.

Rating changes in one-second increments. A motion was brought to allow for one-second increments of change to the handicap (plus or minus) for modifications only. Base ratings would remain at three-second increments. This proposal would allow for minor modifications to boats to be reflected in one-second increments. It was mentioned that PHRF is not an exact method and three-second increments are about the correct increments for changes. The motion was brought to a vote and defeated by the delegates.

Proposed By-law addition; PHRF retains the right to refuse or revoke a rating certificate.

The subject of certificate violations was raised. This year, it seems that there were a couple of suspected rating certificate violations in which no action was taken against the suspected perpetrators. The discussion centered on providing a means to deal with members who falsify their information to PHRF on which their certificate is based. The following motion, as previously announced, as made and seconded to add new section of the by-laws to read: "Section 7.7 PHRF of the Chesapeake retains the right to revise, refuse, or revoke a rating certificate." There was much discussion concerning this motion, based on the previously unpublished, approved, section 9.3 of the by-laws (which is provided here for information). This by-law change was approved at the 1993 Board of Delegates meeting and reads as follows:

"Section 9.3 The President shall establish a Judicial Committee for the Northern Bay and one for the Southern Bay area. Each Judicial Committee shall be responsible for the review and the determination of validity of "certificate violations". The above noted violations may be forwarded to the PHRF Class from sponsoring clubs and their protest committees, CBYRA, or from members of PHRF. The Committee shall report findings and recommendations to the Board of Delegates for action. Each committee shall consist of the Area Vice-President, the Area Chief Handicapper, and a delegate to be chosen by the President. Should the office of Vice-President be vacant then the President shall replace the Vice-President. Should the Area Chief Handicapper not be available, the President shall designate another Area Handicapper to replace the Area Chief Handicapper. The penalty for violation of the above noted areas for protest shall be: 1. The competitor and his/her yacht shall be excused from participation in all PHRF sanctioned events for a minimum of one (1) year. Said exclusion may be appealed to the Judicial Committee after each one (1) year exclusion. All actions of the Judicial Committee shall automatically be forwarded to CBYRA for review."

The discussion continued based on the need (or not) for a specific process to follow to disallow a rating certificate. Section 9.3 is a fairly specific process, while proposed section 7.7 is a general statement that might allow PHRF to not provide, or remove a rating certificate. The delegates approved the change to the by-laws to add new section 7.7. An additional motion was made and seconded to delete section 9.3 (as above) of the by-laws. This was proposed to eliminate possible confusion between newly approved section 7.7 above, and section 9.3. After more discussion, the motion was brought to vote, and defeated by roll call vote, 578 for to 203 against (by-law changes require 2/3 majority, or 712 votes this year, to pass).

2000 PHRF Class Splits. There were only two proposals to change the 1999 class splits. One proposal was in region 3AW, to change the A0 to A1 split from 53 to 50. This would allow boats rating 51 to compete with boats more similar in performance than most of other A0 boats which mostly rate from 36 and below. After some discussion, this change to the A0/A1 split was approved. The other proposed change affected regions I, II, and III, and was proposed to move the A/B split from 119 to 113. There was a good amount of discussion concerning past efforts to include the upper end of "A" boats in the "B" class, and the fact that the "B" class seems to be robust in most cases. The proposed change was not approved. Region IV proposes to use the same splits as in 1999 for next year, and no other changes were proposed for regions I, II, or III. The 2000 PHRF Class Splits will be as follows:

Regions I, II, and IIISE:

- 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 IIIAW:

- A0 up to 49
- A1 50 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

Region IV, 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 IIIPR and IV, North:

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

New Proposal for Roller Furling Credits. There was more discussion as a fall out of the changes made to the RF rules at this meeting. It was proposed that all RF restrictions/rules be eliminated except for allowing credits for only the RF drum, with no limitations on sails or UV covers. There was not time for adequate discussion of this proposal, and it was "tabled" until the next meeting of the board of delegates.

2000 Officer Elections. Dan Trammell announced the slate of officers for 2000. The following PHRF slate of officers was nominated and approved voted in for 2000.

President	Bob Thomas
VP – Regions I, II, III	Joe Krolak
VP – Region IV	John McCarthy
Sec'ty/Treas.	Betty

Robinson

2000 Appointments. Bob Thomas, appointed Rob Mairs as Chief Handicapper for Northern Bay, and Dick Lane, as Chief Handicapper for Southern Bay. Rob Mairs appointed the same Northern Bay Handicapper Board as in 1999. Dick Lane was not present, however Randy Pugh (representing the handicapper board for region IV) mentioned that there were no changes planned to the Southern Bay Handicapper Board. The handicapper appointments were voted on and passed by the board of delegates. Bob Thomas appointed Dan Trammell as the delegate to CBYRA.

Adjournment. A motion was brought, seconded, and passed that the meeting be adjourned, and we concluded business at approximately 1600 hours.

Respectfully Submitted,
S. C. Buckler Jr.
PHRF Executive Secretary

Preliminary 2000 PHRF Region I, II & III Racing Schedule

Just as you were looking forward to a cozy winter's rest, CBYRA has already prepared a preliminary racing schedule for the year 2000! This is the schedule for region 1, 2, & 3 PHRF races. When available, we'll look at Region 4 (both North and South). In both cases, the schedule will be hot off the press!

As the premier racing fleet on the Chesapeake Bay, PHRF members find numerous and comprehensive types of sanctioned events. (One could, if money, time, and domestic tranquility was not a factor, potentially race over 40 events!) Each sanctioned event will be eligible for PHRF High Point. The listing has the date, sponsoring club, and the name of the event. The listing "mixes" Region 1, 2, & 3 events (we encourage you to consider trying your hand at racing in a different area or region of the Bay). You'll notice that some events last over several days (or even weekends). In some regattas, the number of PHRF boats is so large that this year PHRF "B", "C", and "D" may race on Saturday while PHRF "A" boats would race on Sunday (mostly Region 3, Annapolis).

Date

March 25
 April 1, 8, & 15
 April 15 & 16
 April 29
 April 30
 May 6
 May 13 & 14
 May 13 & 14
 May 19, 20 & 21
 May 20
 May 20 & 21
 May 27
 May 28
 June 3
 June 3
 June 9
 June 10
 June 10
 June 10
 June 10
 June 11
 June 17
 June 24 & 25
 June 24 & 25
 July 8
 July 8

Club & Event

CBYRA Star Wars at EYC
 (High Point winners)
 RRBC Spring Series (non-
 high point)
 TAYC Spring Fling
 SMSA Sharps Island
 SMSA Spring Invitational
 NASS Spring Race
 GSA Tune-up Series
 SSC Saint Brendon's Race
 CBYRA Southern Bay RW
 MRSA Spring Classic
 SCC Spring Race
 MRYC St. Michael's Race
 RRBC from St Michael's
 GIYS Swan Pt /Love Pt Race
 SSC Twilight Race
 EYC Annapolis to Bermuda
 HdGYC Spring Regatta
 PSA Overnight
 SRYC Short Course
 SMSA Little Choptank Race
 SMSA Summer Invitational
 EYC Leukemia Cup
 GSA Northern Bay RW
 SCC Ted Osius Memorial
 MRSA/BCYA Sail for Sight
 WRSC Women's Big Boat
 Regatta (non high-point)

July 30
 August 4
 August 11 & 12
 Races
 August 19
 August 20
 August 26
 September 2, 3, & 4
 September 9
 September 9
 September 9
 September 10
 September 16
 September 23
 September 24
 September 30
 October 1
 October 7, 8, 14, 15, 21, & 22
 October 14
 October 15
 October 15
 October 28
 October 28
 October 29
 November 4, 11, & 18

MRSA Corsica Race Back
 SMCSA Governor's Cup
 TAYC Summer Oxford
 WRSC Twilight Race
 SSC Roy Smith Race (non-
 high point)
 AYC Annual Regatta
 CBYRA Annapolis RW
 GIYS Cedar Point Race
 SMSA Smith Point Race
 PYRC National Capital
 Leukemia Regatta
 HdGYC Fall Regatta
 SSC Hospice Cup
 NASS Fall Oxford Race
 TAYC Hammond Race
 PSA Race to Queenstown
 PSA Race Back from
 Queenstown
 AYC Fall Series
 SMSA Hooper Island Race
 SMSA Fall Invitational
 TAYC Round-The-Buoys
 BCYA Harbor Cup
 TAYC Skipper's Race
 RCRA Harbor Fall Back
 RRBC Fall Series (non-high
 point)

Date

July 9
 July 15 & 16
 July 15
 July 21
 July 23, 24, & 25
 July 26
 July 29

Club & Event

RCRA Lighthouse Classic
 CSA Epilepsy Cup
 SRYC Barcardi Cup (non-
 high point)
 EYC Annapolis to Solomons
 SMSA Screwpile Regatta
 HYC Hampton Race
 CRYC Annual Regatta

These dates in the list are subject to change (and error by the author). So please don't plan your wedding based on this information. (So, having said that, if you stop me or write to complain about the accuracy in the list, be prepared to buy me a drink.) The CBYRA Greenbook always serves as the official Notice of Race and Sailing Instructions for nearly any PHRF event. When available in March 2000, the Greenbook will provide final dates and times. Have a great winter!

Joe Krolak, VP Reg. I,II,&III