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The Newsletter of PHRF of the Chesapeake
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Winter 2000

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PHRF Officers for 2001 Elected

After recounting many ballots ... just kidding. At the Annual Meeting of Delegates (see full report below), Joe Krolak, last years region I-III VP, was elected President for 2001. John McCarthy continues as region IV VP, and Jerry Smernoff, long time handicapper and well known PHRF competitor, is our new VP for region I-III. Betty Robinson, who has held us all together for many years, will continue her excellent service as our Treasurer/ Secretary for 2001. Bob Thomas will continue to help with executive issues through the coming year as our Past President.

PHRF Valid List On-line!!!

A concern of many clubs is that they never have the latest Valid List of PHRF ratings. Last year, we provided free subscriptions to the PHRF valid list to club's RC chairpersons. While some clubs took advantage of this, we are still noticing rating errors with some race results. As the easier way of making the latest current list of ratings available to the RCs, and all others who can log onto our website ('www.phrfchesbay.com'), the delegates approved publishing the Valid List on-line for 2001. The valid list will be posted at the website weekly, beginning in late March, 2001. Valid list subscriptions via the mail will only be provided on individual basis to those without access to our website. The subscription fee for the mail (paper) copy of the Valid List is set at \$20 for 2001. We feel providing the valid list online to members at no additional fee will be to the benefit of all PHRF racers on the Bay.

PHRF Certificates to be required for CBYRA sanctioned events

To address a long time problem (boats racing without current certificates), PHRF has recommended that CBYRA require all boats entering a sanctioned PHRF event include a copy of the PHRF valid certificate along with the entry form. This will help the host clubs identify boats without valid ratings prior to the event, and allow the boat time to obtain a valid PHRF rating. Clubs are requested not to include boats without valid ratings in their race results.

Updated Roller Furling Rules for 2001

If your race PHRF with RF headsails, you should definitely check out the updated rules (see meeting minutes below)!! The delegates agreed that a return to the original concept of RF headsail credits is necessary. The changes made lead us in the direction of credits for "cruising" type RF headsails, without a severe penalty on those who already race with RF headsails. Also pay particular attention to your 2001 Renewal package. We are asking you to report the year that your RF headsail was built, as the new rules include a "grandfather" clause for sails built prior to 2001. If your getting a new RF headsail, it is very important for you to let us know the information required for the new RF headsail.

2000 Annual Board of Delegates Meeting

Minutes included below... check it out....

2000 ANNUAL BOARD OF DELEGATES MEETING MINUTES

HAMPTON YACHT CLUB, 18 NOVEMBER 2000

Attendees:

Bob Thomas, Jr., President
 Joe Krolak, VP, Region I-III, Proxy AYC, NASS, MRSA
 John McCarthy, VP, Region IV, Del CCV
 Betty Robinson, Sec'ty/Treas.& Del ESSA
 Stew Buckler, Exec. Sec'ty & Del SMSA, Proxy BCYA
 Larry Vazzano, Del RCRA
 Greg Cutter, Del HYC
 Dan Trammell, Hdcp, Proxy YCCSC & RRBC
 Randy Pugh, Hdcp & Proxy NNSA & NYCC
 Charles Eldred, Del SYC
 Larry Byant, Proxy PBC
 Bob Dunn, Del EYC
 Ray Taylor, Del SRSA
 Rob Mairs, Hdcp
 Eric Crawford, Hdcp & Del TAYC
 Mike Dale, Hdcp, Del RSA
 David Hinckle, Mem RSA
 Rusty Burshell, Hdcp
 L. Graham Field, Del BBSA

The 2000 Annual Meeting was called to order by President Bob Thomas at 1110. Executive secretary, Stew Buckler, called the roll. Delegates present at this meeting represented 684 of 1027 total members for 2000. This provided a quorum for conducting business, including voting on proposed changes to the by-laws.

Officers Reports

President's Report. Bob Thomas made a brief statement to the delegates.

Treasurer's Report. Betty Robinson presented the Treasurer's report, which outlined the PHRF receipts and disbursements for this year. The statement included up to date interest as noted on bank statement received 18 November. A balanced budget of \$30,075 was presented for 2001. There was some discussion of the budget with respect to valid list fees. As there was a proposed to post the valid list on the web site to be discussed later, a motion was made and passed to table approval of the 2001 budget until after the valid list discussion. The 2000 financial report was accepted as submitted by affirmation of the delegates. After the valid list discussion later in the meeting, the 2001 budget was adjusted to show reduced income and expenditures for the valid list. The amended, and balanced, budget of \$26,775, was voted on, and approved for 2001.

US Sailing Delegate Report. Bob Thomas provided the delegates with a summary of the important issues presented at the US Sailing annual Fall meeting. USSailing may be

having trouble "balancing" their budget at the current membership fee rates, so we may expect a membership fee rate increase in the future from USSailing. There was general info about the relative participation in PHRF fleets versus IMS and Americap handicap boats. IMS is fairly small and Americap is mostly being used in only one fleet, and in some selected races. USSailing continues their research into areas of interest to handicap fleets. These areas are VPP and "Ratings Plus" (the handicapping system), asymmetrical spinnakers (but not compared to symmetrical spinnakers), and rudder span evaluations. Of major interest to the PHRF fleets is the ISAF policy on Advertising. The ISAF has decided that advertising code "A" will be the "default" category. Advertising code "A" is basically no advertising beyond that already allowed, while category "C" would allow advertising similar to that seen on America's Cup yachts. USSailing has asked PHRF fleets for their preference of the default advertising category. The delegates made and seconded a motion that PHRF Chesapeake adopt category "A" as the default advertising category. After a brief discussion of the pros and cons, the delegate approved the motion by affirmation. PHRF Chesapeake will advise USSailing of their preference for advertising category. The effect of this decision by the delegates will basically maintain the status quo for advertising here in the Chesapeake Bay.

Chief Handicapper's Reports.

Chief Handicapper (Reg I, II, III) Rob Mairs provided the following information to the delegates. The Reg I, II, III board had to find a different meeting site, as the old Busch's Inn was demolished to make way for a "Quick Mart" gas station. The majority of effort during 2000 was in the re-evaluation of PHRF "D" class boats ratings. The extensive review has raised the ratings of many (but not all) "D" boats for 2000. The Reg I, II, III board also has discussions of roller furling credits, and handicapping boats with the new "MORC" type mainsail roach. Handicappers discussions of minimum distance requirements for high point races have results in a proposal for the consideration of the delegates. Other discussions reviewed the pros and cons of multiple rating systems (W/L and long distance). Some problems for 2000 were some yachts not sailing to specifications of the valid certificate (see proposal below), and the differences between boats usually assumed to be of the same "class". Some efforts were made to attempt handicapping via email, but most handicappers agreed a formal meeting of the board is required in the future.

Rusty Burshell provided the report for Reg IV Chief Handicapper, Dick Lane. Major items discussed were time-on-time versus time-on-distance scoring using PHRF ratings and "new" boats coming into the existing racing fleet. Only one club in Chesapeake Bay uses time-on-time at this time. Benefits (of time-on-time) seem to be in very light air races, with very similar results (to time-on-distance scoring) in other wind conditions.

Executive Secretary Report. Stew Buckler stated that current membership of 1027 is about 3% down from 1999. A report of the distribution of membership across all regions was provided to the delegates. Membership is steady in region III, while dropping slightly in the other three regions. Use of the web site (www.phrfchesbay.com) for applications seems to be stable, compared to 1999. The web-based forms have been made "pdf" format so that web forms will be the same as printed forms provided via the USPS. Our forms/certificates forms will show only minor changes for 2001, with most noticeable change being placement of the expiration date at the top of the valid certificate for 2001, and more visible mailing addresses. All delegates and members are reminded to provide change of address information to the executive secretary to ensure you receive next years renewal packages and mailings. Next years renewals will be out around the end of December 2000.

High Point Scorer Report. Across the Bay, high point scoring for PHRF classes continues to be problematical, mostly due to late receipt of results, and results received in many different formats. In regions I, II, III, PHRF "D" and "N" class starts are fairly infrequent and hopefully member clubs can provide more starts in 2001 for those classes. As only partial results were available at this meeting, and the final CBYRA high point scoring will be completed in time for the CBYRA meeting on 2 December. The region IV results are also still being computed, but some participation data was provided.

Region IV Participation, 2000

Class	Avg boats	Races	Total boats (all races)
A	7.3	17	14
B	9.5	18	20
C	9.8	21	29
N	7.8	20	41

2001 PHRF Class Splits. There were no proposals to change the 2000 PHRF class splits. Motions were made and approved to keep the same class splits in regions I, II, III, and in region IV, as were used in 2000. The 2001 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 Business

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

Require Past President to be current member of PHRF:

PROPOSAL: Recommend adding a new section to Article V as follows: "Section 5.6. The immediate Past President shall continue to be a member of the Association while serving in this position in the Association. If the immediate Past President does not continue as a member of the Association, this position shall be vacant until election of a new President of the Association. The Past President shall assist new Officers in the transition into their new position, and may have other duties as assigned by the Board of Delegates or the President."

The above motion was made and seconded for discussion. At the 1999 delegates meeting, the Past President was added as an officer of the association, without specifically addressing membership requirements. The above change was proposed this year to ensure the Past President continue as a member of the Association. As currently written, Article V, Section 5.1, does not require as Past President to be a member of PHRF, but is an Officer of the Association. All other officers are required to be members. After a brief discussion, the question was called and the motion voted on and passed.

Publish Valid List on Web site, and discontinue mass mailings to those on-line.

This issue required resolution prior to approval of the 2001 budget. A motion was made and seconded to publish the valid list on the PHRF web site. Presently the valid list is only available to those with a valid list subscription, which includes those RCs who request copies. Timing of publication of the valid list has not met the needs of all RCs and the race schedule. The valid list subscriptions would be available only to those without on-line access, and who

specifically request a hard copy, at an annual fee that cover the cost of printing and mailing, as determined by the Executive Committee. The valid list would be posted on the web site once a week from March through October to provide an on-line source of accurate handicaps for members, other regions, and RCs. The delegates approved the motion to publish a sail number sorted version of valid list on the web site. Also a change to the Fleet Policies (Yearbook, pg 20) will be made as follows: "Valid List. The Valid List is the official list of current handicaps of all boats rated by the Board of Handicappers. It is kept current throughout the year, and posted weekly on the PHRF of the Chesapeake web site. For members specifically requesting to participate in the subscription program, the valid list will be distributed monthly during the sailing season. The executive secretary maintains the official list of current handicaps."

Require copy of PHRF certificate with race entry form.

A motion was made and seconded to request that CBYRA, and their member clubs only accept entries, for PHRF class races, which have copies of current valid certificates enclosed. There is still a problem with boats without valid ratings racing in sanctioned events. The proposal to require valid certificates with race entries would help to reduce this problem, and improve scoring of races for PHRF high point awards. After some discussion the motion was revised to state "require copy of current valid certificate, or copy of page from current valid list showing boats rating, with race entry forms". This motion was passed by affirmation of the delegates. PHRF will notify CBYRA that it requests a modification to the standard CBYRA entry form to state the above requirements. We will also prepare a letter to be forwarded to member clubs hosting sanctioned races stating the above requested changes to race entry requirements.

Deletion of Article IX, section 9.3 and addition to Article VII, section 7.7

Proposal's were discussed to delete section 9.3 and revise section 7.7 to eliminate potential confusion regarding how PHRF should proceed with alleged serious violations of the valid certificate agreement (which all owners must sign). Section 9.3 was perceived as being too harsh, and section 7.7 was not specific enough. A motion was made, and seconded, to delete article IX, section 9.3, and revise Article VII, section 7.7 to read as follows:

"Section 7.7 PHRF of the Chesapeake retains the right to revise, refuse, or revoke a rating certificate. Refusal or revocation of rating certificates shall not be without sufficient cause and justification. A boat found to be sailing in violation of the agreement on the current rating certificate is subject to review. Any action to refuse or revoke a rating certificate shall be based on a detailed review by an ad hoc committee, appointed by the President. The ad hoc committee shall determine any justification for such action and report their findings and recommendations

to the President. The President shall present the findings of the committee to the Officers of the Association, who shall determine if any final action is required. Final action, depending on the severity of the violation, may include refusal or revocation of the rating certificate through the remainder of the current year, or up to the end of the following year. The members of the ad hoc committee shall be chosen from the Officers, Delegates, and Handicappers of the Association representing the region in which the boat under review sails. The ad hoc committee shall include the regional Vice President, at least two (2) delegates, the regional Chief Handicapper, and the area handicapper familiar with the boat under review. All actions to refuse or revoke a rating certificate may be may be appealed to PHRF, after the end of the period of exclusion, by re-application for a new valid certificate. Actions by PHRF of the Chesapeake to refuse or revoke a rating certificate shall be forwarded to CBYRA."

After brief discussion and consideration, the motion was voted on and passed.

Elimination of the minimum speed and distance requirements for a CBYRA sanctioned race.

The elimination of both the speed and distance requirements for sanctioned PHRF events was considered. After some discussion, the delegates decided to address each (speed and distance) requirement separately. A motion was presented, and seconded, to change the minimum distance requirement from 6 miles to 4.0 miles. Both the COD class and the MORC class will also adopt the 4.0 minimum, so it is reasonable to assume CBYRA would approve of the change to 4.0 mile limit if approved by the PHRF class. It is recognized that some PHRF "D" and "N" class boats could have difficulty with a 4 mile race and 2.0 hour (i.e., 2 knot speed) limit. The question was called and the motion was voted on, and passed to approve the 4.0 mile minimum distance requirement. A motion was made, seconded, and passed to maintain the existing 2.0 knot minimum speed requirement. The recommendation of the PHRF delegates will be forwarded to CBYRA. The appropriate areas of the PHRF yearbook will be updated to reflect these changes.

Limitations on mainsail roach.

Recently, the MORC rule has changed to allow more roach in mainsails, and many One-Design classes now allow much larger roach mainsails than is currently allowed by the PHRF Standard Sail and Equipment Specifications. Our PHRF limitation on mainsail mid-girth, without penalties, is the same as under the IMS. See section 9 and 10 of the PHRF Standard Sail and Equipment Specifications, page 37 of the 2000 PHRF Yearbook. The delegates discussed the concern of how the address large roach mainsails, considering the MORC and IMS rule requirements. Without a motion, it was decided, after some healthy discussion, that the existing IMS mainsail girth limits should stand for PHRF, and large roach mainsails would be addressed on a boat by boat basis.

Roller furling headsails credits.

The yearly RF headsail discussion continued at the 2000 delegates meeting. The focus of this discussion was that credits are applied (legally) to boats with RF sails, specifically designed to provide a credit for boats not designed as “cruising” type boats. The general feeling is that this (purpose built RF sails) was not what the original RF credit was designed to allow. The proposed solution was to limit future RF sails that would qualify for credits. The motion was first proposed without a “grandfather” clause, but this limitation was added in by an approved amendment to the motion. The motion that was eventually passed, was done so after detailed discussion by all delegates, while also considering inputs from a number of sail makers. The motion approved by the delegates reads as follows:

“Roller furling sails, built after 31 December 2000, must be of woven material, or have woven taffeta outer skins, and have a woven leech and foot cover of at least 4 oz UV protected woven material.”

This approved resolution will allow any sail material to be used for RF sails, as above, so long as it is protected by the 4 oz UV woven cover.

2001 Officer Elections. Dan Trammell announced the slate of officers for 2001. The following PHRF slate of officers was nominated and approved by the delegates for 2001.

President	Joe Krolak
VP – Regions I, II, III	Jerry Smernoff
VP – Region IV	John McCarthy
Sec’y/Treas.	Betty Robinson

2001 Appointments. Joe Krolak 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 2000. Dick Lane was not present, however Rusty Burshell (representing the handicapper board for region IV) mentioned that there would be only one change planned to the Southern Bay Handicapper Board, where John Senger will be replaced by Allan Bomar. It is also anticipated that there will be some re-alignment of clubs for which the individual Region IV handicappers will be responsible. The handicapper appointments were voted on and passed by the board of delegates. Joe Krolak appointed Dan Trammell as the delegate to CBYRA, Stew Buckler to be Executive Secretary, and Bob Thomas to assist the Secretary/Treasurer.

Adjournment. A motion was brought, seconded, and passed that the meeting be adjourned, and we concluded business at approximately 1550 hours.