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# The Mainsheet

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

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Winter 2001

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## 2002 Brings Changes for PHRF Racers in Spinnaker Classes.

In the past, PHRF racers had to choose between symmetric or asymmetric spinnakers. In 2002, racers will have another choice. With the 2002 rating renewal, or new application, you must choose either (symmetric or asymmetric) or both types of spinnakers. For 2002, PHRF of the Chesapeake will provide ratings (as requested on application or renewal form) for boats choosing to race with both types of spinnakers. Ratings will be provided assuming the boat will be using both types of spinnakers during a race. The boats rating, in most cases, will be changed from the previous rating using only one type of spinnaker. All boats, of course, will still be able to remain with their present spinnaker setup. This will be the default, if the renewal or application form, does not clearly show a choice for both types of spinnaker on the certificate. 2002 rules will also allow one change per year (with the \$15 fee) between the types of spinnaker. See the meeting minutes below for more information.

## Clarification of Rules for Use of Asymmetric Spinnakers on Moveable Poles, or Sprits.

When originally passed in 1994, the PHRF Chesapeake rules allowing asymmetric spinnakers included a restriction that required the "A" sails to be tacked on a boat's centerline. The intent of the rule was to effectively prohibit flying the "A" sails from a moveable spinnaker pole, or articulating bow sprit. This rule has not been widely understood or enforced.

To address this confusion, for 2002 the rule has been rescinded, removing all restrictions concerning flying spinnakers from moveable poles or articulating bow sprits. The effect of this rule change is that all types of spinnakers make be flown from a moveable spinnaker pole, or an articulating bow sprit. See the meeting minutes below for more information.

## Report All Mods to your Handicapper...

Modifications to your boat that may effect it's rating must be reported to your local handicapper. This should be done well before you plan to race, so that the board of handicappers has time to make a decision regarding the effect of the mod on the rating (positive or negative). Most modifications are planned and implemented over the Winter. Be sure to include complete descriptions of all mods when you return your PHRF renewal form. Which mods will effect the rating? Generally, changes to the standing rig dimensions (I, J, P, E, Isp, SPL), keel (depth and weight), ballast, rudder, engine type/location, and changes to sails should be reported. If there's a question in your mind about this, it's better to send it in with your renewal, and let the handicappers make the decision.

## Racers Needed for Kent Island Area...

Chris Bardwell-Jones, who lives over on Kirwan's Creek at Kent Island, bemoans the fact that despite all the water and all the boats, "it is a barren spot as far as yacht racing is concerned." So he needs your aid and assistance. "I want to see if I can find enough interested sailors in the area to get a Wednesday evening and/or Sunday afternoon series of

PHRF yacht racing going. My goal is to organize some light hearted, laid back, fun racing from the Kent Narrows and around Prospect Bay. My success will obviously depend entirely on finding other kindred spirits." You can reach Chris by phone or email at 410-643-9580 (evenings), 410-604-3400 (day), or email to cbj@bardac.com.

## 2001 Annual Delegates Meeting Held at EYC, 10 Nov 2001

The annual Board of Delegates meeting was held at the EYC on 10 November. A number of important issues were discussed and some significant rules were revised regarding the use of symmetric and asymmetric spinnakers. Check out the minutes from the meeting that follow...

### Attendees:

Joe Krolak, President  
 Bob Thomas, Jr., Past President, Del UCYC  
 Jerry Smernoff, VP Reg I-III  
 John McCarthy, VP Reg IV, Del CCV, Proxy RRYC, RSA  
 Betty Robinson, Sec'ty/Treas. & Del ESSA  
 Stew Buckler, Exec. Sec'ty & Del SMSA, Proxy SMCSA  
 Rob Mairs, Ch.Hdcpr, Reg I, II, III  
 Dan Trammell, Hdcpr, CBYRA Rep  
 Rob Jabin, Del AYC  
 Randy Pugh, Hdcpr & Proxy BBSA, NNSA & PBC  
 Eric Crawford, Hdcpr & Del TAYC  
 Bob Greenfield, Hdcpr, Del BCYA  
 Bob Dunn, Del EYC  
 David McClatchy, Proxy GRF  
 Gary Hensley, Del GSA  
 Tom Schuyler, Proxy HNSA  
 Greg Cutter, Del HYC  
 Mike Brownlee, Del NASS  
 Bruce Bingman, Hdcpr, Proxy RRBC  
 Ray Taylor, Del SRSA  
 Charles Eldred, Del SYC

The 2001 Annual Meeting was called to order by President Joe Krolak at 1105. Executive secretary, Stew Buckler, called the roll. Delegates, including proxies, present at this meeting represented 757 of 1099 total members for 2001. This provided a quorum for voting on proposals at this meeting.

**President's Report.** Joe Krolak thanked the Board of Handicappers and Board of Delegates for helping make PHRF so successful in Bay racing for 2001. PHRF continues to be the largest handicap fleet on

the Chesapeake Bay. Joe thanked the Eastport YC for all their support for PHRF, including hosting this annual meeting of the delegates. Joe noted that he removed his name from nominations for PHRF office this year due to his impending election as CBYRA president for 2002. Joe also thanked the PHRF executive board members, Jerry Smernoff and John McCarthy (regional VPs), Bob Thomas, Past President, Betty Robinson (Secretary/Treasurer), Rob Mairs and Dick Lane (Chief Handicappers), and Stew Buckler (Executive Secretary) for helping with PHRF business for 2001. Robert's rules of order were used to conduct this meeting.

**Treasurer's Report.** Betty Robinson presented the Treasurer's report, which provided a summary of PHRF income and disbursements for this year (to date). A balanced budget of \$26,775 was presented for 2002. The 2002 budget included a correction to delete \$3300 income from valid list fees, and to delete \$2300 in expenses for the valid list, and to reduce the budget for attending National meeting from \$3000 to \$2000. This is shown on the attached budget report. The 2001 financial report was accepted as submitted by affirmation of the delegates. The 2002 budget \$26,775, was voted on, and approved for 2002.

**US Sailing Delegate Report.** Bob Thomas and Bruce Bingman provided a summary of the handicap related issues from the US Sailing annual Fall meeting. Bruce has been elected Chairman of the National PHRF committee for next year, so PHRF Chesapeake issues will be well represented at the National level. Bruce will strive to have the National committee help "normalize" the J-35 rating across the country to help provide a basis for comparison for regional PHRF fleets. He will also serve on the National appeals (ratings) committee, which is a very high profile, and expensive process (to appeal a rating to that committee). Other issues involved the merger of ISAF, and ORC, which will result in ISAF most likely following the ORC handicapping system. The number of PHRF fleets, nationwide has decreased from 59 to 54 fleets, due, in part, to some consolidation of smaller fleets. The national committee is investigating handicapping of variable (water) ballast and canting keels. Harassment of handicappers in some regions is apparently becoming a problem, and was discussed at the national PHRF committee meeting. If anyone has issues for PHRF of the Chesapeake to take to the national level, please address these through your club delegate, who should bring it to the PHRF

Chesapeake executive board (Pres, VPs, Treas, Sec'ty, Ch Hdcpers), for discussion with our national representative (Bruce Bingman). The full minutes of the entire US Sailing annual Fall meeting may be found at [www.ussailing.org/news](http://www.ussailing.org/news).

At this delegates meeting, there was some brief discussion of the use of advertising category "C" for PHRF events. If individual clubs want to specify category A, they should make it clear in the notice of race or sailing instructions. CBYRA cannot change the advertising category as specified by US Sailing. PHRF of the Chesapeake forwarded a letter last year to US Sailing expressing their position to use category A, however US Sailing specified category C as the default category.

### **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 provided ratings for approximately 100 new types of boats this year. In general, things are going well, with some issues (RF sails, AS vs SS) that will be presented to the board of delegates at this meeting for resolution. See proposals below. We had increased cooperation between the Reg I, II, III and Reg IV boards this year, to the benefit of all racers. The handicapping board continues to see "last minute" requests for ratings, which are difficult to administer given the schedules for handicapper meetings. We would encourage delegates to ask members to submit rating applications as early as possible to PHRF to allow for a thorough and complete rating evaluation.

Randy Pugh represented the Reg IV board of handicappers. Rusty Burshell will be new Chief Handicapper in Reg IV for 2002. Thanks to the help of Reg IV delegates, more boats are requesting PHRF ratings for Reg IV races.

**Executive Secretary Report.** 2001 membership of 1099 is a 7% increase over 2000. A report of the distribution of membership across all regions/classes is provided with these minutes. Membership is up in each region except for a slight decrease in region II. Use of the web site ([www.phrfchesbay.com](http://www.phrfchesbay.com)) for applications seems to be increasing slightly also. The use of "PDF" web-based forms seems to be a successful means of providing members with easy access to the necessary forms. For 2002, there will be minor changes to the forms and valid certificates. The 2002 rating renewal forms and information will be mailed (USPS) around the end of December 2001.

**High Point Scorer Report.** No formal reports were available at the time of this meeting, due mostly to the usual problems of late results, and non-standard race result format making the HP process more cumbersome than necessary. Participation this year does appear to be about the same as in 2000. CBYRA hopes to be able to publish HP results within the next five or six weeks.

**2002 PHRF Class Splits.** There was one significant proposal at the meeting to revise the PHRF A0 to A1 split, as this years split was considered to be unfair to the higher rated A0 boats. A motion was made to move the split from 50 to 40. After some discussion, the region 3AW delegates voted to approve this change for 2002. Motions were made and approved to keep the same class splits in the other regions where enough delegates were present. In region IV North, though some discussion about a change occurred, there were insufficient delegates present to approve a change for 2002. The 2002 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 40
- A1 41 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

### **2002 Roller Furling Rules.**

We held a spirited discussion regarding improved ways to address the RF issue. At issue was how to better control (without “policing” that is not happening) the use of RF sails for rating credits. Last year’s changes were a step toward addressing the issue but have not proven to be a final fix. The present RF rule is documented in rule 17 of the standard sail and equipment specifications. There was some discussion of rule 17D allowing “blade” jibs to be used as allowed by 10.22.1 of the minimum equipment and accommodations standards. As rule 17D refers only to 10.22 (not 10.22.1) it is believed this is an invalid assumption.

One motion was presented for discussion as follows (including amendments): “Revise rule 17 to limit RF sail credits to boats with SA/D numbers less than 19, and delete sub-paragraphs A, B, C & D”. This would allow any RF sail material or cover, but restrict credits to those boats with a less performance oriented sail area to displacement ratio. This would be a “cut and dry” rule, and be easier to apply than the present rule. There was discussion regarding the actual ratio to be used, with no clear support for acceptance or refusal of the motion. After some discussion a motion was made to table the motion above and move on. The motion to table was seconded and approved, with a decision to have the technical committee provide clearer recommendations.

An additional motion, regarding an amendment to existing rule 17D was made, and seconded, as follows: “If conditions during a race have warranted the use of a heavy weather sail, as defined by section 10.22 of equipment and accommodations standards, and during the course of the race these conditions have abated, it is permissible to hoist the standard RF headsail for that yacht”. This addition is intended to permit the original RF sail to be re-hoisted when storm conditions abate. After discussion, this motion was voted on and passed.

The results of the RF discussions is that the 2002 rules will be as in 2001, except for the change to rule 17D as above.

### **2002 Symmetric vs. Asymmetric sails.**

Present PHRF Chesapeake rules allow racing with either symmetric or asymmetric spinnakers, with only one change per year permitted. As many

sailmakers are reducing the performance gaps between symmetric and asymmetric spinnakers, some PHRF fleets around the country allow use of both types of spinnakers in the same race. A motion was quickly proposed, and seconded, as follows: “Allow use of both symmetric and asymmetric spinnakers (on same rating certificate) in PHRF Chesapeake rules”. Discussion covered benefits to all racers, where some felt it would be necessary to have both types of spinnakers to be fully competitive, and others felt it was normal progression of sail making technology. There was some discussion of allowing ratings for each type (on same certificate) rather than including the penalty in the single rating. After discussion, the motion was approved, with strong support for allowing both types of spinnakers to be used (on one rating certificate). To further clarify this new policy, an additional motion was presented to add that this dual spinnaker rating can be changed only once a year, as follows: “Boats may change between symmetric, asymmetric, dual spinnaker (symmetric and asymmetric), and no spinnaker ratings only once per year.” The motion was seconded and presented for discussion. An amendment to the motion was proposed as follows: “Allow each boat to have multiple rating certificates, with associated fees for each, issued for different spinnaker configurations, with the certificate for each race/regatta to be presented to the RC with the boats entry application.” This amendment to the above motion was not accepted, and was defeated as being too cumbersome for the RC to administer. The previous motion (to prevent changing certificates more than once per year) was voted on and approved. This allows the existing policy of PHRF Chesapeake to remain in place to only allow for one change in certificate per year.

### **2002 Use of Asymmetric sails on conventional spinnaker poles.**

PHRF Chesapeake rules have not been clear with respect to flying asymmetric spinnakers from regular (attached to mast) spinnaker poles. The intent of the 1994 asymmetric spinnaker rule was that “the forward end of the pole must be fastened down to the deck at the centerline of the boat so that the pole, or bow sprit cannot be adjusted while the sail is flying.” This is quoted from the November 1994 approved rule at that year’s board of delegates meeting. Unfortunately, this policy was never clearly documented in the PHRF rules subsequent to the ruling in 1994. This has led to the need to clarify the rules regarding this issue (articulating sprits and poles for asymmetric

spinnakers). The intent of the present rule was to restrict movement of spinnaker poles (flying "A" sails) to be fixed on the boat's centerline. Newer boats with movable (to each side) bowsprits (e.g., Melges 30) have had the increase in performance potential this provides built into the boats rating, at present (the pole articulation was not restricted). A motion was presented and seconded as follows: "Remove restrictions on movement of spinnaker poles (or bow sprits) for either type of spinnaker." After brief discussion the motion was voted on and approved. This ruling will officially remove all restrictions on moving spinnaker poles, or bow sprits, with either type of spinnaker.

### **2002 Non-Spinnaker ratings?**

Presently, some feel that OS, OL, OP penalties are unfair when sailing in non-spinnaker races, against those that have a rating without penalties. At issue was whether PHRF Chesapeake should provide ratings for boats without spinnakers. The discussion addressed a couple possible ways to administer this, if approved. One was to provide two ratings for each boat (spinnaker and non-spinnaker). This would again present the RC, possibly race by race, with determining which boats were using which rating. This was considered too cumbersome for the RC to administer. The other way would be for local clubs to remove the spinnaker penalties only for non-sanctioned events. This is basically allowed (the clubs control their non-sanctioned events now) within the present rules. The clubs would have to specify this in local sailing instructions and administer the rating differences themselves. A motion was made as follows: "Keep spinnaker and non-spinnaker ratings the same". It was seconded, discussed briefly, voted on and approved. This effectively maintains that PHRF Chesapeake will have only one rating for each boat.

### **2002 One Headsail vs. Two Headsail Non-Spinnaker Classes.**

In some regions, it is confusing and unclear as to whether the non-spinnaker class allows use of one headsail or two headsails. Presently our PHRF rules allow clubs to specify either one headsail or two headsails are allowed during a race. All agree that mixing (1 HS vs 2 HS) in one race provides an unfair advantage to those using two headsails. The discussions were based on possibly having only one non-spinnaker class allowed by PHRF of the Chesapeake. As regions and clubs seem evenly split in their use of either one or two headsails, it was

decided to have the classes remain as they are now. At the CBYRA scheduling meeting, planned for 17 November at EYC, our PHRF representatives will encourage all clubs to clearly specify their non-spinnaker events as either allowing one headsail or two headsails.

### **3 Second Increments for New Boat Ratings.**

Our present PHRF Fleet policies restrict ratings for new boat classes to 6 second per mile increments. In some cases, the board of handicappers feels this is too restrictive, and a 3 second per mile increment may result in a more fair rating. A motion was presented, seconded, and approved after discussion, as follows: "Allow initial ratings in 3 second per mile increments for new boats".

### **1 Second Increments for Other Ratings.**

Our present PHRF Fleet policies restrict ratings for all boats to 3 second per mile increments. In some cases, the board of handicappers feels this is too restrictive, and a 1 second per mile increment may result in a more fair rating. A motion was presented, and seconded, as follows: "Allow handicappers to change ratings in less than 3 second per mile increments". Discussion centered around whether approving this motion would help or hurt the "credibility" of ratings provided by the board of handicappers. Many delegates felt that the existing 3 second per mile limitation is adequate accuracy for the rating processes in use. The motion was voted on and disapproved.

### **Frederick L. Williams Memorial Plaque.**

Frederick Lindsey Williams was the first president of PHRF of the Chesapeake. Fred, who was Commodore of the Fishing Bay YC in 1968, was instrumental in creating the "Bounders" fleet in the FBYC for older boats wanting to compete in off-shore racing. He is also regarded as one of the founders of PHRF racing on the entire East Coast. In 1975, he helped bring the Pacific Handicap Racing Fleet system to the FBYC, where it spread as a popular handicapping system throughout the Chesapeake Bay, and eventually across the entire East Coast. As Fred passed away in Feb 1999, it is fitting that PHRF of the Chesapeake honor one of our founders with a suitable memorial. The region IV VP, John McCarthy proposed the words below be attached to a plaque in Fred's honor, to be on display at the FBYC.

*Frederick Lindsey Williams (July 1937 to February 1999), Commodore of Fishing Bay Yacht Club in 1968; is best known for his love of life, enthusiasm for sailing, and for his vision of the needs of racing sailors.*

*In 1974 Fred created the "Bounders" fleet to provide an enriched experience for the Club's members who wanted to participate in off-shore racing with an older boat. In order to expand the fleet the following year, he and Auzzie Jackson, brought the Pacific Handicap Racing Fleet data base from California, and the "Bounders" evolved into what is now the Performance Handicap Racing Fleet, or PHRF.*

*Fred became the first President of PHRF of the Chesapeake. His missionary work and personal assistance with other Chesapeake Bay clubs convinced our Bay sailors that PHRF was remarkably fair and simple. His tireless efforts helped to spread this locally controlled, performance based system throughout the Chesapeake and eventually the entire U.S. east coast. Today, PHRF is virtually the only rating system used in all North American off-shore club races.*

*Our Bay sailors hoist a Bravo Zulu to you, Fred!*

committee of US Sailing, Stew Buckler to continue as Executive Secretary, and Bob Thomas to assist the Secretary/Treasurer. These appointments were voted on and passed by the board of delegates. Rob Mairs appointed the same Handicapper Board for Regions I, II, III as in 2001, with two exceptions. Bob Greenfield, BCYA delegate, who has served as PHRF handicapper, and other important duties for PHRF when needed, is retiring after 24 years on the board. Jerry Smernoff, also a long time member of the handicapper board, is resigning to concentrate on his new duties as President for 2002. Joe Krolak will fill one of the vacancies on the region I, II, III board, and we are still looking for a replacement for the other vacancy. Please notify Chief Handicapper Rob Mairs (410-956-5633) if you are interesting in filling the vacant handicapper position. Randy Pugh, representing the region IV handicapper board, mentioned the only change would be that Rusty Burshell will be Chief Handicapper, and Dick Lane will be the handicapper "at large" for region IV boats.

**Adjournment.** A motion was brought, seconded, and passed that the meeting be adjourned, and we concluded business at approximately 1530 hours.

**2002 Officer Elections.** Dan Trammell announced the slate of officers for 2002. The following PHRF slate of officers was nominated and approved by the delegates for 2002.

President	Jerry Smernoff
VP – Regions I, II, III	Rob Jabin
VP – Region IV	John McCarthy
Sec'ty/Treas.	Betty Robinson

**2002 Appointments.** Jerry Smernoff appointed Rob Mairs as Chief Handicapper for Northern Bay, and Rusty Burshell, as Chief Handicapper for Southern Bay. Jerry Smernoff will represent PHRF as the delegate to CBYRA, and appointed Bruce Bingman to continue as representative to the National PHRF