

The Mainsheet

PRESORTED
STANDARD
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 2002

Page 1

Changes to PHRF for 2003.

At this years Annual Board of Delegates meeting, some changes were made that will both make PHRF ratings more accessible for some sailors, and improve our handicapping system.

For 2003, we are allowing boats less than 20 ft LOA to request a PHRF certificate provided they meet our category 6P requirements.

The elimination of “grandfather” clauses for asymmetric spinnakers will put all asymmetric boats on an equal footing. “Grandfather” clauses for roller furling sails are planned to be deleted after the end of next year. It is hoped these changes will help stabilize the roller furling rule along the original concept of providing credits for boats using RF sails, while allowing sailors a year to plan for any changes they may need to make.

In 2003, sailors using Code 0 sails as part of their inventory will need to report them on the application or renewal form. The Board of Delegates has agreed that we must rate these sails, as other regions are allowing their use, and Chesapeake Bay PHRF racers are making them part of their sail inventories now. The Board of Handicappers will address the impact on the rating of each boat individually.

At the request of some clubs in the Chesapeake Bay area, we will issue Special Event Certificates, if required for a specific event. For races that either start, or finish in the Bay, racers may be required by the organizing club to obtain a Special Event Certificate from PHRF of the Chesapeake. This certificate will be based on the sail inventory to be used for the race, and will take into consideration the specific course that will be sailed. This certificate will require a fee to PHRF in addition to the for a usual PHRF valid certificate.

Finally, for the first time in a number of years, we are increasing the fee for a PHRF valid rating. Fees for an application will be increased from \$30 to \$35 to cover increased office (mailing, printing, etc.) costs, and to cover the expense of USSailing’s SailRater.Com in our handicapping process.

More information from the Annual Board of Delegates meeting is found below, including the 2003 PHRF class splits, and other topics discussed at the meeting. Please remember a few steps that will help ensure you receive your 2003 rating certificate on time.

1. Note any address changes on the renewal form.
2. Report ALL changes to your boat, rig, and/or sails on the form or attached separately.
3. Include a check to PHRF for the increased fee, (Renewals received BEFORE April 1st are only \$30).
4. Get any renewals with mods, and all new applications, in at least 4 weeks before your first race to allow the handicappers time to evaluate your rating..

**2002 ANNUAL BOARD OF DELEGATES
MEETING MINUTES, Held at AYC, 9
November 2002**

Attendees:

Jerry Smernoff, President, CBYRA Del
 Rob Jabin, VP, Reg I-III, Del AYC
 John McCarthy, VP, Region IV, Del CCV
 Betty Robinson, Sec'ty/Treas, Del ESSA
 Joe Krolak, Past President, Hdcpr, Proxy RRBC
 Bob Thomas, Jr., Treas Ass't, Del UCYC
 Stew Buckler, Exec. Sec'ty, Del SMSA
 Dan Trammell, Hdcpr
 Mayo Tabb, Hdcpr, Del FBYC
 Randy Richter, Hdcpr, Del YCCSC
 Bruce Bingman, Hdcpr, Rep USSailing
 Eric Crawford, Hdcpr & Del TAYC
 Bob Greenfield, Del BCYA
 Bob Rutsch, Exec VP, CBYRA
 Randy Pugh, Hdcpr, Del BBSA & Proxy NYCC, NNSA
 & PBC
 Bob Dunn, Del EYC
 Greg Cutter, Del HYC
 Ted Slotwinski, Del HHSA
 Charles Eldred, Del SYC
 Joe Borrison, Proxy GSA
 Charles Paris, Del NERYC
 Mike Dale, Del RSA
 John Wickens, Proxy GRF
 Heidi Bay, Del WRSC
 Dwight Timm, Del YPYC
 Tod Engelskirchen, Del MRYC
 Bonnie Schloss, Del SRYC
 George Culbertson
 Lee Jerry

President Jerry Smernoff called the 2002 Annual Meeting to order at 1055. He made an opening statement covering the major topics to be voted on by the delegates. Jerry thanked the executive board, the board of handicappers, and executive secretary for the hard work that is done throughout the year to run PHRF of the Chesapeake and develop good working handicaps for the members. Executive secretary, Stew Buckler, called the roll. Delegates, including proxies, present at this meeting represented 929 of 1161 total members for 2002. This provided a quorum for voting on the motions that would be presented at this meeting.

Officer's Reports Summary (detailed reports are attached where available)

Treasurer's Report. Betty Robinson presented the Treasurer's report, which provided a summary of PHRF income and disbursements for this year (to date), and a proposed balanced budget for 2003 of \$31,530. This is shown on the attached budget report. The 2002 actual income and expenditures were presented on the report as well. The treasurer's report was accepted as submitted by affirmation of the delegates. The 2003 budget of \$31530, was voted on, and approved by the delegates.

US Sailing Delegate Report. Our delegate to USSailing, Bruce Bingman provided a summary of the major issues presented at the USSailing meetings of this past year. There were four major issues that effect all sailors. A great concern is the ISAF control over all sailboat racing at all levels. The ISAF (of which USSailing is the US part) is proposing that ALL participants in sailboat racing be ISAF members. This would effect even informal (Wednesday night, etc) events as well as National championships. Potential impact (of not being ISAF member) is that all sailors in the (non-conforming) regatta would be banned from international sailing events (ISAF sanctioned). USSailing representatives to ISAF are opposing this proposal in meetings with ISAF. There is also increasing concern over the litigation surrounding assignment of handicaps by organizations such as PHRF of the Chesapeake. This will be covered later in these minutes. Sponsors for major events seems to be on the decline, to the extent that some major regattas (Kenwood Cup, Admiral's Cup) were cancelled. Overall, the general decline in participation across the last ten years seems to have leveled off in the past few years. Bruce also discussed the SailRater.com tool that USSailing has available to fleets and those who want to assess the impact of changes to individual versus the handicap rating. PHRF of the Chesapeake is working with USSailing to make the tool more available to the board of handicappers to improve the handicapping process.

Chief Handicapper's Reports.

Randy Richter presented the region I-III report for Chief Handicapper, Rob Mairs. 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

Greg Cutter, delegate for HYC, presented the report for region IV, representing Chief Handicapper Rusty Burshell. There was some increase in handicaps this year due to increased emphasis by clubs to get the racers PHRF ratings. Christian Schaumloffel will replace Geoff Hummel on the region IV board next year.

Executive Secretary Report. 2002 membership of 1161 is a 5.6% increase over 2001. A report of the distribution of membership across all regions/classes is provided with these minutes. Each region has increased in membership except for a slight decrease in region I. We are getting more applications through the web site at 'www.phrfchesbay.com', and that seems to be making it easier for potential members to submit applications. The application and renewal forms, as well as the valid certificate will have only minor changes for 2003. There will be a new certification/waiver section for 2003. See information provided later in these minutes, and on the web site. The 2003 rating renewal forms and information will be mailed (USPS) around the end of December 2002. Delegates are asked to encourage their clubs members to renew and apply for PHRF ratings well in advance of the racing season so as to reduce the number of "last minute" rating requests we receive. This is most prevalent beginning around June and continues through the early Fall racing season.

High Point Scorer Report. Joe Krolak provided an update on the HP results for regions I-III. No official results are available at this time. Results are coming in more on time, but continue to be in various formats, requiring additional time to compile the high point totals. Participation does seem to be increasing slightly over 2001. The HP results should be published around the beginning of December. Bob Thomas provided a summary of the participation in region IV. Each of the classes are averaging around

8 to 10 boats for this year. Results for region IV are also pending at this time.

New Business

The following issues/proposals were covered at this meeting.

1. By-law Change: Article VII, Section 7.1 A motion was made and seconded to make an "admin" change to section 7.1 of the by-laws. At the 2001 annual meeting, a motion was approved to allow the Board of Handicappers to provide ratings for new boats in three (3) sec/mi increments. That change was approved without a corresponding change to the by-laws. The motion was approval by by the delegates with no opposing votes. The approved revision to section 7.1 will read as follows:

"Article VII, Handicaps. Section 7.1 Handicaps shall be based primarily on the performance potential of yachts. A handicap assigned to a yacht of a type not previously rated may be based on any data or formula the Area Handicapper deems appropriate, including the measurements of the yacht as submitted by the yacht or comparable yachts. Base handicaps shall be in three second increments."

2. By-law Change: Article VIII, Section 8.1 Over the last few years, we have received a number of requests for boats less than the minimum allowable 20 feet LOA. These requests have been denied in accordance with our by-laws, section 8.1. Other regions of PHRF provide ratings for some of these boats, which caused confusion from the owners regarding our policy, versus other regions. A motion was made and seconded to allow boats less than 20 ft LOA to be rated in category 6P only. After some discussion the initial motion was amended as follows:

"Article VIII, Yachts. Section 8.1 Yachts rated by this Association shall be a minimum of 20 feet in hull length and shall be single hulled cruising type, self-righting, with enclosed cabin. Yachts less than 20 feet in hull length, and meeting the above requirements may be rated in equipment category 6P only."

This amendment was accepted as above and voted on after more discussion of potential safety issues with larger boats. It was recognized that we have this

problem today (larger vs. small boats on same course) and this amendment wouldn't make it any less safe. The boats benefiting from this change will be limited to 6P only, restricting their participation to informal races. The delegates approved the amendment as above with no opposing votes.

3. Proposed Dues Increase. A dues increase from \$30 to \$35 was proposed to accommodate increased expenses. Early renewals would also increase from \$25 to \$30. One quarter of this proposed increase would go to additional expenses in the production of valid certificates and the executive secretary, while the remaining three fourths of the increase would be used by the board of handicappers to evaluate changes to boats ratings using SailRater.Com tool from USSailing. The tool should provide for improved accuracy in assessing rating changes. This increase in dues would be the first in a number of years. After some discussion, the delegates approved the increase in dues as stated above.

4. Elimination of "Guest" Ratings. Presently, our fleet policy allows for the board of handicappers to provide "Guest" ratings at no fee, for boats from outside the Chesapeake Bay wanting to participate in an event in our region. The rating is issued only for a 20 day period. Records indicate that between 3 to 14 boats were issued guest ratings over the past four years. As the impact on both boats coming into the region and leaving the region to race in outside events was considered to be very minor, eliminating the category seems to be the right choice. A motion was made and seconded, to eliminate the provision for "Guest Ratings" from our fleet policies, and charge "guest" boats the regular fee for a rating. The delegates approved the motion.

5. Proposed Fee for Rating Appeals. It was proposed that we begin charging members a \$15 fee for processing and handling of rating appeals. A motion was made, and seconded, to charge the fee. There was much discussion about this motion, with the majority of the discussion expressing the concern that charging a fee might give members the impression we don't want rating appeals. The perception that this would lessen the amount of rating appeals seemed to be against the premise of a performance handicapping system. After the question was called, a vote was taken that defeated

this motion. There will continue to be no fee for rating appeals.

6. Elimination of "Grandfather" clause for Asymmetric spinnakers. Our standard sail and equipment specifications (paragraph 8E) allows that asymmetric spinnakers built before September 1, 1994 be "grand-fathered" to allow their use without penalties. A motion was made, and seconded, to eliminate the grand-father clause from the specifications. This proposal would eliminate any rating credits allowed for asymmetric spinnakers built before 9/1/1994. After some discussion, the motion was voted on and approved by the delegates.

7. Elimination of "Grandfather" clause for Roller Furling sails. Our standard sail and equipment specifications (paragraph 17b & C) allows that for limitations on roller furling sails built before 1 Jan 2001 and after 31 Dec 2000. It was decided after some discussion to take look at changes to both 17B and 17C attempting to clarify the issue of UV protection on "laminated" sails, while not placing immediate restrictions on existing RF sails. Basically, it was decided to allow an additional year on the RF specifications, while clarifying the rule. A motion was made and seconded to change section 17B as follows:

"B. RF headsails built before 31 December 2000, may be constructed of any material except aramid or carbon material, and must have Ultraviolet protection on the leech and foot. Section 17B will be removed 31 December, 2003."

After some discussion, this motion was voted on and approved by the delegates. An additional motion was made and seconded to change section 17C as follows:

"C. RF headsails built after 31 December 2000. Sails may be constructed of any material, but laminated sails must be protected by continuous woven taffeta skins on both sides and all RF sails must have 4.0 oz minimum woven UV cover present on both the leech and foot."

After some discussion, this motion was voted on and approved by the delegates.

8. Authorize allocation of funds to use USSailing SailRater.com. The budget approved for 2003 includes the additional funds to allow use of the USSailing SailRater.com tool. There was no further discussion on this matter.

9. Use of Trapeze by PHRF boats. There are some boats rated by PHRF that are designed to allow use of trapezes. Ratings for these boats is presently provided under the condition that the trapeze not be used in PHRF races. Owners of the boats feel they should be allowed use of the trapeze in PHRF races. A motion was made, and seconded, to allow use of trapezes in PHRF races on boats designed for their use. This potentially would be allowed by rule 86.1 of the RRS, which allows a class to change rule 49. RRS 49.1 states that competitors shall use no device designed to position their bodies outboard, other than hiking straps and stiffeners worn under the thighs. That (49.1) basically makes trapezes illegal unless changed by the individual classes. Most of the discussion was centered on the potential for contact between crew on a trapeze with other boats (most all that would not use a trapeze). It was also considered that the boats in question are rated such that they could compete fairly without use of a trapeze. After further the discussion, the delegates voted to defeat the motion. This vote provides that RRS 49.1 will govern this issue for boat racing in the classes rated by PHRF of the Chesapeake.

10. Use of Code 0 sails in PHRF races. The use of Code 0 sails is becoming more prevalent in PHRF races. More and more racers are asking sail makers to provide these sails. Presently, our standard sail and equipment specifications (paragraph 1B) does not allow use of sails with mid-girths between 50% and 75%. Most code 0 sails would fall within these limits, however some would also fit in as asymmetric sails with mid-girth over 75%. A motion was made, and seconded, to allow the board of handicappers to rate boats using code 0 sails. It was agreed by those present, that a code 0 sail would increase the performance capability of most boats within the designed for wind angles and the use of these sails will increase over time. After some discussion, the motion required amending. It was motion was

changed, and agreed to, by proposing a change to the last sentence of paragraph 1B as follows:

“Headsails with mid-girth, as cut, between 50% and 75% shall be handicapped on an individual basis”

After some additional discussion, the delegates voted to approve this change.

11. Use of whisker poles in PHRF races. PHRF N class racers are using whisker poles to “pole-out” headsails. In many cases, the whisker poles are adjustable beyond the allowable “J” dimension. Should this practice be subject to rating penalty, and should it be treated as we do regular spinnaker poles? It was discussed without a motion. The delegates agreed that present measures stated in paragraph 16A of the standard sail and equipment specifications adequately address the issue.

12. PHRF Non-Spinnaker Class. This past season, some boats were unclear as to whether 1 headsail or 2 headsails were allowed in the PHRF N (non-spinnaker) class. This was purposely left up to the clubs to state which was allowed, however, the confusion to some extent still exists. It was agreed that PHRF should recognize only the 2 headsail class in sanctioned events, but the host club that wants to use a 1 headsail non-spinnaker class, must specifically state the non-spinnaker class is limited to 1 headsail. The effect of this is that all PHRF racers may assume that they may use 2 headsails in non-spinnaker events unless the sailing instructions specifically state only one headsail is allowed.

13. Special Event Rating Certificate. To address the disparate ratings between different regions of the country, some club that host long distance races have asked for a special event rating certificate. The special event rating certificate would only be provided at the request of the host club as a requirement for entry into the race. The rating would be valid only for that single event, and would be provided at the regular application fee, in addition to the usual dues to PHRF of the Chesapeake. The rating would be provided only for races either originating outside, and finishing in the Chesapeake Bay, or starting in the Bay and finishing outside of the Chesapeake Bay. The rating

would be provided based on greater off-wind component than our usual 50% ratio. Some discussion expressed concern that this is essentially providing multiple rating certificates for some boats (at an increased fee), and it could lead to multiple ratings for all boats. This would make PHRF ratings similar in practice to other existing handicapping systems. A motion was made to allow the board of handicappers to provide a special event rating certificate under the above conditions. The motion was seconded and, after additional discussion, was passed by the delegates.

2003 PHRF Class Splits. The 2002 class splits for regions I-III were proposed to be used for 2003 without change. The regional delegates affirmed the use of the same class splits for 2003. Region IVS proposed a change from last years splits, and the region IVS delegation approved those changes, which are shown below. Region IVN delegates voted to use last years class splits for their region. Based on these decisions, the 2003 class splits are approved as listed below.

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

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

Region IV, South:

- A up to 109
- B 110 to 160
- C 161 and above
- Non-Spinnaker (2 Headsails) - all ratings

Regions IIIPR and IV, North:

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

2003 Officer Elections. The same slate of officers as served in 2002 was proposed as nominations for

2003. The delegates approved the following PHRF slate of officers for 2003.

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

2003 Appointments. Jerry Smernoff appointed Rob Mairs as Chief Handicapper for Northern Bay, and Rusty Burshell, as Chief Handicapper for Southern Bay. Jerry Smernoff continue as the PHRF delegate to CBYRA, and appointed Bruce Bingman to continue as representative to the National PHRF committee of US Sailing. He appointed 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. The 2002 board of handicappers for regions I-III was proposed and approved by the delegates for 2003. The 2002 board of handicappers for region IV will continue, except for Geoff Hummel, who will be replaced by Christian Schaumlöffel. There will also be some re-distribution of the clubs between the handicappers. The delegates voted to approve these changes also.

Adjournment. A motion was brought, seconded, and passed that the meeting be adjourned, and we concluded business at approximately 1440 hours.