

# 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 2004

Page 1

---

## What's new for 2005.

At the Annual Board of Delegates meeting (see minutes below), we made some changes to our fleet policies for 2005. You may want to check your renewal forms in the following areas. For 2005, Roller Furling (RF) sail policies (see paragraph 17, Standard Sail and Equipment Specifications) allow that non-spinnaker boats may use a second headsail, but the sail need not conform to our RF sail specifications, and must never be flown without the (approved) RF headsail set. The approved RF headsails must meet the same specifications as required in 2004. Note that the RF headsail should not be changed unless conditions warrant use of a heavy weather sail. A revision to paragraph 17C reiterates that boats which receive a RF credit, should not change RF headsails to suit changing wind conditions, and that the RF headsail must be attached above the RF drum and the swivel (RF) must be a maximum luff hoist. Sections 17 and 18 of the enclosed Standard Sail and Equipment Specifications contain the exact wording of these RF policies. Also for 2005, the lower luff of Asymmetric Spinnakers (AS) is no longer subject to an automatic penalty. This policy change was made to allow for proper luff curve design for those AS flown from a spinnaker pole attached to the mast.

The delegates approved a "non-certificate membership" category, beginning in 2005, which allows owners who have had PHRF certificates for their boats in five (5) previous years, to be members of PHRF without being a boat owner. Also, to accommodate racers from outside the Chesapeake Bay region, any persons that races their boat in the Chesapeake Bay may obtain a PHRF valid certificate, without being a member of CBYRA, or a CBYRA recognized club.

The high point scoring rules for PHRF were revised at the annual meeting. The PHRF high point rules for 2005 are posted on our website for all to read. Most of changes were minor details, but there was also a change to the distance chart for applying bonus points to PHRF races.

A new, approved for 2005, policy will allow the board of handicappers to assign a boat (or boats) to a class outside of the normal approved PHRF class splits without a change in the boats rating providing the boat's rating is within six (6) seconds per mile of the class split.

## 2005 Class Splits

The 2005 PHRF class splits for regions I through III will remain as they were in 2004. There will be a change to the A to B and B to C splits in region IV South. Read through the minutes below for the new rating splits.

## 2005 Officers

Our new President for 2005 is Randy Pugh, a long time handicapper and delegate from region IV. Rob Mairs will continue in 2005 as the region I-III Vice President. John Blais will join the Executive Committee as 2005 region IV Vice President. John is a PHRF racer well known throughout the Chesapeake Bay. Bob Thomas will continue as our Treasurer/Secretary for the next year. Thanks to Jerry Smernoff, who served as President for the past three years, for all the leadership and guidance he has provided. He will continue to be very active in PHRF matters.

## Renewals for 2005

Though all 2004 certificates will be valid until 1 April 2005, it is in everyone's best interest to renew your boat's rating early. Renewals will be mailed out during the last week of December 2004, so please get your renewal back in early. All 2004 ratings will be invalid on 1 April, so you must have a 2005 certificate to compete in events beginning in April. Don't wait until a couple weeks before April, especially if you've made changes to the boat, or sails. The handicappers will review all changes to determine the changes affect on the rating.

## 2005 Valid Certificates

The valid certificates for 2005 will have a slightly different look, with the information better organized so that the dimension or criteria's impact on the rating is more easily understood.

## 2004 Annual Board of Delegates Meeting

The Annapolis YC hosted this years annual meeting. A copy of the minutes is included below.

## 2004 Annual Board of Delegates Meeting Minutes

### Attendees:

Jerry Smernoff, President, CBYRA Del  
 Rob Mairs, VP, Reg I-III  
 Randy Pugh, VP, Reg IV, Hdcpr, Del BBSA & Proxy  
 OPCYC, RRYC, YPYC & PBC  
 Bob Thomas, Sec'ty/Treas, Del UCYC, Proxy ESSA  
 Stew Buckler, Exec. Sec'ty, Del SMSA  
 Bruce Bingman, Ch Hdcpr, Reg I-III, Proxy RRBC, Rep  
 USSailing  
 Rob Jabin, VP, Reg I-III, Del AYC  
 Bob Greenfield, Del BCYA  
 John Blais, Del CCV  
 Richard Ewing, Del EYC  
 Mayo Tabb, Hdcpr, Del FBYC  
 John Wickens, Del GRF  
 Keith Mayes, Del HHS  
 Greg Cutter, Del HYC  
 Bob Seay, Del MRSA  
 Tom French, Del SCC  
 Clarke Slaymaker, Del SRSA  
 Richard Sharoff, Proxy SRYC  
 Chuck Eldred, Del SYC  
 Eric Crawford, Hdcpr & Del TAYC  
 Heidi Bay, Del WRSC  
 Randy Richter, Hdcpr, Del YCCSC  
 Bruce Franz, ESSA  
 David Stapleford, ESSA  
 Rich Harrison, Hdcpr  
 John Dodge, Pres CBYRA  
 Dick Emmett, Treas CBYRA

President Jerry Smernoff called the 2004 Annual Meeting to order at 1107. He briefly covered the planned items on the agenda, introduced the President and Treasurer of CBYRA who were attending, and appointed Randy Richter as Parliamentarian for the meeting. He asked for a roll call to determine if a quorum for conducting business was available. Executive secretary, Stew Buckler, called the roll. Delegates, including proxies, present at this meeting represented 916 of 1163 total members for 2004. This provided a quorum for voting on the motions that would be presented at this meeting.

**Treasurer's Report.** Bob Thomas 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 2005 of \$37,000. This is shown on the attached budget report. The 2004 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 2005 budget of \$37,000, was voted on, and approved by the delegates.

**US Sailing Delegate Report.** Our delegate to USSailing, Bruce Bingman provided a report from the 2004 USSailing Annual General meeting. Bruce also serves as chair of the US PHRF committee, as a member of the executive committee of the National Offshore Council, and is an offshore/handicapping representative to the USSailing Board of Directors.

The total PHRF certificates nationwide is holding steady at about 15,000 in approximately 60 fleets. The USSailing office estimates that about 20,000 boats are using PHRF ratings without formal certificates for informal racing and in areas with no registers fleets. These numbers make the PHRF the most widely used rating system in the world, compared to the ORC club system, IMS, and IRC.

There was considerable discussion at the USSailing meeting about the use of IRC rule to handicap many of the "grand prix" boats in the major regattas around the country. IRC, a development of the CHS (Channel Handicap System), requires measurement/weighting (over \$500 per boat) and has an annual certificate fee of around \$250. The USSailing PHRF committee approved a "universal" diagram to cover sail plan measurements. The universal diagram is essentially identical to the one we use in PHRF of the Chesapeake (in our application package and on our website). The committee also voted to adopt "median ratings" for a select group of boats in the rating range of -24 to 168, to encourage more uniform ratings from region to region, where not influenced by unusual local conditions. There was also discussion of a proposed re-organization of USSailing to become a more efficient and responsive organization. It was pointed out that a potential re-organization should have adequate representation of offshore sailing. Some insurance issues were covered during the General Services committee, where concerns were expressed that some insurance companies are refusing to cover "race boats". There is apparently an unpublished "list" of some "race boats", but the point to all racers is that they should check with their insurance company to verify coverage for any boats using for racing. USSailing is proposing a new membership category for "crew" members. The fee will probably be lower than regular membership, and should include goodies (sailing gloves, flash card of rules and flags, etc). A good deal for skippers to get crew more involved.

A special thanks to Bruce for all the volunteer work he does for the sailboat racing community, both locally and nationally!!!!

### **Chief Handicapper's Reports.**

Region I-III, Bruce Bingman, Chief Handicapper. Region I-III has had a generally good year, with some issues with ratings on some boats being unsatisfactory. These problems are associated with owners providing lacking, or incorrect, data on the rating application form. Every opportunity is made to determine the correct information, but occasionally, owners are dissatisfied. The handicapper board met nine (9) times, including one joint meeting with the region IV board, to resolve handicaps for new and modified boats, to adjust ratings, and to hear rating appeals. Thanks to all on the current handicapper board members for their dedicated efforts this year, and for returning for duty next year.

Region IV, Rusty Burshell, Chief Handicapper. Greg Cutter provided the report for the chief handicapper. Region IV has had a "quiet" year, and two meetings were cancelled for lack of new boat rating applications. On occasion, the board used emails to resolve ratings, versus having a formal meeting. One issue is that the rating splits continue to affect rating assignments. The fast boats in a class seem to have a large advantage, but not due to handicap or fixable by changing ratings. One way to deal with the problem is to let handicappers specify a class (PHRF A, B, etc) for a boat when the rating is within six (6) seconds of a class split. This would prevent a situation where a boat's rating is lowered and puts them in the faster class. Region IV would prefer to change the class a boat races in, rather than changing the rating. Also, as reporting in region I-III, there is a problem with reporting information on the application form. With a larger number of both cruising and racing versions of the same boats it is difficult for the handicappers to really know which version a boat is. It is essential that owners make every effort to correctly identify the exact boat for which the handicappers will provide the rating. Rusty will step down from his position as Chief Handicapper for 2005, but will continue as the "at large" handicapper for region IV.

**Executive Secretary Report.** 2004 membership is down a bit from 2003, and is now at a total of 1163. Regions II & III show a slight decline over 2003 membership, while regions I and IV continue about the same. Renewals were up again this year, while new rating applications decreased by 21 boats from last year. Our web-site ([www.phrfchesbay.com](http://www.phrfchesbay.com)) is generating many new boat applications, and provides a simple way for all on-line customers to obtain the application package. The website has a new web host beginning this Fall. During the previous six months, we've had some unannounced down time for the website just when a new valid list was to be published. The old web hosts answer of "we'll get to (the problem) it in 72 hours was unacceptable. The application form will be changed to delete the Special Event Certificate (no one used it during 2004), and include the new membership category as approved at this meeting (see below). The 2005 valid certificate will have significant changes to organize the information better, and reduce duplication. While the current valid certificates will not expire until 31 March 2005, the 2005 rating renewal forms and information will be mailed (USPS) out to all 2004 members around 1 January 2005. I ask all delegates to encourage their club's members to renew early (and save \$5). All ratings not renewed by 31 March will be not valid for 2005. Of course, those applying for new ratings should submit the application forms well in advance of the racing season so as to reduce the number of "last minute" rating requests we always seem to receive before the bigger regattas. It is imperative to accurate mailing of the renewal forms that we have correct addresses for all members. The delegates were asked to remind their members to inform the PHRF office of any changes.

**High Point Scorer Report.** There were no high point results available to report to the delegates at this time.

**President's Remarks.** Jerry Smernoff gave his final thoughts as President of PHRF for the past few years. He will continue to be very active in PHRF business in the future.

**Old Business:** It was requested that the 2003 annual meetings minutes be approved as published. A motion was made and seconded and approved by acclamation.

**New Business:** The following issues/proposals were brought up for discussion and voting by the delegates at this meeting.

#### 1. **By-law Change: Article III, Section 3.1**

The original published proposal, which would have changed the regular membership category to a "Racing Member" category, was brought to the floor for discussion. One of the concerns was that both the proposed change, and the existing section required either CBYRA membership or membership in a CBYRA affiliated club, for membership in PHRF. Since "Guest" memberships were eliminated in 2002, this left no way to provide ratings (and membership) to boats from outside our region. An alternative, that addressed this issue, was presented. The delegates made a motion to replace the original proposal with the alternative. The motion was seconded, and the alternative proposal read as follows (highlighted are the new, changed, or deleted text):

**Section 3.1 Members** Any person, representing themselves, a syndicate, or an organization, who is the owner, or charterer, of a sailboat principally

berthed, or raced, in the vicinity of the Chesapeake Bay is eligible for ~~FULL~~ membership in this Association. Only owners, or charterers, who are members of CBYRA, or a club belonging to CBYRA, are eligible to hold office in this Association. Membership applications must be provided in writing on the current year application form approved by a Chief Handicapper and the Executive Secretary."

After additional discussion on this proposal the question was called, and the delegates voted by acclamation to approve this proposal as above.

#### 2. **By-law Addition: Article III, Section 3.2**

This proposal was to add a new member category for "Non-Certificate Member". This addition would allow persons who are not "Racing Members" to be "Full" members of PHRF of the Chesapeake. This proposal would allow persons who have raced in the past, but not currently, to hold the offices in PHRF of the Chesapeake. This proposal was brought the floor for discussion, and after some necessary changes, the following proposal, as follows, was brought to a vote:

**Section 3.2 Non-Certificate Member** Any person who is a member of CBYRA or a club belonging to CBYRA and who has held a PHRF certificate for five years is eligible for membership in this Association upon written application in form approved by a the Executive Secretary."

After further discussion on this proposal the question was called, and the delegates approved this proposal as shown above by majority vote. With the approval of this new section, the present section 3.2 covering associate members, will be renumbered as section 3.3.

#### 3. **By-law Addition: Article V, Section 5.8**

This proposal, that was not included in the original agenda, was added to the agenda as a new proposed change to the by-laws. This proposal was to allow the Executive Committee to establish "service fees" to the duplication and dissemination of valid rating certificates. After some discussion, it was decided the proposal was too specific and amendments to the initial proposal were made to allow for establishing service fees for any administrative matter. The revised proposal was agreed to as follows:

**Section 5.8 Service Fees** The Executive Committee is authorized to establish and administer service fees."

After further discussion on this proposal the question was called, and the delegates approved this proposal as shown above by acclamation.

#### 4. **PHRF High Point Rules Revision**

A proposed revision to the PHRF high point rules was provided to the delegates prior to the meeting. At this meeting, we had substantial discussions on each area of the high point rules, with additional changes being made to the original revised version of the high point rules. A motion was made to approve all the changes as made during the discussion, and the delegates voted to

approve the revision as changed. The majority of the approved changes were to improve the means a boat has of qualifying for high point awards, improve the scoring of the qualifying events, and to modify the bonus point structure for course length. The complete approved revision to the high point rules may be viewed at our PHRF website.

##### **5. Revision of Standard Sail and Equipment Specifications for Limitations on Roller Furler (RF) Headsails (paragraph 17, page 39 of 2004 PHRF Yearbook)**

Earlier this year, the Executive Committee voted to change paragraph 17, to allow use of second headsails (for downwind in non-spinnaker races) that do not conform to our RF rules. These changes required, in accordance with section 5.7 of our by-laws, approval of the Board of Delegates. That change, and a couple additional changes were considered at this meeting. Some additional text, that would clarify when a RF headsail could be changed, was proposed as an amendment to paragraph 17C. The initial proposal and the new wording for 17C were discussed and approved by the delegates. An additional new paragraph was proposed (based on allowing a second, non-conforming headsail, to be used) that would allow the second headsail to be used only when the RF headsail is also set. This proposal was brought to the floor, discussed, and finally approved by the delegates. The complete, revised, paragraph 17, as approved, now reads as follows:

#### **“17. Requirements for Roller Furler Credit**

A. The genoa/jib must be tacked above the roller furler drum and have the head (or pennant) secured to the bottom of the upper swivel at all times while racing except while changing the genoa/jib.

B. 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.

C. The roller furling headsail, once hoisted, shall not be changed during a day, race, series, or regatta, unless conditions warrant use of heavy weather sail, as defined by section 10.22 of equipment and accommodations standards. 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.

D. A second headsail if flown, it need not conform to 17B, but shall never be flown without the roller furling headsail also set.”

##### **6. 2005 PHRF Class Splits**

There was substantial discussion about changing the class splits in region IIIAW to reduce the wide rating bands within some of the classes. The initial proposal included an additional class break within the PHRF A fleet (region IIIAW). A number of the regions delegates were concerned that many boats might be forced into classes where they would be less competitive, not more competitive. There was little support for changing the PHRF A to B, and B to C splits. After a good discussion, the

question was called and the region IIIAW delegates voted to keep the same class splits as in 2004 for next year. The delegates from regions I through III, and region IVN also voted to keep the same splits as in 2004 for next year. The region IVS delegates proposed, and approved revised splits for region IVS for 2005. The complete list of class splits for 2005 as approved by the regional delegates, is as follows:

Region	Class	Approved 2005 Splits
III AW	A0	up to 040
III AW	A1	041 to 085
III AW	A2	086 to 118
I, II, III SE	A	Up to 118
I, II, III AW, III SE	B	118 to 154
I, II, III AW, III SE	C	155 to 202
I, II, III AW, III SE	D	203 and up
III PR & IV North	Spinnaker	All ratings
IV South only	A	Up to 115
IV South only	B	116 to 166
IV South only	C	167 and up
I-IV	Non-Spinnaker	All ratings

##### **7. Assigning Boats to Classes**

This proposal was a new concept brought to the delegates by the chief handicappers. The proposal would allow the handicapper boards to assign boats to a specific class, without a change in the boat's rating. The concept was presented that if lowering a boats rating resulted in the boat moving to the next faster class, then as the “slow” boat in the faster class, the boat would no longer be competitive. However, if the boat was moved to the faster fleet, but the rating was not changed, the boat would be more competitive due to a more favorable rating against the boat it would be racing against in the faster class. This is a very different concept, and, as it was not proposed before the meeting, generated quite a bit of spirited discussion. The question was eventually called, and there was a split vote, which required a roll call to resolve. The motion, as included below, was passed by a “super” majority of 680 to 236.

“Individual boats, as agreed to by the board of handicappers, may be assigned to a class different from the approved class split for the boat's valid rating, provided the rating falls within six (6) seconds of the class split.”

##### **8. Revision of Standard Sail and Equipment Specifications for Asymmetric Spinnakers (paragraph 8, page 37 of 2004 PHRF Yearbook)**

Paragraph 8, as written, prevented sailmakers from building asymmetric spinnakers, which are to be flown from spinnaker poles, with a proper luff curve without rating penalties. A proposal was developed that would eliminate the lower luff limit to allow properly sized AS to be built for use with spinnaker poles attached to the mast. This proposal was brought to the floor, discussed, and approved by the delegates. The complete, revised paragraph 8, as approved, reads as follows:

**“8. Asymmetrical Spinnakers**

A. The choice of asymmetrical spinnaker, symmetrical spinnaker, or both types of spinnaker shall be made at time of application or renewal and may be changed only one time during the sanctioned racing season.

B. Unpenalized luff (ALU) shall be no greater than 1.1 times the square root of  $(Ia^2 + (J * (SPL\%/100))^2)$

C. Unpenalized foot (AF) shall be no greater than  $(J * (SPL\%/100) * 1.8)$ . SPL% shall include extendible bowsprits.

D. Unpenalized mid girth to foot ratio (AMG/AF) shall be not less than .80.”

**9. OD Ratings**

A proposal was introduced at the meeting (it was not previously published to the delegates) to limit measurements, and crew on boats with ODR certificates issued by PHRF of the Chesapeake, to not greater than the limit that is set for non-ODR PHRF boats. The proposal was seconded, and discussion centered on the initial concept of an ODR rating. The concept that PHRF would provide a rating to one-design boats was that the rating was issued only for boats that raced completely in accordance with the OD standards. All OD ratings have been issued taking into account the OD rules and limits imposed by the OD standard, not PHRF limits. The proposed change, therefore, would basically eliminate OD ratings as an option for PHRF members with one-design type boats. After some additional discussion, the proposal was defeated.

**10. Event Numbering**

Another proposal was introduced at the meeting (it was not previously published to the delegates) to change the CBYRA event numbering from the present three digit number, to a four digit numbering system. This proposal seemed outside of the responsibilities of the board of delegates and was not accepted for discussion at this meeting.

**11. Revision of Standard Sail and Equipment Specifications for Stock Boat Roller Furler (paragraph 18, page 39 of 2004 PHRF Yearbook)**

A proposal was introduced at the meeting (it was not previously published to the delegates) to add further clarification to paragraph 18A for stock boat roller furlers. The present statement requires the RF jib/genoa be tacked above the RF drum, but doesn't address the upper attachment. The proposed addition was to cover that issue. The proposal was brought to the floor for discussion, and then approved by the delegates. The complete, revised paragraph 18, as approved, reads as follows:

**“18. Stock Boat Roller Furler (RF)**

A. If a standard class boat is supplied from the factory with a RF system for the genoa/jib, the board of handicappers will provide the rating for the class assuming no modifications to the RF system or sail attachment thereto. This means that the genoa/jib shall be tacked above the RF drum and the swivel be at maximum luff hoist when a jib is flown.

B. Any modifications departing from these standards must be reported to the board of handicappers.”

**12. PHRF “D”**

Another proposal was introduced (it was not previously published to the delegates) to eliminate PHRF D as a class split for 2005. As there are a substantial number of boats that are over the 203 seconds/mile limit, it was not considered an appropriate change to make at this time. The proposal was rejected.

**13. Certificate/Entry**

There was a proposal to include the CBYRA race entry form (as on page 95 of the 2004 Greenbook) on the PHRF Valid Certificate. This was to allow the PHRF certificate and race entry form to be simultaneously provided to the race committee. It was considered that the race entry was the competitor's responsibility, therefore this proposal was not considered.

**14. Election of 2005 PHRF Officers**

The nominating committee provided the following slate of officers for 2005 for the delegates to consider. The nominations provided for 2005 officers are as follows:

President --	Randy Pugh
VP Region I-III --	Rob Mairs
VP Region IV --	John Blais
Secretary/Treasurer --	Bob Thomas

The delegates approved the above slate of officers for 2005 by acclamation.

**15. 2005 Appointments.** Our 2005 President, Randy Pugh, appointed Bruce Bingman as Chief Handicapper for Northern Bay, and Alan Bomar as Chief Handicapper for Southern Bay. He also appointed Jerry Smerhoff to 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. The 2004 region IV board of handicappers will continue for 2005, except Rusty Burshell will replace Randy Pugh, and Chris Johnson will replace Alan Bomar. The region I-III board of handicappers will continue for 2005 as they were in 2004. The delegates voted to approve these changes also.

**16. Adjournment.** A motion was brought, seconded, and passed that the meeting be adjourned, and we concluded business at approximately 1500 hours.