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The Newsletter of PHRF of the Chesapeake
P.O. Box 3169
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Winter 2005

Page 1

What's New for 2006.

New definition for Symmetric Spinnakers. To clear up any confusion on the definition of symmetric spinnakers, it was decided to update the definition in paragraph 5 of the Standard Sail and Equipment Specifications to ensure all symmetric spinnakers are symmetrical in both shape and construction. This is in response to some spinnaker with equal leech lengths, but different construction and shape on either side of the centerline, being reported as symmetric spinnakers. See the minutes to the Annual Board of Delegates meeting below for the exact wording of this change.

Asymmetric Spinnaker Limitations. There is presently some confusion as to the minimum unpenalized girth to foot ratios allowed for asymmetric spinnakers. Some sections of the Standard Sail and Equipment Specifications mention .75% and others refer to .80%. To correct any confusion in this area, a change will be made to the unpenalized girth/foot ratio from .80 to .75 in paragraph 8D. The change will be effective in 2008 to allow time for those with recently purchased asymmetric spinnakers to adjust to the updated limits and will allow agreement for all definitions for asymmetrical spinnakers. See the minutes to the Annual Board of Delegates meeting below for the exact wording of this change.

2006 Class Splits. 2006 PHRF class splits for regions I through III have been revised significantly. Due to the large rating bands in some of the PHRF A divisions in region 3AW (Annapolis/West River), it has been necessary to revise the PHRF A splits in that region, and add an additional "A" fleet split. PHRF A will be divided into A0, A1, A2, and A3 for 2006. In addition, the PHRF A/B and B/C splits were also revised for all of regions 1, 2 and 3. There will be no change to the class splits in region 4. View all of the 2006 Class Splits as revised in the minutes to the Annual Board of Delegates meeting below.

2006 Officers. Our Executive Committee for 2006 remains the same as in 2005. Our 2006 Executive Committee members are:

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

Chief Handicapper, Northern Bay - Bruce Bingman.
Chief Handicapper, Southern Bay - Alan Bomar.

Rating Certificate Renewals for 2006. Though all 2005 certificates will be valid until 1 April 2006, 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 2005, so please get your renewal back in early. All 2005 ratings will be invalid on 1 April, so you must have a 2006 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, as the board of handicappers will review all changes to determine the affect on ratings.

2005 ANNUAL BOARD OF DELEGATES MEETING MINUTES

Annapolis Yacht Club, 19 November 2005

Attendees:

Randy Pugh, Pres, Del BBSA
Rob Mairs, VP, Reg I-III
John Blais, VP, Reg IV, Del CCV & Proxy OPCYC & PBC
Bob Thomas, Sec'ty/Treas, Del HYC
Stew Buckler, Exec. Sec'ty, Del SMSA
Bruce Bingman, Ch Hdcpr, Reg I-III, Proxy RRBC, Rep USSailing
Rob Jabin, Del AYC
Bob Greenfield, Del BCYA
Ed Poe, Del CCV
Richard Ewing, Del EYC
Ron Primm, Del NYCC
Mike Brownlee, Proxy NASS
Tom French, Del SCC
Clarke Slaymaker, Del SRSA
Keith Mayes, Del HHSA
Chuck Eldred, Del SYC
Eric Crawford, Hdcpr, Del TAYC & Proxy MRYC
Mayo Tabb, Hdcpr, Del FBYC
Randy Richter, Hdcpr, Del YCCSC
Rich Harrison, Hdcpr
Joe Krolak, Hdcpr

President Rany Pugh called the 2005 Annual Meeting to order at 1030. He thanked the members of the board of handicappers, and the executive secretary, for their efforts in keeping PHRF the organization it is today. 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 826 of 1138 voting members for 2005. 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. Bob Thomas presented the Treasurer's report, which provided a report of actual income and expenditures for 2005 up to this date and a proposed balanced budget for 2006 of \$37,000. This is shown on the attached budget report. The treasurer's 2005 report was accepted as submitted by affirmation of the delegates. The 2006 budget of \$37,000, was voted on, and approved by the delegates.

US Sailing Delegate Report. Our delegate to US Sailing, Bruce Bingman, presented the following report, from the 2005 US Sailing Annual Meeting.

The 2005 Annual Meeting of US SAILING was held in Phoenix, Arizona from October 19 to October 23, 2005. I attended as the PHRF Chesapeake Bay representative. While there I attended meetings of all IRC, Americap, PHRF, ISAF, and Offshore committees. I currently serve as the Chair of the US PHRF committee, as a member of the Executive Committee of the National Offshore Council, and on the Board of Directors for US SAILING as an offshore/handicapping representative.

The total number of PHRF Certificates in the country appears to steady or slightly increasing at about 15,000 in about 60 fleets (we have over 1150 certificates in the Chesapeake). The Offshore Office estimates that currently over 20,000 boats are using PHRF based on estimates of the USPHRF committee members of informal "Friday night" type racing without formal certificates and inquiries from areas where no registered fleets exist. This makes PHRF the most widely used system in the world with ORC club (simplified IMS) second with about 7000 certificates (primarily in Europe), IRC third with 6000 certificates (primarily in the United Kingdom and Atlantic coast of France, but now beginning to spread in the Med and about 500 in the US), and IMS fourth with about 5500 certificates (again primarily in Europe with less than 100 now in the US).

There was continuing discussion in all the committees on the impact of the IRC rule now being used fairly heavily in Long Island Sound, Detroit and San Francisco after a strong marketing effort by the US-IRC (a private consortium of a number of Yacht Clubs including many of the Long Island YC's, New York YC, Ida Lewis YC, Storm Trysail YC, St. Francis YC, and Annapolis YC). As you may recall, the IRC rule is a derivation of the

Channel Handicap System used in the past in the UK and France and for the admiral's Cup. This rule uses a Time-on-Time correction (versus the Chesapeake PHRF time-on-distance correction). The handicap is calculated by combining measurement and actual boat weight plugged into a secret formula with several overall multiplier factors whose formula is changed yearly in cases where the rule does not appear to rate boats correctly (i.e. the 2006 tweak will be for the TP 52's and canting keel boats which are perceived as receiving too favorable a rating). The marketing emphasis is on the measurement part and the fact that the rating is "universal" (i.e. remains unchanged wherever you go - even in different countries). It is fairly costly - the certificate cost runs around \$250/year for a typical 30 footer plus the cost of measurement and weighing the first year (around \$500 to \$1000 depending on the size of the boat). Simple conversions to PHRF indicate most boats rate in similar bands to current PHRF ratings, but some European boats that have been designed "to the rule" such as the recent Beneteau's, some of the "J" boats and Jeanneau's clearly gain 3 to 6 second per mile advantages over their current Chesapeake ratings. PHRF continues to be the primary choice for the Key West and Miami regattas in all but the "Grand Prix" classes, and IRC and PHRF (depending on boat-owner preference) will be used for the top end. Chicago-MAC has been fairly satisfied with Americap and will use some derivation of that for next year as will the Pacific Cup. Newport to Bermuda will use the new ORR (Ocean Racing Rule) - a pure measurement rule tweaked for distance racing and co-score in IRC.

The PHRF committee approved continuing and expanding the concept of a "Median Rating" from the original selected group of about 20 boats to attempt to get up to 50 boats listed in 2006. This is in response to the ongoing problems of some very large and unexplained rating differences seen between some areas in the country for the same boats. The object is to try to encourage more uniform ratings from region to region unless some circumstance (i.e. very heavy breeze, all downwind courses, etc.) exists which would bias ratings more than a few second per mile from the median.

During the ISAF meeting the PHRF committee instructed our delegates to the ISAF meeting in November to oppose various measures if the ISAF empirical rating committee (governs empirical rating systems worldwide) which would increase ISAF control over local measurement and boat specifications. The PHRF committee also opposed direct adoption of Olympic anti-doping rules for all offshore and selected inshore distance racing - noting that many normal medications are on the banned list and adoption of this rule would effectively prohibit anyone but an elite athlete not on any medications from participation in offshore and inshore distance sailing.

The main general topic discussed was the proposed reorganization of US Sailing. Currently, a 57 member Board of Directors representing the various constituencies runs US Sailing. This is a very burdensome structure and it is very difficult to come to decisions,

especially if there is time pressure involved. The proposed reorganization would replace the current Board with a Board of about 12 members elected by the membership at large, although several of the chairs are reserved for industry and Olympic representatives. Nominations to the board would be by a committee that ostensibly has all the major constituencies represented. The concern of the various committees under the current Offshore Council was that the proposed structure not only failed to ensure representation of offshore sailing on the BOD, but actually placed the entire Offshore Office one rung lower in the overall organization. After fairly heated debates at the committee level and much more moderate debate at the general meeting, the revised structure was passed. Work over the next several months will be to set up the detailed workings of the committees under the new general structure. For the present time the current Offshore committee structure will be carried over to the new organization although all offshore activities will be placed in a Competition Division including Race Management and Rules organizations reporting to the BOD. I will continue to serve on PHRF, IRC, Americap, and Offshore committees.

Chief Handicapper's Reports.

Region I-III, Bruce Bingman, Chief Handicapper, submitted the following report.

For the last several years, the A-1 class in the Northern Bay has consistently placed 20 to 40 boats on the starting line for most major races. Based on the results of several years of imputed rating data and race course observation, the ratings of most boats in the 36 to 69 range were lowered by 3 seconds per mile. This also brought most of these boats closely in line with the US PHRF committee median ratings that were published last year. The results for the year appear to bear out that this has resulted in better overall and closer competition.

The rest of the year saw the usual 10 to 20 requests for new ratings each month as well as a few appeals. Some rating work was carried out on an expedited basis by e-mail to provide certificates for a few major regattas at the last minute. I would support a measure to increase the fees of such applications by a factor of 2 or a flat \$50 late fee (similar to the US Sailing policy on last minute Americap, IMS or IRC certificates) since the practice should be discouraged, but I am reluctant to prohibit it since sometimes such cases seem to have valid reasons for being late.

I reluctantly announce that Joe Krolak is resigning as a Northern Bay Handicapper. I want to take special note of Joe's support of PHRF for many years, serving as delegate, handicapper and president of the organization - we owe him a great deal of thanks for his unselfish contributions to the overall growth and improvement of the organization and sailing in the Chesapeake Bay. I am also extremely pleased to announce the John White has accepted an invitation to join the Northern Bay Handicapping Board as Joe's replacement.

I thank the Delegates for their support of sailing and look forward to working with them to continue to have equitable racing on the Chesapeake Bay.

Region IV, Chief Handicapper, Alan Bomar, was not present, however John Blais presented his report, as follows.

In 2005, the Southern Bay had a year without much new or controversial activity. The one notable action was with respect to a "Fleet" appeal against a rating. The appellants did not provide a substantial argument for their appeal and the handicappers of the Southern Bay were required to analyze the data for the rating review. In conclusion the Southern Bay decided the appealed yachts rating and surrounding ratings were fair and no changes were warranted. The Northern Bay agreed with this action. The appeal demonstrated that the membership did not necessarily understand the methodology for a successful appeal. Though it is spelled out in the PHRF handbook, most appeals received are not well supported. The delegates should encourage the membership to seek assistance from handicappers when preparing appeals and to understand that they need to build a convincing argument for a rating modification. A second notable point is that another appeal was presented with a very angry and accusatory letter criticizing some handicappers and PHRF members. The handicappers of the Southern Bay are very objective and often self-critical. Delegates can benefit the membership by reminding their members that angry appeals that accuse the handicappers of not being objective are rarely successful. I thank the delegates for their support of sailing and look forward to working with them to continue to have equitable racing on the Chesapeake Bay. Submitted by Alan Bomar, Chief Handicapper, Region IV.

Executive Secretary Report. The 2005 membership was down 25 members from 2004, to a current total of 1138, with 1137 Valid Certificates issued during the year. A report of the distribution of membership across all regions/classes is attached at the end of these minutes. Our web-site (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 new website host we went with last Fall is working out extremely well, with no web server down time. The Valid List will continue to be available on line, updated every week of the racing season (April – October). Members and delegates are reminded that the Valid List on-line is a digital file (Adobe Acrobat) and can be downloaded for import into a spreadsheet or other format. Adobe Acrobat also has a useful search feature to look up ratings on-line. The 2006 application package will be updated over last years forms, so please use the new one which will be available at the website in a few weeks. The 2006 valid certificate will be updated to delete the minimum size AS information, as we no longer use the small AS data as part of our rating criteria. The 2006 rating renewal packages will be mailed out to all 2005 members around the end of

the calendar year. If 2006 renewals are received prior to expiration, 31 March 2006, members can take advantage of the early renewal fee of \$30. All 2005 Valid Certificates not renewed by 31 March 2006 will be not be valid for 2006. Applications for new ratings should be submitted 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. All the requested information on the application forms should be completed to ensure additional time is not required to obtain the missing data. This frequently slows down the rating process for new applications. 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 address changes within the next few weeks, as renewals will go out at the end of December.

High Point Scorer Report. There were no high point results available to report to the delegates at this time. It is anticipated that preliminary results may be available by Mid-December. CBYRA is working to encourage ALL host clubs to use JavaScore to enter/report race results for 2006, and for 2007 it is anticipated that JavaScore will be mandatory. Use of a single scoring program will make high point scores (for ALL divisions including Junior and OD divisions) available in a more timely manner for all racers on the Chesapeake Bay.

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

1. **Special Event Certificates.** At the 2002 Annual Meeting, "guest" rating certificates were eliminated, which necessitated establishing the Special Event Certificate category. There is some concern that the present policy for Special Event Certificates is inadequate, and may allow abuse, as the limitations are now for races either originating (starting) or finishing in the Chesapeake Bay. The following section was added to the Fleet Policies and published beginning with the 2003 Yearbook. The Yearbook section now reads as follows:

"Special Event Ratings. Special Event Rating Certificates may be issued to sailboats competing in races either originating (starting) or finishing in the Chesapeake Bay, as requested by the host club as a requirement for entry into the race. Certificates from other areas of the country will not be valid for events being conducted under PHRF of the Chesapeake handicapping guidelines and policies. Special Event Rating Certificates will require the same fee as a regular PHRF valid certificate and will be valid for only the single event. "

A change was proposed that would limit Special Event Certificates to "... events starting or finishing outside the boundaries of the Chesapeake Bay..." in the Special Event Ratings section above. There was some explanation and discussion of this proposal, however a motion to present the proposed change to the delegates for a vote was not made.

Another motion was made and seconded to keep the above section on Special Event Ratings as published without a change. The delegates passed this motion.

2. **One Design Rating.** There had been a good deal of discussion among handicappers concerning some of the changes to One Design specifications of a few classes of boats that changed OD sail requirements to allow the latest "high tech" sail fabrics and construction to be used for OD racing. As the assignment of a OD rating includes consideration as to the size and construction of the sails, it could potentially have an effect on OD ratings. I was decided, after brief consideration by the delegates, that this issue can be handled entirely by the board of handicappers on a class by class basis, and no policy or rules changes were necessary.

3. **Gratis Ratings for collegiate big boat sailing programs.** There was discussion about providing "gratis" rating certificates for some collegiate sailing programs. This was primarily focused at schools with minimal budgets and a small number of boats. We do provide ratings for a number of organizations (such as universities, limited access sailing programs, etc) but ask each for fees as we do individual members who may have multiple boats. As the fees (for a rating certificate) are not excessive, it was decided not to present a motion to address this issue.

4. **Application/Renewal fees.** There was discussion about revising the application and renewal fees for 2006, due to the amount of available funds in savings accounts of PHRF of the Chesapeake. A proposal to lower the fees for 2006 was made and seconded. During discussion of this proposal and alternative way to address these funds was proposed, so the original proposal to lower fees for 2006 was withdrawn. The alternative proposal was for the Executive Committee, as part of the annual budget process, to propose to the board of delegates a limited percentage of funds available for donation to deserving sailing organizations and/or individuals. The motion was as follows: "As part of the annual budget process, the Executive Committee will propose to the board of delegates an amount to provide as a charitable contribution to deserving sailing organizations and/or individuals to encourage Chesapeake Bay sailing". This motion was seconded and after further discussion, voted on and approved by the delegates. The process to determine how much funds and which organizations, or individuals, will be determined by the Executive Committee, with inputs from any delegates who may have recommendations. It is anticipated the percentage of funds will be 5% or less of funds available, and that the Executive Committee will present recommendations to the delegates by the Summer of 2006. The board of delegates felt this is an important opportunity to act collectively to encourage Chesapeake Bay sailing and support charitable and educational activities.

5. **2006 PHRF Class Splits**

There was substantial discussion about changing the class "A" splits in region IIIAW to reduce the wide rating bands, and to redistribute the class B and C rating splits throughout regions I, II and III. The initial proposal included an additional class break within the PHRF A fleet (region IIIAW). A detailed report of boats racing in the "A" fleet in region IIIAW was presented that provided clear information to support the change in splits and add a new split in the "A" fleet. The report eased some of the concern that the delegate had about forcing boats into classes with many new competitors. After a good discussion, the question was called and the region III delegates voted to accept the new splits for 2006 as published below. The delegates from region IV did not propose any changes to the 2005 splits. The complete list of class splits for 2006 as approved by the regional delegates, is as follows:

Region	Class	2006 Splits
III AW	A0	up to 028
III AW	A1	029 to 070
III AW	A2	071 to 094
III AW	A3	095 to 127
I, II, III SE, III PR	A	Up to 127
I-III	B	128 to 157
I-III	C	158 to 202
I-III	D	203 and up
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

6. Revision of Definition of spinnakers in paragraph 5 of the Standard Sail and Equipment Specifications

It was brought to the attention of the delegates that sailmakers are now producing asymmetric spinnakers with equal length luff and leech, that effectively allows the sail to be listed as a symmetric spinnaker. These sails are constructed of different materials on either side of the sail, and are flown with the tack on one corner of the sail only, as is an asymmetric sail, and are jibbed as an AS as well. Most discussion center around how to address this concern, so that only "true" symmetric spinnakers are listed as such. A proposal was brought to the floor to revise paragraph 5B of the standard sail and equipment specification to include shape and construction of symmetrical spinnakers, and to change the title of paragraph 5. The proposal was seconded and briefly discussed, and approved by the delegates. The complete, revised, paragraph 5, as approved, now reads as follows:

5. Definitions of symmetrical spinnakers.

For measurement as a symmetrical spinnaker, a sail must have the following characteristics:

- A. Luff and leech must be of equal length.

B. The sail must be symmetrical, in shape and construction, about a line joining the head to the center of the foot.

C. The midgirth shall not be less than 75% of the foot length."

7. Revision to Asymmetrical Spinnakers in paragraph 8 of the Standard Sail and Equipment Specifications

To correctly identify asymmetrical spinnakers with the definitions provided in paragraphs 1 and 5 of the specifications, a change is needed to change the unpenalized girth limit from .80 to .75 in paragraph 8D. This will allow agreement for all definitions for asymmetrical spinnakers. There was some concern expressed that this proposed change would make some new sails illegal. A proposal was brought to the floor to add a new sentence at the end of paragraph 8D of the standard sail and equipment specification to make the change effective beginning in 2008. The proposal was seconded and briefly discussed, and approved by the delegates. The complete, revised, paragraph 8, as approved, now reads as follows:

8. Asymmetrical Spinnakers

A. Choice of asymmetrical, symmetrical, or both types of spinnakers shall be made at time of application or renewal and may be changed once 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. The unpenalized AMG/AF will be changed from .80 to .75 effective on 1 January 2008."

8. Election of 2006 PHRF Officers

The nominations provided for 2006 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 2006 by acclamation.

9. Appointments by 2006 President

Our 2006 President, Randy Pugh, appointed the following persons to those positions as indicated below. Chief Handicapper, Northern Bay - Bruce Bingman. The 2006 region I-III board of handicappers will be the same as in 2005, except as noted that Joe Krolak will retire and be replaced by John White. Chief Handicapper, Southern Bay - Alan Bomar. The 2006 region IV board of handicappers will be as in 2005. US Sailing Representative to Offshore Committee - Bruce Bingman
 PHRF Representative to CBYRA - Jerry Smernoff

Executive Secretary - Stewart Buckler

10. Adjournment. A motion was brought, seconded, and passed that the meeting be adjourned, and we concluded business at approximately 1415 hours.

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