

# The Mainsheet

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The Newsletter of PHRF of the Chesapeake  
P.O. Box 3169  
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www.phrfchesbay.com

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Winter 2006

Page 1

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## What's New for 2007.

Check out the "what new" section of our website at 'www.phrfchesbay.com'. That contains a summary of the newest changes in policies for 2007 that are mentioned below.

**No more assigning boats to different classes.** In 2004, our Fleet Policy was changed to allow the board of handicappers to assign individual boats to a specific class (e.g. a boats rating would normally allow it to race in PHRF A2, but the board could "assign" the boat to race in PHRF A1) without a change in rating. Since implementation of this policy, it has not worked out as envisioned by the board of delegates, therefore this policy was rescinded at the November 4, 2006 annual delegates meeting.

**One additional rating change per year allowed for Frostbite racing.** Our fleet policy has been to allow only one rating adjustment per year to accommodate owner requested changes (i.e. symmetric to asymmetric spinnaker, add/delete spinnaker pole, add/delete RF headsail, etc.). This limitation has affected frostbite racers that may have wanted to delete their spinnaker/pole penalties for the frostbite racing season. At the 4 November 2006 meeting, the policy has been changed to allow changes for frostbite racing, without those changes affecting the other change that would be allowed throughout the regular racing season. View this change to the "Handicap Ratings" paragraph of the 2007 Fleet Policy.

**PHRF class splits.** Rating bands defining the class splits are approved by the delegates from the region for which the splits are to be determined. In previous years, adjustments to the PHRF class splits have been changed up to, and in some cases after, the beginning of the racing season. While the class splits will still be initially voted on at the annual delegates meeting during November, any changes must be finalized by 15 February of the racing year. This allows from some time for more discussion after the initial splits are published, but requires that any changes be made early enough that competitors will not see changes during the racing season. The 2007 Class Splits that were approved at the 4 November 2006 meeting are included later in this issue of the Mainsheet.

**PHRF high point rules for 2007.** PHRF racers in region I and region II may now use events from either region as qualifying

events for high point scoring. View the changes to paragraph 4e of the PHRF High Point Rules for 2007 approved at the 4 November 2006 meeting.

**Chesapeake Bay PHRF Foundation.** PHRF of the Chesapeake has investigated establishing a foundation that could provide support to charitable and educational activities of clubs and maritime related organizations, and to foster excellence in national and international amateur sailing competitions. At the 4 November delegates meeting a proposal for the Chesapeake Bay Performance Handicap Racing Fleet Foundation (PHRFF) was presented for consideration by the board of delegates, and approved for implementation. View the details of the PHRFF and see who may qualify and apply for assistance.

**Mainsail girth limitations.** As mainsails with significant upper girth roach are becoming more prevalent, PHRF has modified our rules to try and keep pace with the changes. New rules have been approved that require mainsail girths to remain within additional measurement points as proposed from US Sailing guidance. See the details of this changes in paragraph 10C (Limitations on mainsails) of the Standard Sail and Equipment Specifications. Members with mainsails outside of these girth limits should be sure to inform their PHRF handicapper, and include the mainsail girth measurement with their PHRF renewal and/or application forms. The board of handicapper will decide whether rating adjustments are required on a case by case basis.

**Renewals for 2007.** Though all 2006 certificates will be valid until 1 April 2007, it is in everyone's best interest to renew your boat's rating early. Renewals will be mailed out during the first week of January 2007, so please get your renewal back in early. All 2006 ratings will be invalid on 1 April, so you must have a 2007 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 affect on ratings.

## 2006 ANNUAL BOARD OF DELEGATES MEETING MINUTES

### Eastport Yacht Club, 4 November 2006

#### Attendees:

Randy Pugh, Pres, Del BBSA, Proxy OPCYC, PBC, NYCC, RRYC, YPYC

Rob Mairs, VP, Reg I-III, Del CBYRA and Unaffiliated Clubs, North Dan Trammell, Hdcpr, Del NASS, Proxy RRBC

Bob Thomas, Sec'ty/Treas, Del HYC, Proxy CCV

Stew Buckler, Exec. Sec'ty

Dan Schneider, Del SMSA

Rob Jabin, Del AYC

Richard Ewing, Del EYC

Mayo Tabb, Hdcpr, Del FBYC

Randy Richter, Hdcpr, Del YCCSC

Heidi Bay, Del WRSC

Ted Slotwinski, Proxy HHSA

Tom French, Del SCC

Ed Poe, Del PSA

Larry Vazzano, Del RCRA

President Randy Pugh called the 2006 Annual Meeting to order at 1035. He thanked the members of the board of handicappers, and the executive secretary, for their efforts in furthering PHRF racing on the Bay. 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 720 of 1097 voting members for 2006. This provided a quorum for voting on the motions that would be presented at this meeting.

#### **Report from Delegate to US SAILING**

The 2006 Spring Meeting of US SAILING was held in Chicago, Illinois from March 16 to March 19, 2006. I attended as the PHRF Chesapeake Bay representative. While there I attended meetings of all IRC, Americap, PHRF, ISAF, ORR, and Offshore committees and the National Offshore Council, the umbrella council for the various offshore committees. I currently serve as the Vice Chair of the US PHRF committee, Chair of the IRC Committee, as a member of the Executive Committee and Secretary of the National Offshore Council, and as a member of the House of Delegates for US SAILING as an offshore/handicapping representative. The Fall Meeting will occur the week of November 13<sup>th</sup>, however there have been extensive e-mail and teleconferencing activities during the summer and this report reflects the actions to the current date.

The total number of PHRF Certificates in the country appears to steady or slightly increasing at about 15,000 in about 55 fleets renewed for 2006. The Offshore Office estimates that currently over 20,000 boats are using PHRF based on reports 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 8000 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 is continuing discussion in all the committees on the impact of the IRC rule now being used exclusively for larger boats in Long Island Sound, Detroit and San Francisco. The 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) appears to be fading somewhat as the funding from the clubs is drying up. The general perception is that PHRF will continue to thrive so long as clubs offer it as an alternative since the other ratings (Americap, IRC or ORR) are all 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). While most boats rate in similar bands to current PHRF ratings, there are appearing to be an increasing number of "rule beaters" - some of the "J" boats, the Express 37, the Shock 35, the Beneteau 40.7 and several of the new Jeanneau's clearly gain 3 to 6 second per mile advantages (or more) over their current Chesapeake ratings. PHRF continues to be the primary choice for the Key West in all but the "Grand Prix" classes, and there IRC and PHRF were still double scored. Chicago-MAC has been fairly satisfied with Americap and used a derivation of that as did the Pacific Cup although there was IRC co-scoring. Newport to Bermuda will use the new ORR (Ocean Racing Rule) - a pure measurement rule tweaked for distance racing and co-scored 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. They will also begin to provide a "base rating" service for new boats such as the new FARR IRC 42 and new New York 42. 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, particularly new models.

The main general topic of discussion at the meeting and ongoing during the summer was the reorganization of US Sailing. This reorganization was done to make the organization more responsive to change and to streamline operations. I will attempt a very brief discussion of the reorganization that is not perfect but gives the gist of what has occurred. The previous structure had a 57 member Board of Directors representing the various constituencies within US Sailing and as you can imagine handling any issue of significance in policy or in dollars without major discussion and delay was quite difficult. As a result the executive committee of the Board consisting of the President, the various vice-Presidents and several selected members did most of the actual work and reported their actions to the full Board, which then (hopefully) ratified it. Although there are a lot of diagrams with dotted lines running everywhere, the effective result of the change is that the 57 member Board of Directors has been converted to the House of Delegates, and what was the old executive committee of the Board has essentially become the new Board of directors who can act without needing the full vote of the new House of Delegates. The various committees have been reorganized into 5 divisions with the offshore handicap, safety, and race management committees all in the "Competition Division". The Division Chairs report to the Board and thus provide direct input from their constituencies. The Competition Division chair is Jim Walsh, a familiar face to competitors in the Chesapeake. The continuing concern of the various racing committees under the National Offshore Council was that the proposed structure did not absolutely ensure representation of offshore sailing on the reorganized Board of Directors, and potentially placed the entire offshore constituency one rung lower in the overall organization since the Competition Division has a direct line to the Board and thus is now between the Offshore organizations and the Board but is also concerned with rules, race management, safety, etc., and is now one of 5 Divisions where previously the various offshore constituencies had about 25% of the seats on the old Board. Whether this is real or just an artifact of the way the various solid and dotted lines are drawn is yet to be

seen and will perhaps become more clear after the Fall meeting. One of the new Board of Directors members though is coming from the competition area and is Jim Montgomery (former Commodore of the Trans Pac Yacht Club and avid Offshore sailor). The other 4 divisions are Olympic, Inshore, Education, and Commercial Interest. For the present time the current Offshore committee structure will be carried over to the new organization. I will continue to serve on PHRF, IRC, Americap, ORR and Offshore committees and have been nominated to become the new Chair of the National Offshore Council which reports to the Division chair and has dotted line access to the new Board as well as several seats on the House of Delegates under the reorganized structure.

Respectfully submitted,  
Bruce Bingman  
PHRF Chesapeake Delegate

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

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

Last year, the PHRF delegates restructured the PHRF classes by adding a fourth class in the A division, A-3 in response to the very large A-1 and A-2 fleets that had been developing. This action resulted in better balance of fleet size and allowed setting the breakpoint between A-1 and A-2 at 71, which has had the result of enhancing competition, particularly in the 72 to 84 rating range. As a result of the revised class, a number of ratings were adjusted by 3 seconds per mile to better reflect the observed performance with respect to boats in the revised classes. 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 provision that allowed handicappers to assign boats whose ratings were close to the rating that divided classes to either class proved to be exceptionally controversial and ended up not being used. I would support a recommendation to delete this provision thus determining the class a boat sails in solely by its rating. During the sailing season, the committee met each month and processed 10 to 20 requests for new ratings 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 reluctantly announce that Rod Jabin is resigning as a Northern Bay Handicapper. I have not selected a replacement at this time but am currently evaluating candidates that are familiar with the A-0 and A-1 classes where Rod's input was most helpful. I again thank the Delegates for their support of sailing and look forward to working with them to continue to have equitable racing on the Chesapeake.

Region IV, Chief Handicapper, Alan Bomar, submitted the following report.

This past year, Region IV conducted six (6) Handicapper Meetings. This year had several appeals, but primarily consisted of assigning ratings to several new boats including an Esse 850 and an Elliott 770. Both of these boats have a large speed potential on a short waterline. This combination is a challenge to rate until there is some actual race data to use in boat comparisons. The UCAS and sport style boats continue to require attention to get the rating correct amongst the larger population of Mid 1970s to early 1990s style boats in PHRF. PHRF most often uses "observed performance" with considerations given to remove the helmsman and crew from the boat. These observations can be made by nearly anyone on or around the racecourse and discussed with your local handicapper. This

communication can help raise the handicapping team's awareness of discrepancies in PHRF ratings. So, I encourage you to talk with your handicapper (see the PHRF of the Chesapeake website), the Chief Handicappers in your Region and your delegates to ensure that the Handicapping team has the information needed to make PHRF racing as equitable as possible on the Chesapeake Bay. Thank you for the efforts that you as participants put into sailing.

**Executive Secretary Report.** The 2006 membership was down 40 members from 2005, with 1097 Valid Certificates issued during 2006 to date. For 2007, we will continue much as in 2006, using the PHRF website to publish information and the Valid List on a weekly basis throughout the racing season. The 2007 renewal packages will be distributed to all 2006 members around the first week of January 2007. 2007 renewals received prior to expiration, 31 March 2007 will be subject to the early renewal fee of \$30. Renewals received after 31 March 2007 will pay the regular \$35 fee, as will all new applications. All are reminded that it is best to submit renewals and applications well in advance of the racing season so your boat's valid certificate may be provided with race entries throughout the year. The 2007 Valid Certificate will have only one significant change from 2006, and that is to add the CBYRA number (if available) to the certificate. There was a request from the delegate to see if electronic copies of the valid certificate could be made available. The executive secretary and the region I-III VP will work to determine if this is a possible and what might be the best method of providing an electronic valid certificate. A detailed report of valid certificates issued for 2006 is attached to the minutes.

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

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

1. Our Fleet Policy allows the board of handicappers to assign individual boats to a specific class (e.g. a boat's rating would normally allow it to race in PHRF A2, but the board could "assign" the boat to race in PHRF A1) without a change in rating. Since approval of this policy in 2004, this has been nothing but a huge problem for the board of handicapper to apply this policy fairly to all boats. It is proposed delete the last sentence of the "Classes" section of the Fleet Policy on page 20 of the 2006 Yearbook, which reads as follows:

"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."

A motion was made, and seconded, to accept this proposal, and after a brief discussion, the delegates approved the motion to delete the above section from our Fleet Policy.

2. Based on some regions choosing to revise the PHRF class splits after the beginning of the racing season in the past, a proposed new section 4.4.1, of Article IV of our by-laws, to provide a final date by which the class splits must be agreed on, was provided. The following proposed new section 4.4.1 breaks out the part of current Article IV, section 4.4 of our by-laws that covers only class splits, into a new section and provides an additional sentence with a "not later than" date for changes to the class splits. The remaining part of Article IV, section 4.4 would

be unchanged. The proposed shortened Article IV, section 4.4, and new proposed section 4.4.1, would read as follows (additions/changes are underlined).

“Section 4.4. The Board of Delegates shall meet annually in November of each year and shall meet on other occasions upon call of the President. Time and place of each annual or special meeting shall be fixed by the President and not less than ten days written notice of the time and place of each meeting shall be given to all members of the Board by the Secretary of the Association. Any delegate may waive notice of any meeting by written instrument signed before or after such meeting. Special meetings of the delegates to a region or to a sub-region may be called by the President to conduct business matters, which affect only the particular region or sub-region.

Section 4.4.1. For 1997 and thereafter, The delegates representing a particular region, or sub-region, are required to approve changes in the Class splits for that region or sub-region at the Annual Meeting. Any changes in the Class splits for the Class, Region, or a Sub-region that are announced to the membership 30 days in advance in the Newsletter, in a written notice of the meeting or in a general membership mailing shall require a simple majority of the Class, Region, or Sub-region to be enacted. Proposed changes in class splits at a Class, Regional, or Sub-Regional meeting and NOT PREVIOUSLY ANNOUNCED to the membership as described above shall require a Super (2/3) Majority to be enacted. There shall be no changes to the PHRF class splits for any region after 15 February of the year for which the changes are proposed.“

A motion was made, and seconded, to accept the proposal as provided above. There was a good discussion of the proposal and the reasons for it. A few amendments were discussed, but after the discussion was completed the proposal stood for voting without any changes. The delegates voted to accept the proposal for the change to section 4.4 of the by-laws as above.

3. At the 2005 delegates meeting, there was a general discussion about how to look at the budget surplus in a way that would benefit PHRF and the general sailing community. It was decided to investigate establishing a foundation that could provide support to charitable and educational activities of clubs and maritime related organizations, and to foster excellence in national and international amateur sailing competitions. At this meeting a proposal for the Chesapeake Bay Performance Handicap Racing Fleet Foundation (PHRFF), prepared by region I-III VP Rob Mairs, was considered by the board of delegates. The mission statement and policies of the proposed foundation was discussed, along with application forms for the three general areas of applicants for foundation assistance. The timing of the deadlines for applications was discussed and revised slightly, and the overall reaction of the delegates to the foundation was very positive. A motion was made, and seconded, to accept the proposal for the PHRFF with the amended application deadlines and approved by vote of the delegates. The complete text of the approved PHRFF mission, policy, and application forms is attached to the minutes.

4. During the past year, there had been discussions about whether one boat could have more than one current PHRF valid certificate at a time. Some feel that because there was no specific prohibition in the our policies, that it should be possible to allow charters of a sailboat with a current valid certificate to obtain

another valid certificate under a different configuration of sails and/or equipment. A proposal was presented that would prevent a single boat from having a second certificate while the original valid certificate was current. The new proposal was to add a new section 7.7, to Article VII, of our by-laws as follows:

“Section 7.7. A sailboat shall be issued only one current Valid Certificate for the configuration as listed on that Valid Certificate. Any changes to the current Valid Certificate, as requested by the owner of record, or a charterer, will require re-issuance of the Valid Certificate in the changed configuration. In no situation will any sailboat hold more than one Valid Certificate at a time.”

In addition, to have the Fleet Policy agree with the proposed change above the following revision was proposed to add the following sentence to the Fleet Policy, “How Ratings Are Used” paragraph on page 21 of the 2006 Yearbook, as follows:

“Charters of sailboats with current Valid Certificate, will race with the Valid Certificate as issued to the owner of record. A second Valid Certificate will not be issued for any sailboat while it’s current Valid Certificate is in effect. Owners, or charters, that wish to race in a different configuration from that on the current Valid Certificate are required to obtain a new revised Valid Certificate for the sailboat.”

After some discussion of this proposal, a counter proposal was offered by the delegate from YCCSC to allow charters to obtain a second valid certificate. Pros and cons were discussed for both proposals and at the end of the discussion, neither proposal was made in the form of a motion for the delegates to vote at this meeting.

5. As mainsails with significant upper girth roach are becoming more prevalent, the following proposal for handicapping guidance for large roach mainsails, based on a 2006 handicapper bulletin from USSailing was proposed. The first proposal was to change paragraph 10C (Limitations on mainsails) of the Standard Sail and Equipment Specifications as on page 39 of the 2006 Yearbook as follows.

C. ~~The maximum girth is the same as that allowed without penalty under the IMS rule:~~ Rated without adjustment are One Design mainsail girths, or IMS maximum default girths as per the table below:

MGT (7/8 leech) = .22E

MGU (3/4 leech) = .38E

MGM (1/2 leech) = .65E

MGL (1/4 leech) = .90E

A second, related, proposal was made to change “Effects of Boat Modifications on Ratings”, pages 35 and 36 of the Yearbook, to add guidelines for rating adjustment for oversize mainsail roach.

“Mainsail Roach Adjustments. Mainsail roach exceeding the values listed in paragraph 10C of the Standard Sail and Equipment Specifications by up to 5% may receive a –3 sec/mi adjustment. Excessive girth mainsails may be adjusted –6 sec/mi or more depending on the amount of increased girth. In addition, handicappers may review headboard size and if the headboard exceeds 6 inches, or .04E, whichever is larger, an adjustment may be applied.”

A motion was made, and seconded, to accept the proposals a provided above. After brief discussion, an

amendment was made and accepted to delete the words "IMS maximum" from proposed paragraph 10C above. The delegates voted to accept the proposals as amended herein.

6. There has been considerable discussion of how One Design Ratings (ODR), are applied to OD class boats within PHRF of the Chesapeake. A number of OD boats do not comply with all of our requirements for Minimum Equipment and Accommodations Standards and there are three (3) proposals on how to address this issue beyond our present policies. The following proposal are labeled 6, 6A, and 6B. The proposals relate to changes to the "Equipment" paragraph on page 19 of the 2006 yearbook (changes are shown as underlined text).

Proposal 6. "Equipment. PHRF assumes that the boat is equipped to race. It does not attempt to rate a partially equipped boat, or a boat which differs from others in its class, in that it is unusually heavy, out of balance, or has unusual windage (as from a dinghy or davits). However, if the basic hull and rig differ from others in its class, it may be rated uniquely. All sailboats receiving a PHRF certificate shall meet the Minimum Equipment and Accommodations Standards of PHRF of the Chesapeake. All sailboats designated as ODR shall meet the Minimum Equipment and Accommodations Standards of PHRF of the Chesapeake as required for that race, and shall meet all National One Design Class rules specific to their class with the following exceptions:

- PHRF specified crew limits shall be in effect in lieu of the National One Design class crew limits
- Electronics for Navigation and Communication shall be permitted
- Owner-Driver Restrictions shall not be in effect
- All sails used must be class sails, but rules restricting sail usage to a particular sail or suit of sails shall not be in effect
- The number of class sails allowed to be carried onboard shall not be restricted
- Class association membership requirements shall not be in effect.

If the One Design class rules conflict with the Minimum Equipment and Accommodation Standards of PHRF of the Chesapeake, the National One Design class rule shall only govern in regard to sails and attachment to the boat."

Proposal 6A, would amend #6 above to change the last sentence under the first paragraph to read.. "All sailboats designated as ODR shall be a CBYRA recognized OD class and shall meet all National One Design Class rules specific to their class". Delete all after "with the following exceptions", and add, " If the One Design Class rules conflict with the Minimum Equipment and Accommodations Standards of PHRF of the Chesapeake, the National One Design class rule shall govern. Final designation of the PHRF Equipment Category (4P, 5P, or 6P) will reside with the Board of Handicappers."

Proposal 6B, is an entirely different proposal from #6 above and was submitted as follows:

" Delete the last two sentences of the Equipment paragraph (Fleet Policies) on page 19 of the 2006 Yearbook. Add "With each new application and each annual renewal the owner shall submit a signed copy of the Minimum Equipment and Accommodations Standards with the category circled for each standard as to the race category the boat meets."

In addition, a new section to the PHRF Fleet Policies is proposed for ODR as follows:

"One Design Rating (ODR). A sailboat may request a ODR provided there exist a national class association that:

- a. Maintains a published set on OD class rules and sailboat specifications.
- b. Conduct an annual regatta with at least six finishing sailboats.
- c. Publishes either electronically or written a class newsletter at least annually.

For a sailboat requesting a ODR for a class not rated by PHRF of Chesapeake in the past three years the application must contain the above three items. All sailboats designated as ODR shall meet the Minimum Equipment and Accommodations Standards of PHRF of the Chesapeake and shall meet all National One Design Class rules specific to their class with the following exceptions:

1. PHRF specified crew limits shall be in effect in lieu of the national One Design class crew limits
2. Electronics for Navigation and Communication shall be permitted
3. Owner-Driver restrictions shall not be in effect
4. All sails used must be class sails but rules restricting sail usage to a particular sail or suit of sails shall not be in effect.
5. The number of class sails carried aboard shall not be restricted
6. Class association membership requirements shall not be in effect

If the One Design Class rules conflict with the Minimum Equipment and Accommodations of PHRF of the Chesapeake then the PHRF standards shall govern. The owner of the ODR rated boat may modify his boat from the OD class rules without losing his ODR classification to bring it up to PHRF standards and his boat will be designated an ODR."

There was considerable discussion of these proposals and how to address the issue a hand. All the proposals were considered and a motion was made, and seconded, to accept proposal 6B, as above. This proposal was defeated by a vote of the delegates, and an addition proposal was made to add a new section to the PHRF Fleet Policies to better define an ODR as follows:

"One Design Rating (ODR). A sailboat may request a ODR provided there exist a national class association that:

- Maintains a published set on OD class rules and sailboat specifications.
- Conduct an annual regatta with at least six finishing sailboats.
- Publishes either electronically or written a class newsletter at least annually."

It was moved, and seconded, that this new proposal be accepted a part of our Fleet Policy. Discussion followed on this new proposal and eventually voted down by the delegates.

7. It has been proposed to revise the Fleet Policy, last sentence of "Handicap Ratings", page 20 of the 2006 Yearbook, to allow an owner to change the valid certificate more often than once a year to accommodate the Frostbite season (November through March). The following change is proposed for the "Handicap Ratings" paragraph of the Fleet Policies" (changes shown as crossed out and/or underlined text).

"Handicap Ratings. The handicap rating of an individual boat is expressed in seconds per mile, usually in increments of 6 sec/mi. The smallest increment of performance used for rating is 3 sec/mi. Observations of numerous races show that it is impossible to gauge a boat's potential performance more accurately than this

because of the multiple factors involved. Differences in skipper and crew skill represent a much larger factor than 3 sec/mi. Because headsail size has so much to do with boat speed, PHRF uses this characteristic as a rating factor. Boats are rated for use with large or small headsails, with 155% of LP being the dividing line. Once a boat is rated with a large headsail (over 155%) this rating must be used, even though wind conditions may preclude use of the sail. A skipper may not change his rating by choosing a different headsail more often than once per calendar year during the CBYRA high point racing season (as determined by the Green Book schedule for the year). In addition to this change, a skipper is allowed to change the sailboats rating once for the "Frostbite" season (outside of the CBYRA high point racing season) to a different headsail configuration."

After brief discussion, the proposed was made into a motion, seconded, and approved by the delegates as new policy.

**8A.** There was a recommended change to PHRF High Point rules to delete the bonus points from the PHRF high point scoring rules (see page 24, paragraph 9, of the 2006 PHRF Yearbook). Deletion of bonus points was tried before for one year, and was brought back the following year due to overwhelming requests from the membership. So as not to repeat the same steps as in previous years, this proposal was not considered for a motion by the delegates.

**8B.** An additional proposal was made to allow racers whose home region is either region I, or region II, to use events from either region I, or region II, as qualifying events for high point scoring. This is due to the relatively small number of events available to region I and II racers, and the distance required to travel to qualifying events in regions other than I or II. The scoring and trophies for both region I and region II will remain separate. The following proposal would change paragraph 4e of our High Point Scoring Rules and Exceptions (page 24 of the 2006 Yearbook):

" e. In the event that less than five (5) qualified races occur in a boats declared region, that boat may qualify by being scored in at least fifty (50%) percent of the declared regions races. Boats whose home region is either region I, or region II, may use events from either region I, or region II, as qualifying events for high point scoring."

This proposal was made into a motion, and seconded. After some discussion, the delegates voted to approve this motion for changing the high point rules.

**9. 2007 PHRF Class Splits**

2007 PHRF Class Splits. The table below lists the proposed PHRF class splits for 2007. This are the same as in 2006, except for Region IV North, where the spinnaker class is proposed to be in three separate classes, with slightly different splits from those in Region IV South.

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	A	Up to 127
I, II, III AW, III SE	B	128 to 157
I, II, III AW, III SE	C	158 to 202
I, II, III AW, III SE	D	203 and up
II PR	Spinnaker	All
IV North	A	Up to 112
IV North	B	113 to 166
IV North	C	167 and up
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

The delegates voted to accept the class splits as proposed above for 2007. In accordance with newly approved by-laws section 4.4.1, any changes to these splits must be approved by a special meeting of the regional delegates prior to 15 February 2007.

**10.** Election of 2007 PHRF Officers. The following slate of officers was proposed for 2007:

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

The delegates approved the above slate of officers for 2007 by acclamation. As the President and region I-III VP have served longer terms than usual, 2007 will be their last year on the Executive Board.

**11. 2007 Appointments by the President.**

Our 2007 President, Randy Pugh, appointed the following persons to these 2007 positions as follows:

- Region I-III Chief Handicapper - Bruce Bingman;
- Region IV Chief Handicapper - Alan Bomar;
- US Sailing Representative to Offshore Committee - Bruce Bingman;
- PHRF Representative to CBYRA - Jerry Smernoff;
- Executive Secretary - Stewart Buckler.

The 2007 Region I-III board of handicappers will be the same as in 2006, except that Rod Jabin has resigned. His replacement has not been officially chosen at this time. The 2007 Region IV board of handicappers will be as in 2006. The delegates voted to accept these nominations for 2007. An addition motion was made, and seconded, that the President should appoint a Technical Committee to look at possible changes to our Minimum Equipment and Accommodations Standards, as relate to our current requirements for safety and accommodations. The delegates approved this motion.

**12. Adjournment.** A motion was brought, seconded, and passed that the meeting be adjourned, and we concluded business at approximately 1435 hours.

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

Region	Class	2007 Splits
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Executive Secretary Report, 2006

November 4, 2006

Valid Certificates Issued by Year

	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>
Region 1	140	132	136	124	138	126	125	125	123	116
Region 2	125	121	123	119	115	119	120	115	115	114
Region 3	477	487	540	542	585	637	656	648	622	592
Region 4	<u>222</u>	<u>252</u>	<u>262</u>	<u>242</u>	<u>261</u>	<u>279</u>	<u>276</u>	<u>275</u>	<u>277</u>	<u>275</u>
Total:	964	992	1061	1027	1099	1161	1177	1163	1137	1097
Certificate & Member Renewal:			921	884	911	966	1012	1019	984	953
New Certificate & Member:			140	143	188	195	165	144	153	144
SE Certificate:			8	10	14	3	12	0	2	1
Member Only/No Certificate:			0	0	0	0	0	0	1	1
Associate Member:			<u>3</u>	<u>3</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>3</u>
Total Member/Certificate Types:			1072	1040	1115	1166	1191	1166	1141	1102
<b><u>Prop Credits:</u></b>			109	104	123	156	166	156	153	145
<b><u>RF Credits:</u></b>						385	412	402	395	380
<b><u>EC= 6:</u></b>			8	7	7	24	38	29	25	16
<b><u>Paid Valid List Sub:</u></b>	242	232	258	4	2	2	4	1	3	

Certificates/Membership by Class/Region

									2006
Class:	<u>A0</u>	<u>A1</u>	<u>A2</u>	<u>A3</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>Totals</u>
Region 1					45	32	23	16	116
Region 2					47	19	37	11	114
Region 3	14	53	102	117	286	112	133	61	592
Region 4	—	—	—	—	<u>56</u>	<u>93</u>	<u>126</u>	—	<u>275</u>
Total:	14	53	102	117	434	256	319	88	1097