

The Mainsheet

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The Newsletter of PHRF of the Chesapeake
P.O. Box 3169
Prince Frederick, MD 20678
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Winter 2007

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In this issue...

Below you'll find some brief information on what's changed for 2008.. Also included is a copy of the minutes to the Annual Board of Delegates meeting held 10 November 2007 at the Annapolis YC. Also included at the end of the minutes is a copy of the newly approved safety and accommodations requirements that is changed from 2007.

What's New for 2008.

Check out the "what's new" section of our website at 'www.phrfchesbay.com'. That contains a summary of the newest changes in policies for 2008 that are mentioned below.

New Safety Regulations. At the annual meeting, a change to our special regulations governing minimum equipment and accommodation standards was approved to replace them with modified ORC Cat 4 and Cat 5 requirements. This replaces the old 4P, 5P, 6P standards with new 4P and 5P regulations that more closely conform to the ISAF and USSailing requirements. The new requirements are not significantly different, and you'll find a chart of newly added requirements at the end of this issue of the Mainsheet. A complete copy of the new safety regulations is attached to this Mainsheet following the minutes to the annual board of delegates meeting. All PHRF racers should review and comply with these new requirements. When you receive your 2008 renewal packages, please find the compliance certification form included with 2008 PHRF applications and renewals to be completed and kept on your boat.

2008 PHRF class splits. The 2008 PHRF class splits were approved by the delegates from each region as in the chart included with the minutes below. The primary change was to move the PHRF A/B splits in regions I-III from 127 back to 119. Region IV South did NOT approve the published splits at the annual meeting, so they are required to hold a special meeting of the delegates from the regions clubs to either change or ratify the published splits before 15 February 2008. Any changes will be published on the PHRF website as they are approved.

Renewals for 2008. All 2007 certificates are valid through 31 March 2008. Renewals for those holding a 2007 certificate will be mailed out early in January 2008, so please get your

renewal back in early to get the \$30 early renewal fee and to ensure your rating does not expire on 1 April 2008. 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.

2007 ANNUAL BOARD OF DELEGATES MEETING MINUTES

Annapolis Yacht Club, 10 November 2007

Attendees:

Randy Pugh, Pres, Del BBSA
Rob Mairs, VP, Reg I-III, Del CBYRA North, and Unaffiliated Clubs, North
Mike Dale, VP Reg IV, Del CBYRA South, and Unaffiliated Clubs, South,
Proxy NYCC, OPCYC, YPYC
Glenn Harvey, Del GSA
Bob Thomas, Sec'ty/Treas
Stew Buckler, Exec. Sec'ty, Proxy HNSA
Dan Schneider, Del SMSA
Mike Mullarky, Del MRSA
Richard Ewing, Del EYC, Proxy AYC
Eric Crawford, Hdcpr, Del TAYC
Mayo Tabb, Hdcpr, Del FBYC
Tom French, Del SCC
Randy Richter, Hdcpr, Del YCCSC,
Proxy NASS, RRBC
Heidi Bay, Del WRSC
Christian Schaumloffel, Hdcpr, Proxy CCV
Bill Paul, Del PSA
Chris Johnson, Hdcpr, Del HYC
Rich Harrison, Hdcpr

President Randy Pugh called the 2007 Annual Meeting to order at 1010. 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 864 of 1086 voting members for 2007. 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 report of actual income and expenditures for 2007 up to this date and a proposed balanced budget for 2008 of \$35,000. This is shown on the attached Treasurer's report. Approval of the 2008 budget was tabled until after discussion of some of the issues and proposals later in the meeting.

US Sailing Delegate Report. Our delegate to US Sailing, Bruce Bingman, was unable to attend this year's meeting, but did provide a detailed report of the 2007 Annual Meeting of US SAILING was held in Phoenix, AZ during October 25-28, 2007. Bruce's complete report is attached below.

Chief Handicapper's Reports.

Bruce Bingman, 2007 Chief Handicapper, Region I-III, submitted his report (attached below) in writing. His report is attached below. He will hand over the Chief Handicapper duties in region I-III to Eric Crawford for 2008.

Alan Bomar, 2007 Chief Handicapper, Region IV, submitted his report (attached below) in writing. Bob Thomas and Christian Schaumloffel covered the main topics in the report for the delegates. Alan will turn over the region IV Chief Handicapper duties to Christain for 2008.

Executive Secretary Report. The 2007 membership was down 11 members from 2006, with 1086 Valid Certificates issued during 2007 to date. We will continue using the PHRF website to publish information and the Valid List on a weekly basis throughout the racing season. The 2008 renewal packages will be distributed to all 2007 members after the New Year. 2007 renewals received prior to expiration, 31 March 2008 will be subject to the early renewal fee of \$30. Renewals received after 31 March 2008 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 delegates were asked to remain the PHRF racers in their clubs to submit early applications to ensure they will receive the Valid Certificate before their racing season begins. The 2008 Valid Certificate will have a revised section where the ratings adjustment are shown in a shortened listing. A detailed report of valid certificates issued for 2007 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. Some members have reported a potential conflict between the definition of headsail in paragraph 1A of the Standard Sail and Equipment Specifications and paragraph 17D. Because of the way these sections are currently written, paragraph 17D could mean that spinnakers must always be flown with a RF headsail set, for boats with a RF credit. The initial proposal was to change the definition of "headsail" to eliminate a perceived conflict between paragraph 1A and paragraph 17D. After brief discussion, the delegates agreed that the definition of headsail as provided in paragraph 1A was fine. A motion was presented, seconded and approved, however, to change the word "headsail" in paragraph 17D, to "jib or genoa" to eliminate any of the

perceptions described above. The motion approved a change to paragraph 17, which reads as follows:

"D. If second jib or genoa is flown, it need not conform to 17B, but shall never be flown without the roller furling jib or genoa also set."

2. A change to our special regulations governing minimum equipment and accommodation standards was proposed to replace them with modified ORC Cat 4 and Cat 5 requirements. This would place liability on ISAF and ORC for safety requirements, and not PHRF. This would also combine current PHRF 5P and 6P requirements into ORC Cat 5. The technical committee appointed at the 2006 Annual Delegates meeting had reviewed the present requirements over the past 9 months and provided a rough draft of modifications to the category 4 and 5 of the ISAF Special Regulations which was presented to the delegates at this meeting. A motion was made to accept the draft as originally presented in the meeting announcement. The motion was seconded. A couple amendments to the original draft were presented and a motion was made to accept the amendments as part of the overall modifications to the regulations. The motion (to accept the amendments) was seconded and approved. The discussion continued with some concern by the delegates as to the impact that the new proposed regulations would have on boats that currently meet the present standards. The feeling was that the new and current regulations would result in similar safety requirements, and would update our fairly old requirement to align better with newer regulations established by the ISAF. There was also concern that the new regulation significantly more detailed and lengthy to consider for the typical PHRF sailor than are our brief 4 page requirement we have today. As the discussion proved fairly long and with more business still to consider, a motion was made to table this issue until the 2008 delegates meeting. The motion to table this issue was defeated by a majority vote of the attending delegates. After a lunch break (with more informal discussion), the discussion took a positive turn and the question was called to bring the proposal to a vote. The proposal, as amended at this meeting, was approved by a strong majority of the delegates. Following approval, specific motions were made and considered regarding some of the discrepancies noted in the approved regulations. These were relatively minor editorial fixes that were considered necessary for the regulations to be effectively implemented. These motions were approved and the changed parts will be included in the approved regulations. The revised draft of the approved regulations will have a final, brief review by the technical committee to ensure all the requirements are covered. A comparison of the new and old regulations will also be made to make any new or additional requirements more apparent to the general membership. A copy of the new regulations will be posted on our PHRF website and forwarded in the mail to the members when finalized, hopefully by mid-December.

3. To assist the Executive Committee in the handling and evaluation of PHRF Foundation grant requests, it was proposed to add a new paragraph to Article IX, Committees, of the by-laws to allow the President to appoint one PHRF member, who is not on the Executive Committee, to serve on the board, which evaluates grant request to the PHRF of the Chesapeake Foundation. A motion was made to accept the proposal as written in the meeting announcement. The motion was seconded and approved by the delegates. The new section of Article IX, reads as follows:

“Section 9.3. The President may appoint a member, who is not on the Executive Committee, to serve with the Executive Committee in the evaluation of grant requests made to the PHRF of the Chesapeake Foundation.”

4. 2008 PHRF Class Splits. The following class splits were proposed for 2008. The only change was proposed to move the PHRF A/B split in regions I, II and III from 127 back to 119. The regional delegates vote to approve these splits, or any changes, for 2008. The delegates from all regions, except for region IV South, voted to accept the class splits as proposed for 2008. Region IV South will hold a special meeting of their clubs delegates to approve different splits prior to 15 February 2008 to effect changes from the splits listed in the table below. If changes are not approved, the splits listed will be in effect for 2008. As required by section 4.4.1 of the by-laws, any other changes to the splits must be approved by a special meeting of the regional delegates prior to 15 February 2008.

Region	Class	2008 Splits
III AW	A0	up to 028
III AW	A1	029 to 070
III AW	A2	071 to 094
III AW	A3	095 to 118
I, II, III SE	A	Up to 119
I, II, III	B	119 to 157
I, II, III	C	158 to 202
I, II, III	D	203 and up
III PR	Spinnaker	All
IV North	A	Up to 112
IV North	B	113 to 166
IV North	C	167 and up
IV South (pending change)	A	Up to 115
IV South (pending change)	B	116 to 166
IV South (pending change)	C	167 and up
All regions I-IV	Non Spinnaker	All

5. Based on a recommendation from the region IV Chief Handicappers report (see report below), it was proposed to make funds available to the Board of Handicappers for analysis of weather data for the specific races used as basis for establishing and adjusting PHRF ratings. The internet provides many sources of this data, and some companies provide these services for racing sailors. The NOAA also has data available that may be helpful. A motion was made to provide a limited \$500 budget to be used for these types of analyses. The motion was seconded and approved by the delegates. The funds will be taken from the miscellaneous line of the budget for 2008.

6. The region IV Chief Handicappers report also recommended providing hats and shirts to PHRF handicappers to make them more visible to racing sailors at regattas and other sailing events. No motion was made for this proposal.

7. A question was asked as to whether PHRF of the Chesapeake had “Officer & Director” liability insurance that would protect those members of the boards, committees, and officers against liability suits. The insurance presently provided for does not cover this issue. It was proposed and approved that this type of insurance be evaluated and provided if necessary.

8. As the 2008 budget was not approved earlier, a proposal was made to approve the 2008 budget as presented in the Treasurer’s report. It was noted that the “postage” line did not include a required increase in budget to cover the USPS postal rate increases enacted this year. An appropriate increase will be added to the budget for 2008. After discussion of a couple necessary changes to accommodate some of the issues approved earlier at the meeting, a motion was made to approve the 2008 budget, and the delegates voted for approval.

9. Election of 2008 PHRF Officers. The following slate of officers was proposed for 2007:

- President -- Randy Pugh
- VP Region I-III -- Bruce Bingman
- VP Region IV – Mike Dale
- Secretary/Treasurer -- Bob Thomas

The delegates approved the above slate of officers for 2008 by acclamation.

10. 2008 Appointments by the President.

Our 2008 President, Randy Pugh, appointed the following persons to these 2008 positions as follows:

- Region I-III Chief Handicapper – Eric Crawford;
- Region IV Chief Handicapper – Christian Schaumloffel;
- US Sailing Representative to Offshore Committee - Bruce Bingman;
- PHRF Representative to CBYRA – Bruce Bingman;
- Executive Secretary - Stewart Buckler.

The 2008 Region I-III board of handicappers will be the same as in 2007, except that Rob Mairs will fill the vacant handicapper slot on the board. The 2008 Region IV board of handicappers will be as in 2007.

11. **Adjournment.** A motion was brought, seconded, and passed that the meeting be adjourned, and we concluded business at approximately 1430 hours.

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

PHRF Treasurer's Report

Nov 10, 2007

	2007 Budget	Actual Expenses thru 11/3	2008 Budget
INCOME	\$35,000.00	\$33,982.31	\$34,000.00
Interest (as of Oct 1)		\$258.05	
Deposits (as of Oct 7)		\$33,724.26	
EXPENSES			
EXEC SEC (total)	\$16,490.00	\$14,324.51	\$15,430.00
Cert Fees	\$7,700.00	\$6,637.50	\$6,900.00
Travel	\$200.00	\$84.60	\$150.00
Postage	\$2,500.00	\$1,597.35	\$1,800.00
Printing	\$2,440.00	\$2,105.91	\$2,300.00
Supplies	\$350.00	\$342.20	\$400.00
Telephone	\$240.00	\$277.31	\$280.00
Web Fees	\$360.00	\$379.35	\$400.00
Yearbook	\$2,700.00	\$2,900.29	\$3,200.00 (includes postage)
HANDICAPPERS (total)	\$7,100.00	\$4,548.25	\$6,700.00
Mtgs North	\$3,400.00	\$2,333.86	\$3,400.00
Travel N	\$250.00		\$100.00
Mtgs South	\$2,500.00	\$1,789.39	\$2,400.00
Travel S	\$250.00		\$100.00
Joint Mtg	\$600.00	\$425.00	\$600.00
Tech Comm	\$100.00		\$100.00
OFFICERS	\$600.00	\$352.18	\$600.00
ANNUAL MEETING	\$1,000.00		\$1,000.00
EXEC COMM	\$200.00		\$200.00
NATIONAL MTGS	\$3,000.00	\$2,203.97	\$3,000.00
DUES (USSA PHRF)	\$550.00	\$550.00	\$550.00
GREEN BOOK	\$85.00	\$85.00	\$85.00
INSURANCE	\$425.00		\$0.00 (3 yr policy)
High Point RACE RESULTS	\$1,200.00	\$1,200.00	\$1,200.00
TROPHIES North	\$2,500.00		\$2,500.00
TROPHIES South	\$1,500.00	\$173.25	\$1,500.00
MISC	\$350.00	\$267.31	\$1,235.00
TOTAL	\$35,000.00	\$23,704.47	\$34,000.00
GRANTS (5% of end of 2006 balance)	\$5,718.80	\$2,250.00	\$5,000.00
Total expenses including grants		\$25,954.47	
BANK BALANCES:	Checking	Savings	Money Market
Suntrust (as of Sep 30)	\$4,485.76	\$33,345.55	\$35,155.75
M & T (as of Oct 12)	\$6,599.62	\$42,887.61	
Totals	\$11,085.38	\$76,233.16	\$35,155.75
TOTAL DEPOSITS			\$122,474.29

Total Deposits at the end of 2006 were \$114,376

REPORT OF THE 2007 US SAILING MEETING

The 2007 Annual Meeting of US SAILING was held in Phoenix, Arizona from October 25 to October 28, 2007. I attended as the PHRF Chesapeake Bay representative. While there I attended meetings of all IRC, ORR, PHRF, ISAF, Safety at Sea, Offshore Championship committee and Offshore councils. I currently serve as the Vice Chair of the US PHRF committee, as Chair of the National Offshore Council, chair of the Offshore Championship committee, member of the IRC and ORR Committees, and as a member of the House of Delegates of US SAILING as an offshore/handicapping representative.

The total number of PHRF Certificates in the country appears to be steady or slightly increasing at over 15,000 in 53 member 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 and questions to the office from fleets that are not registered members of US SAILING. Many of these "informal" racers participate in the "Beer can" or weekday evening type racing which appears to be a rapidly growing trend in the US. 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 6500 certificates (primarily in the United Kingdom and Atlantic coast of France, but now beginning to spread in the Med and about 600 in the US), IMS fourth with about 4000 certificates (again primarily in Europe with less than 100 now in the US) and ORR fifth with about 900 certificates (about 600 in the US).

There was continuing discussion in all the committees on the use of IRC in the various areas. Except in Long Island Sound where all boats under a 90 PHRF handicap are required to use IRC, the use appears to be primarily in major regattas where many out of the local area (and even out of the US) boats are attending. 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). Time-on-time can work better where there are heavy tidal currents so is popular in Europe where currents of up to 4 knots are seen. The rating is calculated by combining measurement and actual boat weight plugged into a secret formula with several overall multiplier factors whose value is changed yearly in cases where the rule does not appear to rate boats correctly. The marketing emphasis by US-IRC (a private consortium of Yacht Clubs and other interested organizations) continues in the US and concentrates on the measurement part and the fact that the rating is "universal" (i.e. remains unchanged wherever you go - even in different countries). The biggest drawbacks are the cost (around \$4.50/foot yearly plus one time measurement costs) and the "Euro-centric" nature of the IRC. As a result, PHRF continues to be the primary choice for virtually all other areas and still has strong classes at Key West for all but the "Grand Prix" racers. The PHRF national Championships were held at Key West in 2007 and won by a local Beneteau 10R sailed by Bobby Oberg and a local crew of primarily sailmakers. The PHRF National Championships will again be held in Key West for 2008. Chicago-MAC has been fairly satisfied with ORR and will use some derivation of that for next year as will the Pacific Cup. Newport to Bermuda will also use ORR (Ocean Racing Rule) - a pure measurement rule tweaked for distance racing and co-score in IRC.

The PHRF committee expanded 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 2007. 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. There has been a lot of VPP research at US SAILING which can be used to help improve PHRF ratings, particularly for "differentials" such as all downwind, sail restrictions, heavy air, etc. These tools are being placed on the US SAING website for use by members and member organizations. The research continues and is financed primarily through donations.

Two national handicap appeals were heard during the year both of which were remanded back to the committees involved with instruction to follow the procedures of the local by-laws and no action was taken to adjust assigned ratings. One additional appeal is pending dealing with the length of time and conditions for which a National Appeals Board handicap is required to be honored. There will be some clarification of the committee by laws to address the issues raised by these appeals.

During the ISAF meeting the PHRF committee representative instructed our delegates to the ISAF meeting in November to oppose the disbanding of the Oceanic subcommittee and rolling it into the general Offshore committee (the Oceanic subcommittee deals with major offshore races such as Annapolis-Newport, Bermuda, Pineapple Cup, etc.). The PHRF committee supported various editorial and minor changes to the ORC safety regulations.

The National Offshore Council met twice during the course of the conference and discussed issues ranging from specific committee items noted above to the overall state of sailing and how to improve participation. One action item was brought to the House of Delegates to conduct a poll of US SAILING members to find out what sort of boat (s) they sail, where they sail them and what service they would like US SAILING to provide. The polls will be taken over the winter and results reported at the spring meeting.

Respectfully submitted,
Bruce Bingman
PHRF Chesapeake Delegate

Chief Handicapper Report, Region I-III for 2007

This is the second year using the restructured PHRF A division classes in response to the very large A-1 and A-2 fleets that had been developing. Although this action has resulted in a much better balance of fleet size and enhanced competition in the bigger races, particularly in the 72 to 84 rating range, some of the less well attended races ended up with only one to three boats competing due to the extra split. Delegates are reminded to tell the R/C's that it is permissible to combine classes within the PHRF A overall band to get sufficient numbers of boats to have good racing. The general level of participation was lighter than average early this year and then by the time of then St. Michael's Race was nearly the same as the last few years; however the overall trend is slightly down, especially in the PHRF B and C/D classes. This seems in contrast to the upward trend in the "fun" type races such as the Boatyard Race and the "Good Old Boat Races" – more on this below.

During the sailing season, the committee met each month and processed 10 to 20 requests for ratings as well as a few appeals. A number of new boats were rated, primarily for the Annapolis to Newport Race which occurred in June. 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. The Northern Bay handicappers met with Southern Bay handicappers in spring to review all active boats (sailed more than 5 races) and compare them to their imputed ("sailed to") ratings. This resulted in a few adjustments, primarily upwards (slower). There was considerable concern with some of the new "day sailor" type boats and boats with large asymmetricals. These boats primarily fall into the A-2 rating band and the assigned ratings appeared reasonable, especially on the few occasions that the top J-35's competed. PHRF A-0 is always a problem due to the large rating span across the class but even given this the competition, particularly in Fall Series was very close implying that the ratings were reasonably accurate as is borne out by the imputed ratings that have been done at this time. PHRF C is also a problem, not only due to the large rating spread, but also due to the wide variation in boat and crew preparation.

The biggest problem and most complaints that I have received during the year are due to the wide difference in preparation, sail inventory and level of sailing within the PHRF fleet. If you have followed the blog on Sailing Anarchy or seen Chuck Coyer's recent article in Spinsheet, you are well aware of the large number of more cruising oriented sailors that are increasingly frustrated with the current type of racing on the Bay. They feel disenfranchised with the predominance of short leg windward-leeward races where there is a premium on starts, quick tacks on wind shifts and crew work at the marks, all of which tend to work against the heavier more cruising oriented boats sailing with family crews. Virtually every appeal dealt with wet sailed boats, carry cruising equipment aboard while racing and having 1 to 3 year old (or older) sails, sailing in classes where all the top boats all have new sail inventories, are dry sailed or if wet sailed, have only a spray Teflon bottom, carry the minimum required accommodation and safety equipment and have one or more sailing professionals aboard. One appeal was from a boat that won overall at Audi Race Week (now Screwpile) whose current rating is 9 seconds per mile slower than it was at that time but having several year old sails and no longer fully set up for top end racing. This illustrates the difficulty we are facing in trying to provide a level playing field for every type and level of boat. One suggestion at the recent pre-scheduling meeting was to have more government mark type courses and encourage the more cruising oriented boats to come out for the distance races. While this may help in getting more boats out, it does not appear that it will spread the trophies around very much. A quick perusal of the results from the Solomon's, Gov Cup and Oxford races show that a distance race alone is not enough to give these boats a fair chance as the top end of each class remains dominated by race prepped and race crewed boats (the notable exception was the Tartan 4100 that won PHRF B in Fall Oxford).

Perhaps a better solution would be to create a PHRF Cruising class, with restrictions not unlike the "Good Old Boat" class. Some thoughts would be requirements for wet sailing, no Kevlar/carbon sails, no more than one new sail per year, a Sail Area to displacement limit of 21 or less (about a Sabre 42 range or heavier), only one professional sailor aboard who cannot steer, design date at least 5years old, etc. I would encourage the delegates to think about this as a way to open our racing to a wider range of participants.

I appreciate the effort that the PHRF board, the CBYRA board, the delegates and the Handicappers have made during the past three years that I have been Chief Handicapper. As I step down from that position, I continue look forward to working with PHRF of the Chesapeake for 2008.

Bruce Bingman
PHRF of the Chesapeake
Region I-III Chief Handicapper

Region IV Chief Handicapper's Report for 2007

In the Southern bay the year was quite with very little activity. This allowed us to postpone some of the scheduled handicapper meetings and handle some limited actions by email. Overall, the season appeared to be fair with the boats accurately handicapped. There are several boats in the sport boat category that offer challenges with respect to a fair rating. These boats have been recommended for review this winter seasons with evaluations based on the year's results.

An area where PHRF could be improved is in local data collection with the presence of NOAA PORTS network and private providers such as Sail Flow, weather data on race days can be collected and made available for handicapper consideration in rating reviews. I recommend that PHRF contract and individual (possibly a College or High School student interested in sailing) and create PDF files plotting the wind speed and direction for a race area using the best data logger available. In the Southern bay, data can be down loaded from the Chesapeake Bay Bridge tunnel, Willoughby Spit, the Sail Flow indicator at MO "A" or Dominion Terminals to capture most racing done in the Hampton Roads area. Similar Data is available in Annapolis and other areas of the Chesapeake Bay. The exercise to gather the data can be done fairly quickly and in consideration of the PHRF of the Chesapeake financial position, well within a potential budget. I recommend the delegates commit a budget line item to gather such information for CBYRA High point races for 2007 and 2008.

Another area where PHRF could improve is image. Letting our members know by visual indicators to identify our officers and handicappers makes us more approachable. PHRF is a fantastic handicapping system that has outlived many competitors. It fairly handicaps a variety of boats and does a very good job when similar boats compete. The PHRF system relies on performance data observed on the water. One of the best sources of information is what our members see. If we are not known or seen as unapproachable, we loose learning this information. If several members have a common perception of a need for a rating correction, there is likely some validity in their observation. This type of information needs to be shared with the handicappers so objective evaluations can be made of the perception. Today, many members do not know who is their Chief Handicapper or Club Representative Handicapper. A method to remove this gap would be to provide PHRF Handicappers w/ a hat, shirt, jacket or other garment to wear and identify their involvement in the PHRF process. This will afford members the opportunity to put a face with a name on a web page in an effort to draw information wrt observed performance from the membership. Accordingly, I recommend the delegates commit a budget line item to buy the Handicappers, and Executive committee such garments w/ a PHRF of the Chesapeake logo or burgee.

Last, I report that I have enjoyed my 3 years as a Chief Handicapper in the Southern Bay (region IV) and look forward to continued service as a handicapper.

Respectfully

Alan Bomar

2007 Chief Handicapper Region IV

Executive Secretary Report, 2007

November 10, 2007

Valid Certificates Issued by Year

	<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>	<u>2007</u>
Region 1	132	136	124	138	126	125	125	123	116	123
Region 2	121	123	119	115	119	120	115	115	114	108
Region 3	487	540	542	585	637	656	648	622	592	586
Region 4	<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>	<u>269</u>
Total:	992	1061	1027	1099	1161	1177	1163	1137	1097	1086
Certificate & Member Renewal:			884	911	966	1012	1019	984	953	949
New Certificate & Member:			143	188	195	165	144	153	144	137
SE Certificate:			10	14	3	12	0	2	1	1
Member Only/No Certificate:			0	0	0	0	0	1	1	0
Associate Member:			<u>3</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>3</u>	<u>0</u>
Total Member/Certificate Types:			1040	1115	1166	1191	1166	1141	1102	1087
<u>Prop Credits:</u>			104	123	156	166	156	153	145	129
<u>RF Credits:</u>					385	412	402	395	380	378
<u>EC= 6:</u>			7	7	24	38	29	25	16	21
<u>Paid Valid List Sub:</u>		232	258	4	2	2	4	1	3	2

2007 Certificates/Membership by Class/Region

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					42	38	26	17	123
Region 2					42	22	34	10	108
Region 3	17	53	110	113	293	105	134	54	586
Region 4	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u>53</u>	<u>95</u>	<u>121</u>	<u> </u>	<u>269</u>
Total:	17	53	110	113	430	260	315	81	1086

Web Site (home page... www.phrfchesbay.com)

Valid List On-line Updated Weekly During Racing Season
 Status of Rating Appeals available on-line
 Application package On-line
 Schedule of board of handicapper meetings available on-line

PHRF data base

- .. 2008 PHRF application forms are updated, please do not use older forms
- .. Rating/member application form available on web site
- .. Format of 2008 valid certificate
- .. Format for 2008 Renewals.. Renewals will go out before end of year
- .. Members need to keep addresses/phone numbers up to date
- .. Members need to send in renewals / applications early, don't wait until rating expires.
- .. Please don't use application forms for renewals

2008 PHRF of the Chesapeake Category 4P Special Regulations

Modified from ISAF Category 4 Regulations. Because this is an extract not all paragraph numbers will be present
CATEGORY 4, SECTION 1 - FUNDAMENTAL AND DEFINITIONS

1.01 Purpose and Use

- 1.01.1 It is the purpose of these Special Regulations to establish uniform minimum equipment, accommodation and training standards for monohull and multihull yachts racing offshore. A Proa is excluded from these regulations.
- 1.01.2 These Special Regulations do not replace, but rather supplement, the requirements of governmental authority, the Racing Rules and the rules of Class Associations and Rating Systems. The attention of persons in charge is called to restrictions in the Rules on the location and movement of equipment.
- 1.01.3 These Special Regulations, adopted internationally, are strongly recommended for use by all organizers of offshore races. Race Committees may select the category deemed most suitable for the type of race to be sailed.

1.02 Responsibility of Person in Charge

- 1.02.1 The safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used.
- 1.02.2 Neither the establishment of these Special Regulations, their use by race organizers, nor the inspection of a yacht under these Special Regulations in any way limits or reduces the complete and unlimited responsibility of the person in charge.
- 1.02.3 Decision to race -The responsibility for a yacht's decision to participate in a race or to continue racing is hers alone - RRS Fundamental Rule 4.

1.03 Definitions, Abbreviations, Word Usage

- 1.03.1 Definitions of Terms used in this document

TABLE 1

Age Date	Month/year of first launch
AIS	Automatic Identification Systems
CEN	Comité Européen de Normalisation
CPR	Cardio-Pulmonary Resuscitation
Coaming	includes the transverse after limit of the cockpit over which water would run in the event that when the yacht is floating level the cockpit is flooded or filled to overflowing.
DSC	Digital Selective Calling
EN	European Norm
EPFS	Electronic Position-Fixing System
EPIRB	Electronic Position-Indicating Radio Beacon
FA Station	The transverse station at which the upper corner of the transom meets the sheerline.
Foul-Weather Suit	A foul weather suit is clothing designed to keep the wearer dry and maybe either a jacket and trousers worn together, or a single garment comprising jacket and trousers.
GMDSS	Global Maritime Distress & Safety System
GNSS	Global Navigation Satellite System
GPIRB	EPIRB, with integral GPS position-fixing
ITU	International Telecommunications Union
GPS	Global Positioning System

Hatch	The term hatch includes the entire hatch assembly and also the lid or cover as part of that assembly (the part itself may be described as a hatch).
INMARSAT	International Maritime Satellite Organization
IMO	International Maritime Organisation
IMSO	International Mobile Satellite Organisation (works closely with INMARSAT)
ISAF	International Sailing Federation.
ISO	International Standard or International Organization for Standardization.
Lifeline	wire line rigged as guardrail / guardline around the deck
LOA	Length overall not including pulpits, bowsprits, boomkins etc.
LWL	(Length of) loaded waterline
Monohull	Yacht in which the hull depth in any section does not decrease towards the centre-line.
Moveable Ballast	Lead or other material including water which has no practical function in the boat other than to increase weight and/or to influence stability and/or trim and which may be moved transversely but not varied in weight while a boat is racing.
ORC	Offshore Racing Congress (formerly Offshore Racing Council)
OSR	Offshore Special Regulation(s)
Permanently Installed	Means the item is effectively built-in by eg bolting, welding, glassing etc. and may not be removed for or during racing.
PLB	Personal Locator Beacon
Proa	Asymmetric Catamaran
RRS	ISAF - Racing Rules of Sailing
SAR	Search and Rescue
SART	Search and Rescue Transponder
Series Date	Month/year of first launch of the first yacht of the production series
SOLAS	Safety of Life at Sea Convention
Safety Line	A tether used to connect a safety harness to a strong point
Securely Fastened	Held strongly in place by a method (e.g. rope lashings, wing-nuts) which will safely retain the fastened object in severe conditions including a 180 degree capsize and allows for the item to be removed and replaced during racing
Static Ballast	Lead or other material including water which has no practical function in the boat other than to increase weight and/or to influence stability and/or trim and which may not be moved or varied in weight while a boat is racing.
Static Safety Line	A safety line (usually shorter than a safety line carried with a harness) kept clipped on at a work-station
Variable Ballast	Water carried for the sole purpose of influencing stability and/or trim and which may be varied in weight and/or moved while a boat is racing.

1.03.2 The words "shall" and "must" are mandatory, and "should" and "may" are permissive.

1.03.3 The word "yacht" shall be taken as fully interchangeable with the word "boat".

CATEGORY 4, SECTION 2 - APPLICATION & GENERAL REQUIREMENTS

2.01 Categories of Events. In many types of race, ranging from trans-oceanic sailed under adverse conditions to short-course day races sailed in protected waters, six categories are established, to provide for differences in the minimum standards of safety and accommodation required for such varying circumstances:

2.01.5 Category 4. Short races, close to shore in relatively warm or protected waters normally held in daylight.

- 2.02 Inspection.** A yacht may be inspected at any time. If she does not comply with these Special Regulations her entry may be rejected, or she will be liable to disqualification or such other penalty as may be prescribed by the national authority or the race organizers.
- 2.03 General Requirements**
- 2.03.1 All equipment required by Special Regulations shall:-
- a) function properly
 - b) be regularly checked, cleaned and serviced
 - c) when not in use be stowed in conditions in which deterioration is minimized
 - d) be readily accessible
 - e) be of a type, size and capacity suitable and adequate for the intended use and size of the yacht
- 2.03.2 Heavy items:
- a) ballast, ballast tanks and associated equipment shall be permanently installed
 - b) heavy movable items including e.g. batteries, stoves, gas bottles, tanks, toolboxes and anchors and chain shall be securely fastened
 - c) heavy items for which fixing is not specified in Special Regulations shall be permanently installed or securely fastened, as appropriate
- 2.03.3 When to show navigation lights
- a) navigation lights (OSR 3.27) shall be shown as required by the International Regulations for Preventing Collision at Sea, (Part C and Technical Annex 1). All yachts shall exhibit sidelights and a sternlight at the required times.

CATEGORY 4, SECTION 3 - STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

- 3.01 Strength of Build, Ballast and Rig.** Yachts shall be strongly built, watertight and, particularly with regard to hulls, decks and cabin trunks capable of withstanding solid water and knockdowns. They must be properly rigged and ballasted, be fully seaworthy and must meet the standards set forth herein. Shrouds shall never be disconnected.
- 3.02 Watertight Integrity of a Hull**
- 3.02.1 A hull, including, deck, coach roof, windows, hatches and all other parts, shall form an integral, essentially watertight unit and any openings in it shall be capable of being immediately secured to maintain this integrity.
- 3.02.2 Centerboard and dagger board trunks and the like shall not open into the interior of a hull except via a watertight inspection/maintenance hatch of which the opening shall be entirely above the waterline of the yacht floating level in normal trim.
- 3.02.3 A canting keel pivot shall be completely contained within a watertight enclosure, which shall comply with OSR 3.02.2. Access points in the watertight enclosure for control and actuation systems or any other purpose shall comply with OSR 3.02.1.
- 3.02.4 Moveable ballast systems shall be fitted with a manual control and actuation secondary system, which shall be capable of controlling the full sailing load of the keel in the event of failure of the primary system. Such failures would include electrical and hydraulic failure and mechanical failure of the components and the structure to which it mounts. The system must be capable of being operational quickly and shall be operable at any angle of heel. It would be desirable if this system was capable of securing the keel on the centerline.
- 3.04 Stability - Monohulls**
- 3.04.2 A yacht shall be designed and built to resist capsize.
- 3.04.3 A National Authority or race organizer should require compliance with a minimum stability or stability/buoyancy index. Attention is drawn to the stability index in IMS Regulation 201.
- 3.04.4 Achievement of Design Category C under ISO 12217-2 may be accepted by a race organizer as a guide to general suitability for competition in a Special Regulations Category 4 race.
- 3.04.5 Use of the ISO or any other index does not guarantee total safety or total freedom of risk from capsize or sinking.
- 3.04.6 For boats with moveable or variable ballast the method in OSR 3.04.4 shall apply plus the relevant additional

requirement of OSR Appendix K.

- 3.04.7 Tanks for variable ballast shall be permanently installed and shall be provided with a system of isolating valves and pump(s) capable of manual operation at any angle of heel. A plan of the plumbing system shall be displayed aboard the boat

3.06

Exits - Monohulls

TABLE 4

LOA	Earliest of Age or Series Date	Detail
8.5 m (28 ft) and over	1/95 and after	Yachts shall have at least two exits. At least one exit shall be located forward of the foremost mast except where structural features prevent its installation.

3.08

Hatches & Companionways

- 3.08.1 No hatch forward of the maximum beam station shall open in such a way that the lid or cover moves into the open position towards the interior of the hull (excepting ports having an area of less than 0.071m² (110 sq in)).
- 3.08.2 A hatch shall be:
- b) permanently attached
 - c) capable of being firmly shut immediately and remaining firmly shut in a 180 degree capsized (inversion)
- 3.08.3 A companionway hatch extending below the local sheer line, shall:
- a) not be permitted in a yacht with a cockpit opening aft to the sea (OSR 3.09.6)
 - b) be capable of being blocked off up to the level of the local sheer line, provided that the companionway hatch shall continue to give access to the interior with the blocking devices (e.g. washboards) in place
- 3.08.4 A companionway hatch shall:
- a) be fitted with a strong securing arrangement which shall be operable from the exterior and interior including when the yacht is inverted. Separate securing means for interior and exterior operation are acceptable.
 - b) have any blocking devices
 - i. capable of being retained in position with the hatch open or shut
 - ii. whether or not in position in the hatchway, secured to the yacht (e.g. by lanyard) for the duration of the race, to prevent their being lost overboard
 - iii. permit exit in the event of inversion

3.09

Cockpits - Attention is Drawn to ISO 11812

- 3.09.1 Cockpits shall be structurally strong, self-draining quickly by gravity at all angles of heel and permanently incorporated as an integral part of the hull.
- 3.09.2 Cockpits must be essentially watertight, that is, all openings to the hull must be capable of being strongly and rigidly secured
- 3.09.3 A bilge pump outlet pipe shall not be connected to a cockpit drain. See OSR 3.09.8 for cockpit drain minimum sizes
- 3.09.4 A cockpit sole shall be at least 2% LWL above LWL (or in IMS yachts first launched before 1/03, at least 2% L above LWL)
- 3.09.5 A bow, lateral, central or stern well shall be considered a cockpit for the purposes of OSR 3.09
- 3.09.6 In cockpits opening aft to the sea structural openings aft shall be not less in area than 50% maximum cockpit depth x maximum cockpit width.
- 3.09.7
Cockpit Volume

TABLE 5

earliest of age or series date	Detail
before 4/92	the total volume of all cockpits below lowest coamings shall not exceed 9% (LWL x maximum beam x freeboard abreast the cockpit). Sailboats built before January 1980 shall not be required to retrofit provided that their maximum cockpit volume does not exceed 12% of LWL x Max Beam x Freeboard Aft.
4/92 and after	as above for the appropriate category except that "lowest coamings" shall not include any aft of the FA station and no extension of a cockpit aft of the working deck shall be included in calculation of cockpit volume

- 3.09.8 Cockpit Drains. See OSR 3.09.1. Cockpit drain cross section area (after allowance for screens if fitted) shall be:
- in yachts with earliest of age or series date before 1/72 or in any yacht under 8.5m (28ft) LOA - at least that of 2 x 25mm diameter (one inch) unobstructed openings or equivalent
 - in yachts with earliest of age or series date 1/72 and later - at least that of 4 x 20mm diameter (3/4 inch) unobstructed openings or equivalent
- US SAILING prescribes that cockpit drains shall be accessible for cleaning**
- 3.10 **Sea Cocks or Valves.** Sea cocks or valves shall be permanently installed on all through-hull openings below LWL on boats built after January 1976 except integral deck scuppers, speed indicators, depth finders and the like, however a means of closing such openings shall be provided.
- 3.11 **Sheet Winches.** Sheet winches shall be mounted in such a way that an operator is not required to be substantially below deck.
- 3.12 **Mast Step.** The heel of a keel stepped mast shall be securely fastened to the mast step or adjoining structure.
- 3.14 **Pulpits, Stanchions, Lifelines - Attention is Drawn to ISO 15085**
- 3.14.2 Lifelines required in Special Regulations shall be "taut".
- As a guide, when a deflecting force of 50 N (5.1 kgf, 11.2 lbf) is applied to a lifeline midway between supports, the lifeline should not deflect more than 50 mm.
- 3.14.3 The following shall be provided:
- a bow pulpit forward of the headstay (however on yachts under 8.5 m (28 ft) the bow pulpit may be aft of the headstay provided the forward upper rail is within 405 mm (16 in) of the headstay) with vertical height and openings essentially conforming to Table 7 Bow pulpits may be open but the opening between the pulpit and any part of the boat shall never be greater than 360mm (14.2") (this requirement shall be checked by presenting a 360mm (14.2") circle inside the opening)
 - a stern pulpit, or lifelines arranged as an adequate substitute, with vertical openings conforming to Table 7
 - lifelines (guardlines) supported on stanchions, which, with pulpits, shall form an effectively continuous barrier around a working deck for man-overboard prevention. Lifelines shall be permanently supported at intervals of not more than 2.20m (86.6") and shall not pass outboard of supporting stanchions
 - upper rails of pulpits at no less height above the working deck than the upper lifelines as in Table 7.
 - Openable upper rails in bow pulpits shall be secured shut whilst racing

- f) Pulpits and stanchions shall be permanently installed. When there are sockets or studs, these shall be through-bolted, bonded or welded. The pulpit(s) and/or stanchions fitted to these shall be mechanically retained without the help of the life-lines. Without sockets or studs, pulpits and/or stanchions shall be through-bolted, bonded or welded.
- g) The bases of pulpits and stanchions shall not be further inboard from the edge of the appropriate working deck than 5% of maximum beam or 150 mm (6 in), whichever is greater.
- h) Stanchion bases shall not be situated outboard of a working deck. For the purpose of this rule a stanchion or pulpit base shall be taken to include a sleeve or socket into which a stanchion or pulpit tube is fitted but shall exclude a baseplate which carries fixings into the deck or hull.
- i) Provided the complete lifeline enclosure is supported by stanchions and pulpit bases effectively within the working deck, lifeline terminals and support struts may be fixed to a hull aft of the working deck
- j) Lifelines need not be fixed to a bow pulpit if they terminate at, or pass through, adequately braced stanchions set inside and overlapping the bow pulpit, provided that the gap between the upper lifeline and the bow pulpit does not exceed 150 mm (6 in).
- k) Stanchions shall be straight and vertical except that:
 - i) within the first 50 mm (2 in) from the deck, stanchions shall not be displaced horizontally from the point at which they emerge from the deck or stanchion base by more than 10 mm (3/8 in),and
 - ii) stanchions may be angled to not more than 10 degrees from vertical at any point above 50 mm (2 in) from the deck.

3.14.5 Lifeline Height, Vertical Openings, Number of Lifelines

TABLE 7

LOA	earliest of age/series/date	minimum requirements
under 8.5 m(28 ft)	before 1/92	taut single lifeline at a height of no less than 450 mm (18 in) above the working deck. No vertical opening shall exceed 560 mm (22 in).
under 8.5 m(28 ft)	1/92and after	as for under 8.5 m(28 ft) in table 7 above, except that when an intermediate lifeline is fitted no vertical opening shall exceed 380 mm (15 in).
8.5 m (28 ft) and over	before 1/93	taut double lifeline with upper lifeline at a height of no less than 600 mm (24 in) above the working deck. No vertical opening shall exceed 560 mm (22 in)
8.5 m (28 ft)and over	1/93 and after	as 8.5 m (28 ft) and over in Table 7 above, except that no vertical opening shall exceed 380 mm (15 in).
all	all	on yachts with intermediate lifelines the intermediate line shall be not less than 230 mm (9 in) above the working deck and shall be of the same construction and general arrangements as required for the upper.

3.14.6 Lifeline Minimum Diameters, Required Materials, Specifications

- a) All lifelines shall be stranded stainless steel wire of minimum diameter in table 8 below. Lifelines shall be uncoated and used without close-fitting sleeving. Notwithstanding 3.14.6 (a), temporary sleeving may be fitted provided it is regularly removed for inspection
- b) Grade 316 stainless wire is recommended.
- c) A taut lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm (4 in).

- d) All wire, fittings, anchorage points, fixtures and lanyards shall comprise a lifeline enclosure system which has at all points at least the breaking strength of the required lifeline wire.

TABLE 8

LOA	Minimum wire diameter. For boats whose manufactured as-built design includes covered or uncovered stainless steel lifelines of at least 1/8 in minimum diameter, the original lifelines if still installed, or replacement lifelines meeting the original manufacturer’s specifications and installed prior to March 31, 2008, will be considered to meet the requirements. All replacement lifelines manufactured after April 1, 2008 must conform to the requirements below.
under 8.5 m (28ft)	3mm (1/8 in)
8.5m - 13 m	4mm (5/32 in)
over 13 m (43 ft)	5mm (3/16 in)

3.14.7 Pulpits, Stanchions, Lifelines - Limitations on Materials

TABLE 9

Earliest of Age or Series Date	detail
before 1/87	carbon fibre is not recommended in stanchions pulpits and lifelines.
1/87 and after	stanchions, pulpits and lifelines shall not be made of carbon fibre.

3.18 Toilet

3.18.2 A toilet, permanently installed or fitted bucket

3.19 Bunks

3.19.2 Bunks, permanently installed

3.22 Hand Holds

Adequate hand holds shall be fitted below deck so that crew members may move about safely at sea. A hand hold should be capable of withstanding without rupture a side force of 1500N - attention is drawn to ISO 15085.

3.23 Bilge Pumps and Buckets

3.23.1 No bilge pump may discharge into a cockpit unless that cockpit opens aft to the sea.

3.23.2 Bilge pumps shall not be connected to cockpit drains. (OSR 3.09)

3.23.3 Bilge pumps and strum boxes shall be readily accessible for maintenance and for clearing out debris

3.23.4 Unless permanently installed, each bilge pump handle shall be provided with a lanyard or catch or similar device to prevent accidental loss

3.23.5 The following shall be provided:

- e) one manual bilge pump

- f) two buckets of stout construction each with at least 2 US gallons capacity. Each bucket to have a lanyard.

3.24 Compass

- 3.24.1 The following shall be provided:-
 - a) a marine magnetic compass, independent of any power supply, permanently installed and correctly adjusted with deviation card.

3.25 Halyards.

No mast shall have less than two halyards, each capable of hoisting a sail.

Boom Support. US SAILING prescribes that some means must exist to prevent the boom from dropping if support from the mainsail and/or halyard fails. Topping lifts or supporting vang are acceptable for this purpose.

3.27 Navigation Lights (see OSR 2.03.3)

- 3.27.1 Navigation lights shall be mounted so that they will not be masked by sails or the heeling of the yacht.
- 3.27.2 Navigation lights shall not be mounted below deck level and should be at no less height than immediately under the upper lifeline. Sailboats manufactured before January of 1980 shall not be required to retrofit provided they meet the requirements of 3.27.1.
- 3.27.3 Navigation light intensity

US SAILING prescribes that in the US compliance with the recommendations of USCG COLREGS shall suffice in satisfying these regulation, USCG COLREGS requirements are as follows;

TABLE 14

LOA	Light	Luminous Intensity	Minimum Range of visibility
under 39.4 ft	Side	0.9 candelas	1 mile
	Stern	4.3 candelas	2 miles
39.4 ft and above and less than 164 ft	Side	4.3 candelas	2 miles
	Stern	4.3 candelas	2 miles

- 3.27.5 spare bulbs for navigation lights shall be carried, or for lights not dependent on bulbs, appropriate spares.
- 3.29.1 The following shall be provided:
 - f) Independent of a main radio transceiver, a radio receiver capable of receiving weather bulletins
- 3.29.2 Yachts are reminded that no reflector, active or passive, is a guarantee of detection or tracking by a vessel using radar.
 - a) The attention of persons in charge is drawn to legislation in force or imminent affecting the territorial seas of some countries in which the carriage of an AIS set is or will be mandatory for certain vessels including relatively small craft.

CATEGORY 4, SECTION 4 - PORTABLE EQUIPMENT & SUPPLIES for the yacht (for water & fuel see OSR 3.21 and OSR 3.28)

4.01 Sail Letters & Numbers

- 4.01.1 Yachts which are not in an ISAF International Class or Recognized Class shall comply with RRS 77 and Appendix G as closely as possible, except that sail numbers allotted by a State authority are acceptable .
- 4.01.2 Sail numbers and letters of the size carried on the mainsail must be displayed by alternative means when none of the numbered sails is set.

4.03 Soft Wood Plugs

Soft wood plugs, tapered and of the appropriate size, shall be attached or stowed adjacent to the appropriate fitting for every through-hull opening shall be provided.

- 4.05.1 Fire extinguishers, at least two, readily accessible in suitable and different parts of the yacht

4.06 Anchor(s)

4.06.1 An anchor or anchors shall be carried according to the table below:

TABLE 12

LOA	detail
any	1 anchor, readily accessible

4.07 Flashlight(s)

4.07.1 The following shall be provided:-

- b a watertight flashlight with spare batteries and) bulb

4.08 First Aid Manual and First Aid Kit

4.08.1 A suitable First Aid Manual shall be provided. In the absence of a National Authority's requirement, the latest edition of one of the following is recommended:-

- b) First Aid at Sea, by Douglas Justins and Colin Berry, published by Adlard Coles Nautical, London

- c) Le Guide de la medecine a distance, by Docteur J Y Chauve, published by Distance Assistance BP33 F-La Baule, cedex, France. An English translation may be available.

US SAILING endorses the above and additionally recommends the following manuals: Advanced First Aid by Peter Eastman, M.D., Cornell Maritime Press and A Comprehensive Guide to Marine Medicine by Eric A. Weiss, M.D. and Michael E. Jacobs, M.D., Adventure Medical Kits.

4.08.2 A First Aid Kit shall be provided

4.08.3 The contents and storage of the First Aid Kit should reflect the guidelines of the Manual carried, the likely conditions and duration of the passage, and the number of people aboard the yacht.

4.08.4 At least one member of the crew shall be familiar with First Aid procedures, hypothermia and relevant communications systems (see OSR 6.02.7, 6.03.3, 6.03.4)

4.09 Foghorn

A foghorn shall be provided

4.10 Radar Reflector, AIS (Automatic Identification System)

4.10.1 A passive Radar Reflector (that is, a Radar Reflector without any power) shall be provided

- a) If a radar reflector is octahedral it must have a minimum diagonal measurement of 10 in, or if not octahedral must have a documented RCS (radar cross-section) of not less than 10 m². The minimum effective height above water is 4.0 m (13 ft).

US SAILING prescribes that in the US, radar reflectors shall have a minimum documented "equivalent echoing area" of 6 sq. m. Octahedral reflectors shall have a minimum diameter of 10 inches.

- b) The passive and active devices referred to in these notes and in 4.10.1 and 4.10.2 above are primarily intended for use in the X (9GHz) band

4.10.2 The most effective radar response from a yacht may be provided by an RTE (Radar Target Enhancer) which may be on board in addition to the required passive reflector. An RTE should conform to Recommendation ITU-R 1176. An RTE is strongly recommended.

- b) The display of a passive reflector or the operation of an RTE is for the person in charge to decide according to prevailing conditions.

4.10.3 A passive reflector in compliance with revised ISO8729 (revision in progress at 1/06) offers improved performance over earlier models and has a size typified by a cylinder of not more than weight 5kg, height 750mm (29.5 in) and dia 300mm (12.8 in) When revised ISO 8729 is published the Special Regulations

regarding radar reflectors will be reviewed and may be changed.

- 4.10.4 S (3GHz) band radar is often used by ships to complement X (9GHz) band radar. On S (3GHz) band a conventional reflector or RTE offers about 1/10 the response obtained on the X (9GHz) band.

4.11 **Navigation Equipment**

- 4.11.1 Charts. Navigational charts (not solely electronic), light list and chart plotting equipment shall be provided

- 4.12 **Safety Equipment Location Chart.** A safety equipment location chart in durable waterproof material shall be displayed in the main accommodation where it can best be seen, clearly marked with the location of principal items of safety equipment.

4.13 **Echo Sounder or Lead Line**

- 4.13.1 An echo sounder or lead line shall be provided

- 4.16 **Tools and Spare Parts.** Tools and spare parts, including effective means to quickly disconnect or sever the standing rigging from the hull shall be provided.

- 4.17 **Yacht's name.** Yacht's name shall be on miscellaneous buoyant equipment, such as lifejackets, cushions, lifebuoys, lifeslings, grab bags etc.

4.18 **Marine grade retro-reflective material**

Marine grade retro-reflective material shall be fitted to lifebuoys, lifeslings, liferafts and lifejackets. See OSRs 5.04, 5.08.

- iv) in a yacht with age or series date before 6/01, a liferaft may be packed in a valise not exceeding 40kg securely stowed below deck adjacent to a companionway.

4.22 **Lifebuoys**

- 4.22.1 The following shall be provided within easy reach of the helmsman and ready for instant use:

- a) a lifebuoy with a waterproof light and a drogue or a Lifesling with a waterproof light and without a drogue. A light is not required if the race will be conducted in closed waters only during daylight hours.

For Category 4, US SAILING prescribes that the lifebuoy must be inherently buoyant.

- 4.22.3 Each inflatable lifebuoy and any automatic device (eg pole and flag extended by compressed gas) shall be tested and serviced at intervals in accordance with its manufacturer's instructions.

- 4.22.4 Each lifebuoy or lifesling shall be fitted with marine grade retro-reflective material (4.18).

4.23 **Pyrotechnic Signals**

- 4.23.1 Pyrotechnic signals shall be provided meeting the USCG requirements for the size of vessel and stowed in a waterproof container.

4.24 **Heaving Line**

- a) a heaving line shall be provided 15 m - 25 m (50 ft - 75 ft) length readily accessible to cockpit.

- b) the "throwing sock" type is recommended - see Appendix D

US SAILING prescribes that the heaving line be of 1/4 in. (6 mm) minimum diameter, floating, UV-inhibited and readily accessible to the cockpit.

4.25 **Cockpit Knife**

A strong, sharp knife, sheathed and securely restrained shall be provided readily accessible from the deck or a cockpit.

4.26 **Storm & Heavy Weather Sails**

- 4.26.1 Design
- a) it is strongly recommended that persons in charge consult their designer and sailmaker to decide the most effective size for storm and heavy weather sails. The purpose of these sails is to provide safe propulsion for the yacht in severe weather -they are not intended as part of the racing inventory. The areas below are maxima. Smaller areas are likely to suit some yachts according to their stability and other characteristics.
- 4.26.2 High Visibility
- a) it is strongly recommended that every storm sail should either be of highly-visible coloured material (eg dayglo pink, orange or yellow) or have a highly-visible coloured patch added on each side; and also that a rotating wing mast used in lieu of a trysail should have a highly-visible coloured patch on each side
- 4.26.3 Materials
- a) aromatic polyamides, carbon and similar fibres shall not be used in a trysail or storm jib but spectra/dyneema and similar materials are permitted.
- b) it is strongly recommended that a heavy-weather jib does not contain aromatic polyamides, carbon and similar fibres other than spectra/dyneema.
- 4.26.4 The following shall be provided:-
- a) sheeting positions on deck for each storm and heavy-weather sail.
- b) for each storm or heavy-weather jib, a means to attach the luff to the stay, independent of any luff-groove device. A heavy weather jib shall have the means of attachment readily available;
- c) when a storm trysail is required by OSR 4.26.4 (d) it shall be capable of being sheeted independently of the boom with area not greater than 17.5% mainsail luff length x mainsail foot length. The storm trysail shall have neither headboard nor battens;
- d) a heavy-weather jib (or heavy-weather sail in a yacht with no forestay) of an area not greater than 13.5% height of the foretriangle squared and without reef points, or a storm trysail as defined in OSR 4.26.4 (c), or mainsail reefing to reduce the luff by at least 40%.
- e) no mainmast shall have less than two halyards each capable of hoisting a sail.

CATEGORY 4, SECTION 5 - PERSONAL EQUIPMENT

5.01 Lifejacket

- 5.01.1 Each crew member shall have a USCG approved Personal Flotation Device (PFD). It is strongly recommended that the device meets the following:
- a) equipped with a whistle
- b) fitted with marine grade retro-reflective material (OSR 4.18)
- c) compatible with the wearer's safety harness
- d) if inflatable, regularly checked for air retention
- e) clearly marked with the yacht's or wearer's name

5.02 There shall be sufficient safety harnesses for 50% of the crew.

- 5.02.6 Warning - a safety harness is not designed to tow a person in the water and it is important that a harness is used to minimize or eliminate the risk of a person's torso becoming immersed in water outside the boat. The diligent use of a properly adjusted safety harness is regarded as by far the most effective way of preventing man overboard incidents.
- b) it is recommended that a foul weather suit should be fitted with marine-grade retro-reflective material, and should have high-visibility colours on its upper parts and sleeve cuffs. See OSR 4.18

5.09 Annual Man-Overboard Practice

US SAILING prescribes that the "Quick-Stop" man-overboard procedure shall be practiced aboard the

yacht at least once annually. A certificate of such practice shall be signed by participating crew members and kept aboard the yacht.

5.10 **CPR Training**

US SAILING recommends that at least two members of the crew be currently certified in cardiopulmonary resuscitation.

5.11 **Preventer or Boom Restraining Device**

US SAILING recommends that a preventer or boom restraining device should be rigged in such a manner that attachment can be easily and quickly made, with the boom fully extended (running) without leaving the deck or leaning overboard. A process and plan for its use should be part of the crew's training and practice. Recommended for all boats in all categories.

6.04 **Routine Training On-Board**

6.04.1 It is recommended that crews should practice safety routines at reasonable intervals including the drill for man-overboard recovery

2008 PHRF of the Chesapeake Category 5P Special Regulations

Modified from ISAF Category 5 Regulations. Because this is an extract not all paragraph numbers will be present
Category 5 Special Regulations are intended for use in short races, close to shore in relatively warm and protected waters where adequate shelter and/or effective rescue is available all along the course, held in daylight only.

With the exception of recommended item 3.14 pulpits etc. for which see the main body of Special Regulations, all the items relevant to Category 5 are shown in Appendix J.

US Sailing prescriptions are printed in bold italic letters.

Category 5 - Part A Basic

The following regulations shall be observed:-

Because this is an extract not all paragraph numbers will be present

CATEGORY 5, SECTION 1 - FUNDAMENTAL AND DEFINITIONS

1.02 Responsibility of Person in Charge

The safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used.

CATEGORY 5, SECTION 2 - APPLICATION & GENERAL REQUIREMENTS

2.03 General Requirements

- 2.03.1 Suitability of Equipment. All equipment required by Special Regulations shall:
- a) function properly
 - b) be regularly checked, cleaned and serviced
 - c) when not in use be stowed in conditions in which deterioration is minimized
 - d) be readily accessible
 - e) be of a type, size and capacity suitable and adequate for the intended use and size of the yacht

CATEGORY 5, SECTION 3 - STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

3.08 Hatches & Companionways

- 3.08.1 No hatch forward of the maximum beam station shall open in such a way that the lid or cover moves into the open position towards the interior of the hull (excepting ports having an area of less than 0.071m² (110 sq in)).
- 3.08.2 A hatch shall be:
- a) so arranged as to be above the water when the hull is heeled 90 degrees
US SAILING prescribes that 3.08.2(a) shall not apply in 2007.
 - b) permanently attached
 - c) capable of being firmly shut immediately and remaining firmly shut in a 180 degree capsized (inversion)
- 3.08.3 A companionway hatch extending below the local sheerline, shall:
- a) not be permitted in a yacht with a cockpit opening aft to the sea (OSR 3.09.6)
 - b) be capable of being blocked off up to the level of the local sheerline, provided that the companionway hatch shall continue to give access to the interior with the blocking devices (e.g. washboards) in place
- 3.08.4 A companionway hatch shall:
- a) be fitted with a strong securing arrangement which shall be operable from the exterior and interior including when the yacht is inverted. Separate securing means for interior and exterior operation are acceptable.
 - b) have any blocking devices
 - i. capable of being retained in position with the hatch open or shut
 - ii. whether or not in position in the hatchway, secured to the yacht (e.g. by lanyard) for the duration of the race, to prevent their being lost overboard
 - iii. permit exit in the event of inversion

3.09 Cockpits - Attention is Drawn to ISO 11812

- 3.09.1 Cockpits shall be structurally strong, self-draining quickly by gravity at all angles of heel and permanently incorporated as an integral part of the hull.
- 3.09.2 Cockpits must be essentially watertight, that is, all openings to the hull must be capable of being strongly and rigidly secured
- 3.09.3 A bilge pump outlet pipe shall not be connected to a cockpit drain. See OSR 3.09.8 for cockpit drain minimum sizes
- 3.09.4 A cockpit sole shall be at least 2% LWL above LWL (or in IMS yachts first launched before 1/03, at least 2% L above LWL)
- 3.09.5 A bow, lateral, central or stern well shall be considered a cockpit for the purposes of OSR 3.09
- 3.09.6 In cockpits opening aft to the sea structural openings aft shall be not less in area than 50% maximum cockpit depth x maximum cockpit width.
- 3.09.7
- Cockpit Volume
- i. age or series date before 4/92: the total volume of all cockpits below lowest coamings shall not exceed 9% (LWL x maximum beam x freeboard abreast the cockpit). Sailboats built before January 1980 shall not be required to retrofit provided that their maximum cockpit volume does not exceed 12% of LWL x Max Beam x Freeboard aft.
 - ii. age or series date 4/92 and after: as in (i) above except that "lowest coamings" shall not include any aft of the FA station and no extension of a cockpit aft of the working deck shall be included in calculation of cockpit volume.
 - iii. IMS-rated boats may instead of the terms LWL, maximum beam, freeboard abreast the cockpit, use the IMS terms L, B and FA.

- 3.09.8 Cockpit Drains. Cockpit drain cross section (after allowance for screens (if fitted) shall be:
- i. in yachts with earliest of age or series date before 1/72 or in any yacht under 8.5m (28ft) LOA - at least that of 2 x 25mm diameter (one inch) unobstructed openings or equivalent
 - ii. in yachts with earliest of age or series date 1/72 and later - at least that of 4 x 20mm diameter (3/4 inch) unobstructed openings or equivalent

US SAILING prescribes that cockpit drains shall be accessible for cleaning

3.23 Bilge Pumps and Buckets

3.23.5 The following shall be provided:

- e) one manual bilge pump
- f) one buckets of stout construction each with at least 2 US gallons capacity.

3.24 Compass

- 3.24.1 b. One compass (a hand-held is acceptable)

CATEGORY 5, SECTION 4 - PORTABLE EQUIPMENT & SUPPLIES

- 4.01.1 Sail numbers. Yachts which are not in an ISAF International Class or Recognized Class shall comply with RRS 77 and Appendix G as closely as possible, except that sail numbers allotted by a State authority are acceptable . Yachts which are not in an ISAF International Class or Recognized Class shall comply with RRS 77 and Appendix G as closely as possible, except that sail numbers allotted by a State authority are acceptable .
- 4.06.1 One anchor shall be provided.
- 4.22.1 a. A lifebouy with a drogue, or a lifesling without a drogue. Marine.
- 4.24 a heaving line shall be provided 15 m - 25 m (50 ft - 75 ft) length readily accessible to cockpit.

CATEGORY 5, SECTION 5 - PERSONAL EQUIPMENT

- 5.01.1 Each crew member shall have a USCG approved Personal Flotation Device (PFD). It is strongly recommended that the device meets the following:
- a) equipped with a whistle
 - b) fitted with marine grade retro-reflective material (OSR 4.18)
 - c) compatible with the wearer's safety harness
 - d) if inflatable, regularly checked for air retention
 - e) clearly marked with the yacht's or wearer's name

Category 5 Recommendations

- 4.07.1(a) A flashlight
- 4.08.2 A first aid kit.
- 4.11.1 A waterproof chart
- 4.13 An echo sounder or lead line
- 4.16 Tools and spare parts

4.24 A “throwing sock” type of heaving line - see Appendix D

4.26.4(g) Mainsail reefing to reduce the luff by at least 40% or a storm trysail as in 4.26.4c.

US SAILING NOTE: As is true of all of these regulations, the prescriptions above do not necessarily replace the requirements of other governing bodies.

Additional requirements necessary for boats meeting 2007 4P, 5P, and 6P standards to comply with new 2008 4P and 5P special regulations.

If your boat met the 2007 4P standard, these additional requirements are necessary to meet the 2008 4P regulations:

- Toolboxes are now listed as a ‘heavy item’ that needs to be securely fastened (2.03.2)
- Companionway hatches now must ‘be fitted with a strong securing arrangement which shall be operable from the exterior and interior’. (3.08.4)
- The heel of a keel stepped mast must be secured to the boat. (3.12)
- Adequate hand holds shall be fitted below deck. (3.22)
- At least one compass must be magnetic and have a deviation card. (3.24.1)
- A topping lift or supporting vang is required. (3.25, US Sailing prescription)
- The radio capable of receiving weather bulletins can not be your primary radio (VHF). (3.29.1)
- You must have a plan to display sail numbers even if the sails are not set. (4.01.2)
- Wood through-hull plugs must be attached or stowed near the fitting. (4.03)
- The First Aid manual should be one of the ones listed. (4.08.1)
- At least one crewmember must be familiar with First Aid procedures, etc. (4.08.4)
- Charts, Light List and plotting equipment are now required. (4.11.1)
- A diagram identifying where safety equipment is stored must be posted in the main cabin. (4.12)
- The boats name must be on PFDs and other buoyant equipment. (4.17)
- Reflective tape (or other material) must be on PFDs and other buoyant equipment. (4.18)
- A knife on deck or in the cockpit is now required. (4.25)
- Strong recommendation that storm sails have a high visibility color. (4.26.2)
- Strong recommendation that PFDs have whistles attached. (5.01.1.a)
- Annual MOB practice, with documentation aboard, is now required. (5.09)
- Recommendation that at least two crew have current CPR certifications. (5.10)

If your boat met the 2007 5P, or 6P standards, these additional requirements are necessary to meet the 2008 5P regulations (there is no new equivalent to the 2007 6P standards – all boats rated under the 6P standard will need to meet the 2008 5P regulations):

- Companionway hatches now must ‘be fitted with a strong securing arrangement which shall be operable from the exterior and interior’. (3.08.4)
- A single 2-gallon bucket is required. (3.23.5.f)
- A waterproof chart is required. (4.11.1)
- The heaving line is always required. (4.24)
- Strong recommendation that PFDs have whistles, reflective material and the boats name on them. (5.01.1)

All owners are encouraged to fully review the new 2008 special regulations available on the PHRF website (www.phrfchesbay.com) and are required to complete, and sign, the enclosed compliance certification form and keep the form on the boat.