

The Mainsheet

The Newsletter of PHRF of the Chesapeake
P.O. Box 3169
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Winter 2010

Page 1

Annual Meeting. On November 20, 2010, the Annapolis YC hosted the Annual PHRF Board of Delegates meeting. The detailed minutes to the meeting follows later in The Mainsheet. Some of the more important issues are summarized here....

Reduced dues for memberships and ratings for 2011. We have reduced the dues for a PHRF membership and valid certificates by \$5 for 2011. New boat applications will be \$30 and renewals will be \$25 before 1 April 2011, and \$30 thereafter. Renew your rating early and enjoy the savings! The complete fee structure can be found in the minutes below.

Both Spinnaker and Non-spinnaker ratings. For 2011, we will provide BOTH a spinnaker and a NS rating for those boats requesting dual ratings. This will be a big change for all, and requires some patience as we transition to the dual rating system. You indicate on your 2011 renewal form you request to have both ratings for your boat. Boats without spinnaker information on the valid certificate will receive only a NS rating. All the race committees are reminded that the dual ratings are intended to provide fair and equitable racing in spinnaker and non-spinnaker classes. The dual ratings are not intended to allow spinnaker and NS boats to race in the same class. More info may be seen in the complete minutes.

Do you race NS with a mizzen staysail? For 2011, we clarified what non-spinnaker mizzen staysails are allowed. Basically, if the staysail meets the definition of a jib (i.e., it's not a spinnaker), then it is allowable in the NS class.

What EC is required for sanctioned events? While this isn't really new for 2011, it's a clarification for all who need to know. Our rules and regulations have had some confusing guidance on whether EC 4P or 5P is required for sanctioned events. Beginning in 2011, we are requiring that boats competing in sanctioned events meet the safety standards in the Notice of Race or Sailing Instructions (which should specify 4P, 5P or 6P requirements based on event location and race course).

New Wild Card races for High Point. For regions I and II, the Governors Cup race and the EYC Solomons Island race are added as wild card races. See the minutes below for more information.

PHRF High Point Committee assigned to determine event sanctioning. The relatively large number of sanctioned events in close proximity to each other has led to decreased participation for many PHRF classes. To improve attendance at sanctioned events, it was determined PHRF needs to take a leadership role in how events are sanctioned. A HP committee of PHRF officers, and at-large members from regions I, II, and III will review scheduled events and recommend those that should be sanctioned for HP awards. Due to this decision being late in the 2011 race scheduling process, this will be fully implemented for the 2012 race season. See the minutes below.

PHRF class splits. Look for the revised 2011 PHRF class splits later in The Mainsheet. Region IV splits are the same as in 2010, but the class splits in regions I, II, and III have all been revised for 2011.

Renewals for 2011. Valid Certificates expire the last day of March following the year of issue; therefore, renewal of your PHRF Valid Certificate is mandatory each year. Renewals will be mailed out during the first week of January, so please get your renewal back in early. Please remember that the signed renewal form MUST be returned to the PHRF office even if you are choosing the online payment option. Don't wait until a week before your first race, especially if you've made changes to the boat, or sails. Take advantage of the early renewal fee (\$25 vs. \$30) and send in the form right away. The handicappers will review all changes to determine the affect on ratings.



2010 ANNUAL BOARD OF DELEGATES MEETING MINUTES

Annapolis YC, 20 November 2010

Attendees:

Bruce Bingman, President, Proxy RRBC
 Randy Pugh, Past President, Del BBSA
 Mike Mullarky, VP, Reg I-III, Del CBYRA North,
 and Unaffiliated Clubs, North, Del MRSA
 Rich Hanson, Del NERYC
 Glenn Harvey, Del GSA
 Bob Thomas, Sec'ty/Treas
 Stew Buckler, Exec. Sec'ty
 Tom French, SCC
 Rob Mairs, Hdcpr, Coord PHRFF
 Keith Mayes, Del HHS
 John White, Hdcpr, Proxy AYC
 James Whited, Del SMSA
 James Gray, Del BCYA
 Uwe Mewes, Del RYC
 Chris Rogers, Del SSC
 Al Caffo, Del HdGYC, Proxy GRF
 Mayo Tabb, Hdcpr, Del FBYC
 Mike Dale, VP Reg IV, Del CBYRA South,
 and Unaffiliated Clubs, South, Proxy OPCYC
 Randy Richter, Hdcpr, Del YCCSC
 Dan Bay, Del WRSC
 Eric Crawford, Ch Hdcpr, Reg I-III, Del TAYC, Proxy NASS
 Peter Zahn, Del RoBSA
 Tom Price, Del GIYS
 Dwight Timm, Hdcpr, Del RRYC
 Mark McGonigle, CBYRA Scheduling Chr.
 Tim Layne, CBYRA Handicap Chr
 Chris Johnson, Hdcpr, Del HYC
 Steven Taylor, HYC, Proxy CCV
 Christian Schaumlöffel, Ch Hdcpr, Reg IV

Bruce Bingman, President, called the 2010 Annual Meeting to order at 1020. He asked the executive secretary, Stew Buckler, to call the roll to determine if a quorum was available at the meeting. The poll of the delegates present indicated that, including proxies, there were 866 of 1040 voting members for 2010 represented at the meeting. This provided a quorum for voting on the motions that would be presented at this meeting. See a summary of the President's welcoming statement attached at the end of these minutes.

US Sailing Delegate Report. Please refer to the attached report from the USSailing delegate (Bruce Bingman). Of note to PHRF sailors is that overall PHRF certificates issued is down from about 14,000 to 12,500 (Chesapeake Bay has over 1000 certificates issued during 2010). Due to the greater decline in other rating systems, PHRF continues to be handicapping system used mostly across the country (and the world). USSailing is encouraging PHRF fleets to closely align their ratings with USSailing designated baseline ratings (within +/- 6spm or less) for selected models of boats. USSailings continued VPP research helps with the rating process for the individual fleets and Bruce recommended to the delegates that PHRF of the Chesapeake Bay provide a donation of \$1000 to support the VPP research. The recommended donation amount (\$1000) was later added to the 2011 budget earmarked for use by the Technical Committee. This amount was approved during the 2011 budget review and discussion, later in the meeting.

Chief Handicapper's Reports.

Both Eric Crawford (Chief Handicapper, Region I-III) and Christian Schaumlöffel (Chief Handicapper, Region IV) provided written reports that are attached at the end of these minutes. Both chief handicappers plan to continue in their positions for 2011. For 2011, Bruce Bingman will re-join the region I-III handicapper board, and John White will retire from his handicapper position. Eric Crawford will try to find another handicapper to join the region I-III board for 2011. The region IV board will continue in 2011 with the same members as in 2010.

Executive Secretary Report.

Please refer to the Exec Secretary report attached for more details. Valid certificates were down to 1040 from 1078 in 2009. This total is approximately what we've experienced over the last five years. The application forms are available on-line for download for new applications for ratings or membership. The ratings valid list continues to be available online throughout the racing season, from April through October, available as a PDF file. The PDF file, while not as flexible as a spreadsheet, does offer search capability and the files are downloadable to most spreadsheet formats. For 2010, the valid certificates were provided to owners in PDF format, and forwarded via email to owners who provided PHRF with their email address. Some delegates requested a means of identifying Corinthian class boats for the race committees. It was determined that the SA/D (both upwind and downwind) will be added to the 2011 valid certificates, which will allow members to provide that information to the race committee with a copy of their valid certificate. Continuing from 2010, PHRF offers online fee payment service through PayPal. Almost 20% of those with valid certificates used the online payment option in 2010. Hopefully, the 2011 rating renewal packages will be sent out by mid-January 2011. The delegates were asked to remind their clubs PHRF members to ensure the address on the PHRF valid certificate is up-to-date, as some members don't seem to get the renewal packages due to changed addresses. Members may call the PHRF phone (410-414-3270) and leave a message with the new address. Request all delegates remind their clubs PHRF members to get renewals and applications in to be processed well in advance of the racing season.

High Point Scorer Report.

There was no scorer's report available, however all were encouraged to check the preliminary scoring results online at the CBYRA website (www.cbyra.org).

CBYRA Scheduling Chairman.

Mark McGonigle, the CBYRA Scheduling Committee Chair (Greenbook Editor), provided a brief description of the race scheduling process, and some key deadlines for providing Greenbook inputs. For the 2011 Greenbook, it is essential that you provide inputs in the specific format required by the editor. Of note to this meeting is that the Scheduling Collaboration Meeting (between the clubs and racing fleets) is planned for 12 December at AYC. This meeting will be where the fleets (including PHRF fleet) will provide club notice that they intend to participate in those events. Due to our PHRF fleets closer scrutiny of the race sanctioning process (see discussion later in these minutes), in the future fewer events may be recommended (as high point qualifying events) for sanctioning by the PHRF fleet.

Treasurer's Report.

The Treasurer's report was heard after the discussions and decision on the first proposal (see details below) to reduce membership fees, as the income for 2011 would be affected by that decision. Bob Thomas presented the Financial

Report and 2011 Budget (see attachment) for consideration by the delegates. As the proposal to reduce membership fees was approved, the budgeted income for 2011 was reduced an appropriate amount to \$26,000. Also, as it had been proposed in the US Sailing report, a donation of \$1,000 to US Sailing for handicap research was approved and added to the Technical Committee budget for 2011. While these decisions will result in a somewhat unbalanced budget for 2011, it is anticipated, based on past years expenses, that actual expenses for 2011 after next years final totals are determined. For 2010, actual expenses up to 16 November are less than \$23,000, based on the 2010 budget of \$36,000. Remaining expenses will significantly increased the final 2010 total, but it is expected to be less than the budgeted amount. The 2010 Financial Report and 2011 Budget, as revised, to \$34,550, was voted on and approved by the delegates.

New Business: Proposals for consideration by the Delegates

Proposals for 2010 Annual Meeting

1. Based on present bank balances and budgeted expenditures, based on increased use of electronic distribution of valid certificates to members, and of reports to the Executive Committee and Board of Handicappers, a proposal was made to reduce the PHRF of the Chesapeake annual dues by \$5 for 2011. The fee rate structure of the recent years has shown a small profit over the years, and a reduction in fees for the members is meant to level out this trend. Operating capital should not be reduced by this change. The following fee structure was made into a motion and seconded by the delegates, as follows:

Regular memberships and rating	- \$30
Regular membership only (no rating)	- \$30
Renewal, after 31 March 2011	- \$30
Renewal, before 1 April 2011	- \$25
Associate membership (no rating)	- \$10
Valid list subscription	- \$20
Replace/change the valid certificate	- \$15

There was some discussion that perhaps the dues should not be reduced, and the capital PHRF of the Chesapeake Bay has should be used to improve the database and online capabilities. It was noted that a fully capable, and integrated online system with data security features necessary for current times is expensive to design, test, operate, and maintain. It was decided that more research into the actual costs involved to accomplish that (integrated online data system) is necessary. Other organizations have attempted these types of systems that have proven to be a very large part of the budget. It is believed that we can provide more benefit to our members at the reduced fees, while taking the smaller steps necessary to provide more online services. Following these discussions, the delegates voted unanimously to approve the above fee structure for 2011.

2. To address some of the member concerns about the 2010 PHRF Class Splits, the proposed class splits were proposed for 2011. The splits below do not change from 2010 for region IV North or South, and the region IV delegates voted to approve the 2010 PHRF class splits for 2011. In regions I-III the proposed class splits were moved slightly lower across all classes to adjust to the number of boats which competed during 2010. After some discussion, a motion was made to accept the proposed class splits in regions I-III and seconded. The region I-III delegates voted to approve these splits for 2011.

Region	Class	Proposed 2011 Splits
IIIAW	A0	up to 025
IIIAW	A1	026 to 067
IIIAW	A2	068 to 109
I, II, IIISE	A	Up to 109
I, II, IIIAW, IIISE	B	110 to 145
I, II, IIIAW, IIISE	C	146 and up
IIIPR	Spinnaker	All
IV North	A	Up to 112
IV North	B	113 to 160
IV North	C	161 and up
IV South	A	Up to 109
IV South	B	110 to 163
IV South	C	164 and up
All regions I-IV	Sport Boat	All
All regions I-IV	Non Spinnaker	All
All regions I-IV	Corinthian	All

3. A proposal was developed to allow PHRF of the Chesapeake Bay to provide dual ratings, which would allow boats to have both Spinnaker and Non-Spinnaker (NS) ratings. This was based on the yearly discussion by the board of delegates on this subject, which has never resulted in a dual rating system. The original details were developed with the intent that all boats would receive NS ratings, and those boats with spinnaker would also received a spinnaker rating. There were some significant issues to consider. First, all boats in the PHRF database need to be "baselined" to ensure the base rating (BRTG) is in alignment with the principle that all boats BRTGs are provided with the standard size pole and spinnaker. Currently about 145 different models of boats are rated as UC, UCAS, or ODR boats with BRTGs that do not conform to that baseline. Second, there have been questions about whether to provide NS ratings to all boats, or just those boats that ask for, and pay an additional fee for, the NS rating. Third, the board of handicappers must be provided sufficient time for review each model of boat to assess the NS adjustment (or no adjustment) that would be necessary to be applied to the BRTG. This time is required to cover the over 1300 different models in the database. Lastly, all clubs will need to understand that the NS ratings provided would be for use in NS events only, and not to be used in an event that includes mixed spinnaker and non-spinnaker boats in the same race event and scored against each other. The following was the initial proposal that was made into a motion and seconded for discussion.

In the PHRF Fleet Policies, Spinnaker or Non-spinnaker paragraph (page 24, 2010 PHRF Yearbook), the following text would replace the Spinnaker or Non-spinnaker paragraph completely:

"For boats providing the required spinnaker information on the application or renewal forms, a non-spinnaker (NS) rating will be provided, in addition to the normal spinnaker based rating, at no additional fee. For boats not providing spinnaker information on the application or renewal form, only a NS rating will be provided on the PHRF valid certificate. The NS only rating will be listed with a NS suffix on the PHRF valid list, and those sailboats (possessing NS rating) will be eligible to race only in NS class events in PHRF of the Chesapeake Bay. Sailboats with both spinnaker and NS ratings may race in either (spinnaker or NS) class, using NS ratings for NS events. Sailboats racing in Frostbite events will use the NS rating assigned by PHRF of the Chesapeake Bay. The provision of either or both spinnaker and/or NS rating(s) assumes the sailboat is in compliance with the spinnaker and/or non-spinnaker limitations of the Standard Sail and Equipment Specifications. "

The discussion on the above proposal lead to resolution of some of the issues presented. It was assumed that the appropriate NS rating for "standard" PHRF boats would be the base rating without any spinnaker, hoist, or pole penalties, which in many cases makes the NS rating the same as the base rating. This reduces the workload on the board of handicappers somewhat. So that all the over 1300 different models do not have to be re-evaluated at this time, a list of the boats with spinnaker, pole, and hoist penalties will be provided to the Chief Handicappers in early December. Also, it was decided by the delegates, that only members asking for a NS rating would receive one (if they already have a spinnaker rating), by inserting the words "if requested". Boats that presently have a rating without spinnakers would only be eligible for a NS rating. It also became apparent that some clubs allow spinnakers in Frostbite races, therefore the sentence stating that Frostbite racers use only the NS rating would not work. These resolutions were made into an amendment to the proposal above and the amendment was approved by the delegates. The amended proposal reads as follows:

"For boats providing the required spinnaker information on the application or renewal forms, a non-spinnaker (NS) rating will be provided, if requested, in addition to the normal spinnaker based rating, at no additional fee. For those boats whose design provides for carrying a spinnaker, and do not provide the required spinnaker information on the application or renewal form, only a NS rating will be provided on the PHRF valid certificate. The NS only rating will be listed with a NS suffix on the PHRF valid list, and those sailboats (possessing NS rating) will be eligible to race only in NS class events in PHRF of the Chesapeake Bay. Sailboats with both spinnaker and NS ratings may race in either (spinnaker or NS) class, using NS ratings for NS events. The provision of either or both spinnaker and/or NS rating(s) assumes the sailboat is in compliance with the spinnaker and/or non-spinnaker limitations of the Standard Sail and Equipment Specifications."

After additional discussion, the question was called, and the delegates voted to approve the above change to our PHRF Fleet Policy that allows both spinnaker and NS ratings on the valid certificate. Members are reminded that they must request a NS rating if they want a NS rating in addition to their current spinnaker rating. This request must be indicated on the PHRF application or rating renewal form for 2011.

4. During this past year a member asked if mizzen staysails are allowed in the non-spinnaker class of PHRF events. There was not a specific part of our rules or regulations that addressed this issue. The Executive Committee's ruling on the issue, was that mizzen stay sails are allowed in NS class only if the mizzen stay sail meets the definition of a PHRF jib (ie., that mizzen stay sails must have a girth to foot ratio of 50% or less). To include this decision in our rules and regulations, the following proposal would add an additional section to paragraph 16 (Non-spinnaker Limitations) of the Standard Sail and Equipment Specifications (page 31 of the 2010 Yearbook), as follows:

"D. The non-spinnaker mizzen stay sail shall be in compliance with the mizzen stay sail section of these specifications, and other than sheeting requirements, shall meet PHRF jib definitions and limitations."

The proposal was made into a motion to accept the proposal as above, seconded and approved by the delegates.

5. There has been some confusion about whether Equipment Category 5P boats could compete in sanctioned events. The following proposals are intended to clarify whether boats must have category 4P safety requirements for CBYRA sanctioned races or not. The requirement for "big boats" to meet 4P requirements was intentionally dropped from both the CBYRA Yearbook and Greenbook to allow individual clubs to specify the level required for their individual events (for example several of the distance races specifically allow 5P and 6P boats to compete and Screwpile and Annapolis Race Weeks allow 6P boats to compete). As PHRF was not notified by CBYRA of their changes, there is a conflict between the PHRF Fleet Policies and CBYRA rules. Currently, the PHRF high-point requirements in the Eligibility section of the Fleet Policies states that:

"Eligibility. To be able to compete in PHRF events sanctioned by CBYRA a sailboat owner or charterer must (1) have a current valid rating certificate, issued by PHRF of the Chesapeake, and (2) meet Category 4P minimum equipment and accommodations standards. To be eligible for CBYRA high-point awards, see the PHRF High-point Rules elsewhere in the Yearbook."

Neither CBYRA nor PHRF yearbooks state that category 4P is required for high-point scoring and in fact some of the Region I-III non-spinnaker and Sport boats do not meet Category 4P. Category 6P was specifically added so that Sport boats could compete in PHRF and a separate high point category was created for them. There are two separate issues here: 1) The conflict between our Fleet policies and high point rules needs to be clarified and 2) Region IV desires to require that only boats meeting Category 4P be allowed to compete for high point. The following change to the Eligibility section (page 24, 2010 PHRF Yearbook) of the Fleet Policies is proposed to revise and correct the conflict between eligibility and high point rules:

"Eligibility. To be able to compete in PHRF Events sanctioned by the Chesapeake Bay Yacht Racing Association, a sailboat owner or charterer must have a current valid rating certificate, issued by PHRF of the Chesapeake. To be eligible for CBYRA high-point awards, see the PHRF High-Point Rules elsewhere in the Yearbook."

The following is proposed to meet the region IV request that only category 4P boats are eligible for high point. Add the following new paragraph to the High Point Scoring Rules and Exceptions (page 37, 2010 yearbook). Existing paragraphs 8, 9, and 10 would be renumbered as paragraphs 9, 10, and 11.

"8. For Region IV, only events requiring, and competitors having, category 4P of the Special Regulations for Safety Requirements shall be eligible for inclusion into High Point scoring."

Both of these proposed changes were made into a motion as written, and seconded by the delegates. After discussion, the second part of the change (for the High Point Scoring Rules and Exceptions) was withdrawn, and the change to the Eligibility section was revised to allow the individual clubs Notice of Race or Sailing Instructions to specify the safety category for each event. The amended proposal was as follows:

"Eligibility. To be able to compete in PHRF Events sanctioned by the Chesapeake Bay Yacht Racing Association, an owner or charterer must have a current valid rating certificate, issued by PHRF of the Chesapeake, for their sailboat, meeting the safety standards set forth in the Notice of Race, or Sailing Instructions."

This amendment was approved, and the newly amended proposal was made into a motion, seconded and approved by the delegates.

6. Another proposal was presented to the delegates to the High Point Scoring Rules and Exceptions that would change the qualifying criteria for individuals (paragraph 1, page 36 of the 2010 PHRF Yearbook). The proposed new paragraph (1a, highlighted) would replace paragraphs 1a and 1b, as follows:

“1. To qualify for CBYRA High Point awards in any PHRF class, an individual must:

a. Be affiliated with a CBYRA Member Club, or be a member of CBYRA, prior to their first race qualifying for PHRF high point, and,

b. Have a 2011 PHRF of the Chesapeake, Inc., Valid Certificate and,

c. Have a number listed in the CBYRA roster of sail numbers that is a unique USSA sail number, a number assigned by a National governing body, a unique One Design class number of a recognized ISAF class, or a unique One Design class number as maintained by the class association of a recognized CBYRA One Design class.”

This proposal would require an individual to be a member of CBYRA only if they were NOT a member of a CBYRA member club to compete for high point awards. In past years, you were required to be BOTH a CBYRA member and a CBYRA member club. This proposal was developed based on region IV assumptions that CBYRA benefits do not fully extend to their region to the same extent that CBYRA supports clubs in regions I-III of the Chesapeake Bay. This proposal has wide reaching implications if approved as both CBYRA and USSailing support sailing throughout the region and across the nation, respectively. After an extended discussion, there was not motion brought to the delegates for approval of the above change, however, it was decided that there are still issues with this situation that need to be worked out in the long term. A motion was made, seconded and approved to table this issue, and no decision was made at this meeting.

7. This proposal from the North East River YC is to add wild card races for competitors from regions I and II as qualifying races for high point. The proposal, as modified by the originator, adds a sentence to paragraph 4d of the High Point Scoring Rules and Exceptions (page 37, 2010 yearbook). The revised paragraph 4d is as follows:

“4d. All Annapolis, Northern Bay, Screwpile Lighthouse Challenge, or Southern Bay Race Week events will be considered as wild card races for boats from “declared regions” outside of the regatta venue region. The SMCSA Governors Cup and the EYC Solomons Island Race will be considered as wild card races for boats with regions I or II as their declared region. Wild card races will be scored as home region events for all boats only after that boat from “declared regions” outside of the regatta venue region, has been scored in at least four (4) sanctioned events in it’s declared region. The wild card races shall be scored on a daily basis.”

The acceptance of this proposal was made into a motion, seconded, and approved by the delegates.

8. As there has been an increasing trend of poor attendance at many sanctioned events, the general feeling was that this is due to there being too many events for competitors to choose, so the basically limited number of racers is spread too thinly across all events. A possible way of reversing this trend is to limit the number of sanctioned events that are held in adjacent regions, primarily in regions I, II, and III. Traditionally PHRF has counted any sanctioned race with a PHRF start as a high point race. This has resulted in a situation where there is a race every weekend of the summer and sometimes three competing races with the resulting dilution of racing to the extent that the competitors are either complaining or simply not showing up. CBYRA gives each class the right to determine which of the CBYRA sanctioned races should be counted towards high point. Currently all of the cruising one design classes have selected a smaller sub-set of the races to be counted for high point although they may have class starts in many other races. The purpose is to ensure that there is good racing with enough boats on the starting line for those races that will be counted towards high point. We had a number of races this past summer where the attendance was low enough that the minimum number of starters to qualify as a high point race (3) was either not met or the club had to combine several classes to get the required number of racers. This was particularly evident in the B and C classes and to a lesser extent in the various A classes. In addition, we see fewer and fewer boats venturing out of their home areas and racing has essentially “died” in many areas or the Bay. The following new paragraph is proposed to be added to the High Point Scoring Rules and Exceptions between paragraphs 4 and 5. Paragraphs 5 through 9 would be renumbered as necessary.

“5. The number of sanctioned races in regions I, II, and III, will be limited as follows:

a. There will be no more than one sanctioned race per weekend in adjacent regions of the Northern Bay (regions I, II, and III).

b. The decision of which races will be sanctioned shall be made by a PHRF committee consisting of the President, the region I-III Vice President, the region I-III Chief Handicapper, the PHRF delegate to CBYRA, and 2 at-large members of PHRF.”

This proposal was brought to the floor for discussion, which resulted in amendments to the proposal as follows:

“5. The number of designated High Point races in regions I, II, and III, will be limited as follows:

a. There should be no more than one designated High Point race per day in adjacent regions or sub-regions of the Northern Bay.

b. The decision of which races will be designated as High Point races shall be made by a PHRF committee consisting of the President, the region I-III Vice President, the region I-III Chief Handicapper, the PHRF delegate to CBYRA, and three (3) at-large members of PHRF, one from each region of the Northern Bay.”

This amendment was accepted and a motion to approve the proposal as amended was seconded, and the delegates approved the proposal as amended. There was further discussion (handled as addition new business) on when this proposal would be implemented. It was decided that the PHRF HP committee would review the 2011 race schedule as it is fairly fixed at this point in the cycle now, and make recommendations on which events it would designate for HP in 2012. This was to be presented at the 12 December 2010 scheduling meeting.

9. Election of 2011 PHRF Officers. The following persons were presented as the nominations for 2011 officers of PHRF of the Chesapeake:

President – Mike Dale
VP Region I-III -- Mike Mullarky
VP Region IV -- Steven Taylor
Secretary/Treasurer -- Bob Thomas

The delegates approved the nominations and voted to elect the nominees as the 2011 officers of PHRF of the Chesapeake.

10. Mike Dale, as the 2011 President of PHRF of the Chesapeake Bay, thanked out-going President, Bruce Bingman, for his dedicated service to the sailing community, and PHRF, and presented him with a half-hull plaque of his boat, the Farr 30, Blockade Runner, as an appreciation of his contributions. The following appointments were made by the 2011 President:

Chief Handicapper, Northern Bay - Eric Crawford
Chief Handicapper, Southern Bay - Christian Schaumloffel
US Sailing Rep to US Sailing Offshore Council - Bruce Bingman
PHRF Representative to CBYRA - Bruce Bingman
Executive Secretary - Stewart Buckler
At-Large Representatives to the High Point Committee:
Region I - Glenn Harvey
Region II - Randy Richter
Region III - John White

11. The meeting was adjourned at 3:05pm.
Respectfully Submitted,
S. C. Buckler Jr.
PHRF Executive Secretary

Welcome to the 2010 Annual Delegates Meeting for PHRF of the Chesapeake.

I wish to thank all of you for the opportunity to have served as the President for the past two years and to extend a special thanks to the tireless volunteers serving as your officers and handicappers for keeping the organization on an even keel despite the tough economic times. While we have not been immune from these pressures, racing has continued at a high level through the year. PHRF of the Chesapeake has issued 1040 certificates through November, almost the same number as last year. Actual numbers on the race course have been down somewhat, particularly among the smaller boats although the major Race Weeks, Wednesday night and casual racing have seen some modest increase in the past year. Although we have not undertaken a tracking study, this implies that the same number of boats are racing, but racing in fewer races. The racers seem to be looking for different formats and more condensed racing that will not require every weekend day be spent on the water. Annapolis Yacht Club carried out a survey of racers from past Fall Series and as a result changed the format this year to include a distance race while condensing the "round the buoys" racing to a single weekend with great success. Several of the proposals to the Delegates are concerned with these issues:

Class splits. Last year Region 3 condensed the A classes into three groups and slightly adjusted the splits between B and C classes. While the proposed splits appeared on paper to set up balanced and competitive classes, it didn't work out as well as hoped on the water. The competitive imbalances and lack of competitors in the B and C classes have hopefully been addressed in the revised splits recommended for 2011.

Highpoint Competition: Several items deal with what races to consider as "wild cards" and/or qualifiers for highpoint and with reducing the total number of races to be sanctioned for highpoint. The racers are telling us with their feet that they do not want so many races and they do not want multiple sanctioned races on the same day. All cruising one design classes have selected a smaller sub-set of the sanctioned races to be counted for high point although they may have class starts in other races. The purpose is to ensure that there is good racing with enough boats on the starting line for those races that will be counted towards high point. Today PHRF counts any sanctioned race with a PHRF start as a high point race. This has resulted in a situation where there is a race every weekend of the summer and sometimes two or even three competing races with the resulting dilution of racing to the extent that the competitors are simply not showing up. We had a number of races this past summer where the attendance was so low that the races were cancelled or boats were asked to sail in different classes. John White and others will speak more to this subject when these items come up for discussion later today.

Again I want to thank our officers, handicappers, executive secretary, treasurer, and especially our scorer for all their time and effort spent to make our time on the water more enjoyable.

Bruce Bingman

REPORT OF THE 2010 US SAILING MEETING

The 2010 Annual Meeting of US SAILING was held in Phoenix, AZ from October 20 to October 24, 2010. 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 Chair of the US PHRF committee, as Vice Chair of the National Offshore Council, past 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. Our US SAILING president, Gary Jobson has taken on the job with the goal of elevating the visibility of sailing through the country and utilizing the resources of the YRA's to "get the message" across to the clubs and individual sailors. He has restructured the organization somewhat to place new folks with innovative ideas in key committee spots. The long-time executive director, Charley Leighton stepped down this Fall and has been replaced by Jack Gierhart, a long time supporter of US SAILING.

The total number of PHRF Certificates in the country reported to US SAILING through member PHRF fleets decreased slightly from 14,000 to 12,500 in 44 member fleets (we have over 1000 certificates in the Chesapeake). The Offshore Office estimates that at least 20,000 boats are using some sort of PHRF system based on review of the origins of questions to the US SAILING Offshore office from fleets that are not registered members of US SAILING. Once again, PHRF is the most widely used system in the world with ORC club (simplified IMS) second with about 7500 certificates (primarily in Europe), IRC has dropped to third with a decrease in certificates to about 6500 (primarily in the United Kingdom and Atlantic coast of France, with a drop of about 100 in the US to 470), ORC, 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 (over 700 in the US).

Although IRC had initially made inroads into PHRF racing, primarily on San Francisco Bay and Long Island Sound, recently Long Island, which had previously tried to restrict all "big boat" racing to IRC, has had to open up PHRF to larger boats to counteract diminishing numbers of boats on the starting lines. This seems to be a reaction to the cost of IRC (about \$4.50/foot for a certificate + measurement cost) and the "euro-centric" aspects of the rule. As a result, PHRF continues to be the primary choice for most of the US and still has good classes at Key West although the "Grand Prix" racers are now all IRC. The PHRF national Championships were held at Key West in 2007 and 2008 but not held in 2009 or 2010. For 2011, J-Boats is offering a fully prepped J-111 to the top resume team applying for use at Key West.

The US SAILING PHRF committee will continue to work on the "portability" of PHRF ratings by encouraging the various fleets around the country to assign ratings within a +/- 6 second/mile (preferably +/- 3 SPM) of a designated "base" rating for windward-leeward courses to ensure relatively uniform competition is available throughout the country. This will expand on the original the concept of a "Median

Rating" for a selected group of about 50+ boats that are raced in all sections of the country. The continuing VPP research at US SAILING and empirical observations from the larger areas indicate that despite claims of different sea-state and wind strength from the areas, this would encompass actual performance. The research is financed primarily through donations. I would recommend that PHRF of the Chesapeake donate \$1000, an amount about equal to \$1 for each of our members to this research.

There were no national handicap appeals this past year although there were two filed but returned for lack of supporting information. During the ISAF meeting the PHRF committee representative instructed our delegates to the ISAF meeting in November to oppose the revision to the PFD, tether, jack line, and life raft "aging requirements (the proposal is to ban all such devices after 10 years from the date of manufacture).

The new chair of the Offshore Championship (Lloyd Phoenix Trophy) is John Siegal from the St. Francis YC (a past competitor for the trophy) and he will be working closely with the Naval Academy for the 2011 Championship which will be held in the Chesapeake on Navy 44's.

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.

Respectfully submitted, Bruce Bingman, PHRF Chesapeake Delegate

Region I-III Chief Handicapper's Report for 2010

In 2010 the board met monthly and assigned new handicaps or changes to ten or so boats a month and considered appeals as they were brought before us. During our meetings other issues of PHRF racing were discussed, some of which are on the agenda today. Once again a couple of meetings were canceled when there was not enough business to require them. E-mail discussion continues to be a valuable tool.

Handicapper John White is resigning from the board after several years of service. Thanks for your time John. Bruce Bingman will return as a handicapper now that his stint as President of PHRF of the Chesapeake is over. Stew Buckler continues to keep us in line and doing our jobs. Thank you Stew!

Respectfully submitted, Eric Crawford, Chief Handicapper, regions I-III

Region IV Chief Handicapper's Report for 2010

PHRF Southern Chesapeake Bay is very grateful that Alan Bomar has recovered and is racing again. The racing activities have not notably changed and were up in some big events. Should it be a concern if there are very few appeals and everyone else is "happy" with their own rating? Southern Bay did not have but a very few who voted with their feet. Most races seemed to have had good wind making the sport fun. There were no safety or Homeland Security issues to be concerned about.

We had fewer meetings than scheduled with the Region IV Handicappers. Alan Bomar, Rusty Burshell, Mike Dale, Mayo Tabb, Mark Hinman, Chris Johnson, Dwight Timm, Justin Morris. We are loosing Mike Dale as a Handicapper to become the PHRF President and will see him just as involved as often.

Respectfully, Christian Schaumloffel, 2010 Chief Handicapper Region IV

Executive Secretary Report, 2010
Valid Certificates Issued by Year

November 20, 2010

	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
Region 1	138	126	125	125	123	116	123	134	128	129
Region 2	115	119	120	115	115	114	108	102	88	97
Region 3	585	637	656	648	622	592	588	552	578	533
Region 4	<u>261</u>	<u>279</u>	<u>276</u>	<u>275</u>	<u>277</u>	<u>275</u>	<u>269</u>	<u>280</u>	<u>284</u>	<u>281</u>
Total:	1099	1161	1177	1163	1137	1097	1088	1068	1078	1040
Certificate & Member Renewal:			1012	1019	984	953	951	941	951	932
New Certificate & Member:			165	144	153	144	137	127	127	108
SE Certificate:			12	0	2	1	1	0	0	0
Member Only/No Certificate:			0	0	1	1	0	2	2	3
Associate Member:			<u>2</u>	<u>3</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total Member/Certificate Types:			1191	1166	1141	1102	1089	1070	1080	1043
Propeller Credits:			166	156	153	145	129	124	152	137
Roller Furler Credits:			412	402	395	380	378	366	365	359
Equipment Category (EC) = 6:			38	29	25	16	21	0	17	16
New Boat Model BRTGs:								37	38	22
Rating Appeals Processed:								29	29	22
On-line Fee Payments to Pay Pal account (Balance 11/17/2010, \$1950.03)										206

2010 Valid Certificates by Class/Region

Class:	<u>A0</u>	<u>A1</u>	<u>A2</u>	<u>A3</u>	<u>A</u>	<u>B</u>	<u>C/D</u>	<u>Totals</u>
Region 1					36	38	55	129
Region 2					32	20	45	97
Region 3	28	66	124		218	114	201	533
Region 4	—	—	—	—	<u>45</u>	<u>106</u>	<u>130</u>	<u>281</u>
2010 Total:	28	66	124	0	331	278	431	1040
2009 Total:	22	56	106	64	354	287	437	1078

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

- On-line Payment Option through PayPal
- Valid List On-line Updated Weekly During Racing Season
- Status of current year rating appeals available on-line
- Application package On-line
- Schedule of board of handicapper meetings available on-line
- Special Regulations for Safety Requirements on-line
- Rating/member application form available on-line

PHRF data base

- .. 2011 PHRF application forms will be updated on website soon, please do not use older forms
- .. 2011 valid certificate will be changed to reflect any changes as necessary from this meeting
- .. 2011 renewals will be mailed out after 1 January 2011 to those with 2010 certificates
- .. Members need to keep addresses/phone numbers up to date
- .. Applications for new boats need to be sent in early, for verification and rating process
- .. Data on applications must be complete and accurate, owners responsibility

PHRF 2010 Financial Report and 2011 Budget

	2010 Budget	ACTUAL thru11/16/2010	2011 Budget	
INCOME	\$36,000.00	\$30,870.27	\$26,000.00	
Interest (as of Oct 31)		\$120.27		
Deposits (as of Oct 31)		\$30,750.00		
EXPENSES				
EXEC SEC (total)	\$18,105.00	\$12,228.21	\$17,555.00	
CERT FEES	\$7,000.00	\$6,500.00	\$6,500.00	
TRAVEL	\$200.00	\$133.32	\$150.00	
POSTAGE	\$2,500.00	\$4.90	\$2,500.00	
PRINTING	\$3,725.00	\$62.16	\$2,100.00	
SUPPLIES	\$550.00	\$90.08	\$500.00	
TELEPHONE	\$400.00	\$315.26	\$375.00	
WEB FEES	\$380.00	\$379.35	\$380.00	
YEARBOOK	\$2,800.00	\$4,593.14	\$4,500.00	
MISC	\$550.00	\$150.00	\$550.00	
HANDICAPPERS (total)	\$6,550.00	\$4,858.79	\$6,250.00	
MTGS NORTH	\$3,400.00	\$2,642.93	\$2,500.00	
TRAVEL N	\$100.00		\$100.00	
MTGS SOUTH	\$2,400.00	\$1,900.86	\$2,000.00	
TRAVEL S	\$100.00		\$100.00	
JOINT MTG	\$450.00	\$315.00	\$450.00	
TECH COMM	\$100.00		\$1,100.00	
OTHER (TOTAL)	\$11,345.00	\$5,608.72	\$10,745.00	
OFFICERS	\$600.00	\$475.29	\$600.00	
ANNUAL MEETING	\$1,500.00	\$562.00	\$1,500.00	
EXEC COMM	\$200.00	\$0.00	\$200.00	
NATIONAL MTGS	\$3,000.00	\$1,751.09	\$2,000.00	
DUES (USSA PHRF)	\$550.00	\$550.00	\$550.00	
GREEN BOOK	\$85.00	\$0.00	\$85.00	
INSURANCE	\$0.00	\$0.00	\$400.00	
High Point RACE RESULTS	\$1,200.00	\$0.00	\$1,200.00	
TROPHIES North	\$2,500.00	\$1,795.00	\$2,500.00	
TROPHIES South	\$1,500.00	\$475.34	\$1,500.00	
MISC	\$210.00	\$0.00	\$210.00	
TOTAL	\$36,000.00	\$22,695.72	\$34,550.00	
GRANTS		\$0.00		
		\$0.00		
TOTAL				
BANK BALANCES:	Checking	Savings	Money Market	CD
Suntrust (as of Oct 31)	\$18,986.45	\$36,227.49	\$30,462.24	\$10,000.00
M & T Bank (as of Oct 10)	\$6,599.62	\$43,018.23		
Totals	\$25,586.07	\$79,245.72	\$30,462.24	\$10,000.00
Total Deposits	\$145,294.03			