

PHRF of the Chesapeake, Inc.

P.O. Box 1856

Edgewater, Maryland 21037

443-699-0868

----DRAFT----

2014 Annual Board of Delegate's Meeting Minutes at Lowery's Restaurant, Rappahannock, VA

November 15, 2014

In Attendance:

Mike Mullarky – President, MRSA	Steve Taylor – Vice President-South, CCV, HYC
Bob Thomas – Treasurer	Mike Dale – Past President, Handicapper
Glenn Harvey – Exec. Sec., Handicapper, GSA	Randy Richter – Chief Handicapper-North, YCCSC
Eric Crawford – Handicapper, TAYC	Bruce Bingman – CBYRA, USSA, Handicapper, AYC
Dan Trammell – Handicapper, NASS	Mayo Tabb – Handicapper, FBYC
Dwight Timm – Handicapper, RRYC, YPRCC	Scott Almond – BBSA
Erin Altemos – BCYA	Denis Bessette – DYC, DISC
Neil Chippendale – GRF	David McCullogh – HHSA
Rick Hanson – NERYC, HDGYC	Tom French – SCC
Marc Briere – SMSA	

The above attendees were checked-in. It was determined that a quorum of the membership was present for the meeting.

Call to Order:

The meeting was called to order by President Mike Mullarky at 11:15.

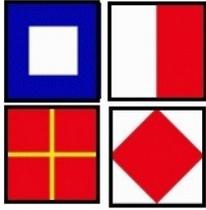
President's Report – Mike Mullarky:

Like most years, 2014 was a mix of the good and the bad for Handicap racing on the Chesapeake. With the recent passing of Randy Pugh, we've lost a Past President, Delegate, CBYRA Vice President, competitor, friend and voice of reason with that Southern Gentleman style of his. Fair winds, Randy.

On the positive side, the number of boats with valid certificates rose by 50. I don't believe that it's a reflection of true growth, but rather a result of working some of the kinks out of our renewal and application processes. Glenn Harvey has agreed to remain as Executive Secretary, and I'm looking forward to working with him this off-season to further improve these functions.

Weeknight fleets seem to be holding their own, but weekend participation continues a downward trend. Especially events with Windward-Leeward course formats. Point-to-point events which were actively marketed seemed to attract a decent number of competitors. New applications were more likely to be from "less than 10 year old cruising boats" than from "over 10 year old racer/cruisers" and "less than 10 year old racing machines". All of which are trends that bear watching as we determine how best to serve our members going forward.

Financially, PHRF of the Chesapeake is in fine shape. As budgeted, both revenues and expenses were down. The Treasurer's Report might look like we're slightly ahead for the year, but with the introduction of 2-year Certificates there is about \$6,500 in revenue deposited in 2014 that probably should be counted in 2015 (368 Certificates @ \$17.50, or ½ of the \$35 2-year fee). We also did not publish a Yearbook, so the \$3,500 budgeted for that was not spent. Our plan to run at a slight deficit to reduce our cash on hand remains viable.



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CBYRA is in the midst of a re-evaluation of their organization, and has suggested that we make some significant changes to our High Point and other rules. This will be discussed in depth later today.

US Sailing is continuing their efforts to organize and centralize administration of PHRF handicapping. While we will continue to monitor and evaluate their offerings, at this time we feel that PHRF of the Chesapeake has the resources (people, knowledge and finances) to continue as we have in the past. Note that USSA requires individual USSA membership for all boats handled through them....where we do not.

Finally, another huge thank you to all of the volunteers involved in Handicap racing on the Bay, especially to the PHRF Board and the Handicappers. I really appreciate the support, encouragement and suggestions that I've received.

Treasurer's Report – Bob Thomas:

2014 Financial Report And Proposed 2015 Budget

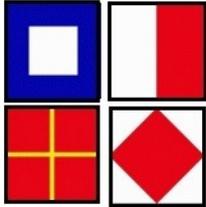
The 2015 Budget is being revised and will be coming soon!

US Sailing Report – Bruce Bingman:

The 2014 Annual Meeting of US SAILING was held in Milwaukee, WI from October 22 to October 25, 2014. I attended as the PHRF Chesapeake Bay and CBYRA representative. While there I attended meetings of ORR, PHRF, ISAF, Safety at Sea, Offshore Championship, Regional Sailing Association and Offshore Big Boat Management committees. I currently serve as the Chair of the US PHRF committee, as Past Chair of the Offshore Big Boat Management committee, past chair of the Offshore Championship committee, member of the Safety at Sea Committee, and as a US SAILING delegate to ISAF as the handicapping representative.

Regional Sailing Association: The Regional Sailing Association Committee met twice during the Annual meeting with discussions primarily centering on how to encourage more participation. The general percentage of total boat ownership involved in sailing is diminishing although not as drastically as is being observed in racing (actually the cruising segment is increasing slightly). Various causes including increasingly difficult access for the general public to the water and complexity of operating a sailboat (as compared to a canoe, paddleboard or powerboat) were discussed but no consensus was arrived at. Another point of discussion is the announced revision of USCG policy on life jackets where the type designation is apparently being replaced, although the new regulations are not yet out. This poses a problem for rally organizers and community sailing centers that are already formulating rules and requirements for next year. What exactly will be "USCG approved"?

State of Handicap Sailing: The total number of PHRF Certificates in the country reported to US SAILING through member PHRF fleets again decreased slightly from 12,000 to 11,000 in 41 member fleets down from 55 ten years ago (we increased slightly in the Chesapeake from about 820 to about 850 this year). US Sailing continues to estimate 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 (estimated over 30,000 participants), with ORC club (simplified IMS) second with about 8000 certificates (primarily in Europe), IRC has dropped to third with a decrease in certificates to about 5800 (primarily in the United Kingdom and Atlantic coast of France, with a drop of about another 100 in the US to about 200), ORC



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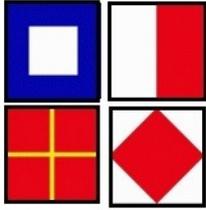
(European full competition and measured IMS) fourth with about 5000 certificates (again primarily in Europe with less than 50 now in the US) and ORR fifth with about 900 certificates (over 650 in the US). Although racing has rebounded somewhat in Europe and the Far East (where sponsorship of boats and regattas is common so individual costs to participate are much smaller than in the US), we continue to see ongoing decreases in big boat racing in the Chesapeake and in most of the major sailing areas. Only SF Bay Big Boat series and NYYC Newport, RI based series have shown any appreciable increase.

Charleston race week also showed an increase, but it is only in small 1D boats. The general pattern of decrease is also similar to what we are seeing in the Chesapeake – selected races, primarily point-to-point, destination “race weeks”, and weekday night races have managed to hold steady or shown only modest drops but the normal weekend races are seeing huge drops in participation to the point many areas have essentially dropped most of the weekend races. The only classes making numbers hold steady, even in major Race weeks, are the small boat classes; J-70’s and 80’s, Viper 640’s, and Melges 20’s. Last year the members of the various Offshore communities thought that this was draining the handicap (PHRF, IRC, and ORR) fleets and recent surveys have confirmed this trend. Many former “crews” are purchasing these small one-designs and then raiding their former boats of crew to sail them. The other emerging trend is the interest of the new “performance cruisers” in casual racing. This has thus “changed the landscape” of competitive racing and the Organizing authorities (OA’s) with a few exceptions have been slow to recognize this and adjust accordingly. The smaller OD boats are reasonably strong and can use standard R/C techniques but the performance cruisers want more single race days with longer buoy races and many prefer “pursuit” type starts. Many of these are new owners are coming from other sports where handicaps are adjusted to account for the individuals performance and regard “absolute” handicaps as only for professionals (as in golf). As a result, they wish the local PHRF areas to offer handicaps adjusted for boat preparation, sail condition, and crew ability.

The other business was the slight re-organization of the Offshore Big Boat Committee and Offshore Office to add a marketing arm to provide greater visibility to racing in general and market products offered by US sailing to the fleets to assist in improving racing.

The Safety at Sea committee has continued to work on the US revision to the ORC Offshore safety requirements and several minor revisions were recommended to the Board of US Sailing. These standards (sometimes amended locally as we have done in the Chesapeake) are now being used by most areas across the US. They are now even being applied to some of the Ocean racing originating in the US and a modified version of the “Offshore” category will be used in Bermuda races and the Transpac.

In addition, as a US Sailing delegate to ISAF, I have just returned from the ISAF Annual meeting. Few items of direct interest to the Chesapeake were presented and approved but there are several issues pending which clearly could affect us. The primary items affecting racers were: tweaking of Rule 18, introduction and review of a Rule 69 “lite” possibly to take effect next year, approval of the “U” flag for starting penalty (black flag lite), tightening of lifejacket specs to ISO standards requiring the use of crotch straps for offshore, and banning of Dyneema lifelines except for a 1 year extension for Category 4 and 5 races (inshore daylight races only) due to observed multiple failures over the past year. We need to get this latter message out (even though they would remain legal for most Chesapeake races) due to the problems observed and to save folks the expense of changing back next year when all classes will likely be involved in the ban.



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Chief Handicapper (Southern Bay) Report – Alan Bomar:

2014 was a quiet year. We added Jim Raper as secretary for Handicappers in region IV. I want to thank Jim, Mike and Glenn for the effort they put into the organization and completing the year acting as Executive secretary. We will continue to refine the processes for 2015.

Region IV again had fewer meetings than planned and accomplished much by effective email. The internet offers a wealth of information to make comparisons and evaluate results. Often email discussions can produce better results than physical meetings, so we will leverage this method in future years. Please share any feedback on our performance using this process.

I continue to observe that aging of a boat seems to have some effect on ratings so we may want to look at the older designs for small adjustments. Please encourage sailors who have observed performance issues with a rating to submit an owner appeal or a competitor appeal. It is important on such appeals to remove skipper, crew and boat condition (bottom, sails, etc.) from the comparisons. The current philosophy of PHRF that I support is to handicap the boat and crew in a very well prepared condition.

Observed performance is key in the establishment of PHRF ratings. I encourage delegates, members and other sailors to feed information to the handicappers.

I look forward to 2015 and competing against many of you all on the water up and down the Chesapeake Bay.

Chief Handicapper (Northern Bay) Report – Randy Richter

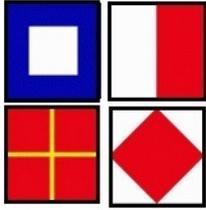
The Northern Bay board was busy this year averaging about eight to nine boats per month for review, being almost evenly divided between new boats, modifications, data reviews and appeals. Some periods are heavier, such as before Annapolis Bermuda and other large events. We had no major controversies with ratings, generally having a very "quiet" year.

There are proposals for the delegates to consider at the annual meeting that the handicappers believe will make racing more equitable. This includes developing windward leeward and circular random/government mark course ratings. While this will involve some additional effort for the handicappers, the consensus is that this will improve the fairness of racing.

I have asked that Glenn Harvey, Bruce Bingman, Eric Crawford, Dan Trammel, Dick Zimmerman, Rich Harrison, and Jahn Tihansky all continue in 2015, which they have agreed to do. On behalf of all of the handicappers, we thank you for your support.

Executive Secretary's Report – Glenn Harvey:

It was an exciting, challenging year filled with many late nights and long weekends processing the rating certificates. Sometimes it felt like the applications would never stop coming in, but it felt good to get them done. Even though I got a late start at processing the applications, the bulk of the certificates were out by Memorial Day. Generally, the members were courteous and understanding when they were looking for their certificate and the processing backlog was explained to them.



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I am looking forward to a successful 2015 and a smooth transition to our new board members. Many thanks go to Mike Mullarky for all of his help this year and hopefully Mike will continue to help with the database, web site and other IT issues.

And now for some statistics that the number crunchers like to see!

Valid Certificates by Year:

2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
1177	1163	1137	1097	1088	1068	1078	1040	1046	992	816	866

Valid Certificates by Class: 2010 2011 2012 2013 2014

A0	28	18	-	15	15
A1	66	48	-	56	53
A2	124	139	-	152	166
A	331	301	-	223	234
B	278	278	-	210	228
C	431	467	-	383	404
Total	1040	1046	992	816	866

New Certificates vs. Renewals:

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
New	144	153	144	137	127	127	108	107	-	196	65
Renew	1019	984	953	951	941	951	932	939	-	620	801

New Boat Model BRTG's: 2008 2009 2010 2011 2012 2013 2014

	37	38	22	30	-	20	19
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Modifications Processed: 2013 2014

	18	12
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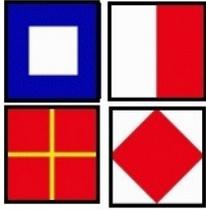
Rating Appeals Processed: 2008 2009 2010 2011 2012 2013 2014

	29	29	22	15	-	9	10
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On-line Payment Utilization: 2011 2012 2013 2014

	207	-	445	593
	20%	-	55%	68%

New for 2014: There were 368 two-year certificates issued. So, 42% of the members took advantage of this money saving plan.



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I wish everyone a safe winter and happy holiday season!

Scorer's Report – Mike Mullarky:

The high-point scoring is being worked on.

New Business:

A. Proposals for the 2014 Annual Meeting:

1. Windward-Leeward And Random Leg Course Ratings.

The Northern Bay Handicappers suggest that issuing two ratings (for spinnaker, and two more for non-spinnaker) will allow them to more accurately handicap performance differences. Similar to our approach with non-spinnaker ratings, the "default" would be that the ratings are the same, but boats that have different performance characteristics would be adjusted. These Handicappers feel that the entire fleet could be evaluated in a single off-season with the assistance of the US Sailing VPP, at a cost of between \$5,000 and \$10,000. Race organizers would need to determine which rating is to be used, and there will be some events where the ratings could change between races (distance race one day, sausage race the next).

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

2. Credit for Headsails Less Than 155%.

Currently, boats carrying headsails less than 155% of LP are not given a rating credit. There seems to be an increasing number of boats applying for ratings with these smaller headsails. Do we want to start issuing credits for these smaller sails?

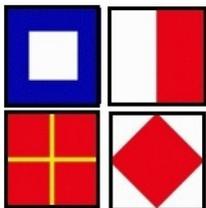
This proposal was made into a motion and seconded. Discussions amended the proposal to change the LP percentage limit for consideration of a rating credit. The amended limit was changed to 140%. The amended proposal was made into a motion, seconded, and approved by the delegates.

3. "Upwind" Asymmetric Spinnaker Declarations.

The 2014 wording just didn't work – our attempt to define these sails by "tensioned luff" was flawed.

- a. Code 0's are still subject to penalty.
- b. If you have a boat with bow sprit:

- Report the dimensions of your largest Asymmetrical Spinnaker.
- Report the dimensions of your Asymmetrical Spinnaker with the smallest foot to mid-girth percentage.
- Report if you have a spinnaker cunningham.



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- Report if you have the bow sprit tensioned so as to have the end be in a position closer to the waterline than it would be in an un-tensioned state and report the amount of deflection.

For sail limitations for Asymmetrical sails:

- a. Retain the current max guidelines.
- b. For sails with less than 85% mid-girth that may be subjected to a penalty because of a short luff, a pennant may be fitted to the tack of the sail to meet the 105% guideline with the provision that no cunningham is used to shorten/tighten the luff of the sail while it is flying.
- c. For sails less than 85% MG, the sail is subject to penalty if:
 - The luff is less than 105% of the length of the distance of the hypotenuse of the triangle in which the spinnaker is set.
 - The sail has a cunningham that is used to shorten/tighten the luff of the sail while it is flying.
 - The bowsprit is tensioned.
- d. Penalties assessed will be based on the following:
 - The displacement, S/A and hull shape of the boat subject to penalty.
 - The size of the headsail the boat is rated with.

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

4. Non-Spinnaker Class.

- a. It was suggested removing the negative “non” and consider other names. Also consider setting the crew limit at 50% (rounded up) of the current limit.

Discussions regarding these two changes did not conclude with a motion for approval. There will be no changes to the name of PHRF-N or to the crew limits for the class.

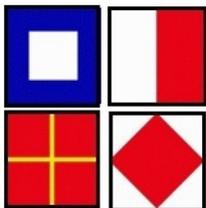
- b. Re-evaluate the single vs. double headsail rule. Currently, the default is double headsail unless the SI's state otherwise. This has lead to some confusion, especially with less formal races and newer participants.

This proposal was made into a motion – to change the default to a single headsail, unless the SI's state otherwise – seconded, and approved by the delegates.

5. Corinthian Class.

Update SA/D ratios and other revisions. Boats must conform to the following criteria to race in the PHRF Corinthian class, when offered by the Sailing Instructions:

PHRF Corinthian Class. These rules establish a set of requirements for true “dual purpose boats” oriented to racing with family and friends and eliminating the “arms race” present in the unlimited classes. It is the responsibility of the skipper to ensure that their boat meets both the letter and the intent of these rules in a Corinthian manner.



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- a. Boats must have an upwind 100% Sail Area to displacement less than 23.0 and a downwind Sail Area to Displacement less than 50 using the largest spinnaker.
 - b. The number of crew allowed is limited to the number of fixed berths on the boat (berths listed as "doubles" count as 2 berths). Children under the age of 14 are not counted towards the crew limit.
 - c. No more than one "Group 3" (professional) sailor is allowed and no Group 3 sailor is allowed to helm except in an emergency or unless they are at least a 50% owner of the boat.
 - d. Sail material is limited to kevlar, dacron, mylar and nylon. No carbon or Cuban fibers are allowed. There is no material restriction for storm sails. No Code 0 sails are allowed.
 - e. Boats are limited to one new sail per year except for the year of initial purchase. Storm sails do not count towards this restriction.
 - f. The boats must be wet sailed with conventional bottom paint applied. Haul outs are limited to two per year. Bottom cleaning by diving is allowed within the spirit of the rule.
 - g. All normally installed equipment including doors, tables, stoves, head equipment, floorboards, cushions, etc. must be carried in their normal position while sailing.
 - h. Boats must have a valid PHRF of the Chesapeake handicap. Race Committees are encouraged to convert the rating to a TCF (Time Correction Factor) using the US Sailing formula on the US Sailing PHRF webpage. This can be used to calculate a corrected time using a Time-On-Time formula when sailing in the PHRF Corinthian Class.

This proposal was made into a motion and seconded. Discussions amended the proposal by deleting the first sentence of paragraph d in its entirety. A motion was made to approve the amended proposal, and seconded. The amended proposal was approved by the delegates.

6. Double-Handed Class.

Growing interest in Regions 2 and 3 – do we want to create a Class, similar to the existing Sportboat and Corinthian Classes, so that there is a consistent definition for race organizers?

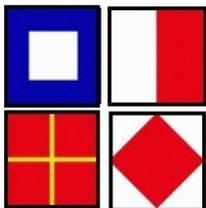
The proposal to create a DH Class was made into a motion and seconded. Discussions amended the proposal to allow the use of auto-pilots in this Class. A motion was made to approve the amended proposal, seconded, and approved by the delegates.

7. Corrected Time formula.

We can find no reference in our regulations or in the US Sailing PHRF regulations about how to actually compute a corrected time. Propose adding a new section to the Fleet Policies:

CORRECTED TIME: The final, corrected, finishing position of each competitor is determined by their corrected time. The shortest corrected time is first, the next shortest corrected time is second, and so on. The Corrected Time (CT) of each competitor is calculated using the assigned handicap, the actual distance of the race in Nautical Miles (NM) and the measured Elapsed Time (ET) of the competitor. Generally, the time is reported in seconds since our handicaps are in seconds per mile, although it is possible to use decimal hours through a conversion process. The elapsed time is measured in or converted into seconds. Then the handicap and actual race distance are multiplied together to get a time correction in seconds. This time correction is then subtracted from the elapsed time of the competitor to get the corrected time. The formula is:

$$\text{CT (in seconds)} = \text{ET (in seconds)} - \{\text{Distance (in NM)} \times \text{Handicap (in seconds/NM)}\}$$



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This proposal was made into a motion and seconded. Discussions amended the proposal by adding a formula for Time On Time scoring. The TOT formula is:

CT (in seconds) = TCF x Elapsed Time (in seconds), where TCF = 650 / (550 + PHRF rating). A motion was made to approve the amended proposal, and seconded. The amended proposal was approved by the delegates.

8. CBYRA.

As many of you are aware, CBYRA is winding down a year-long evaluation of their organization, mission, functions and future. They intend to introduce many proposals at their Annual Meeting in December, but have asked us to consider making some changes in advance of theirs.

a. Become a Class Association.

PHRF of the Chesapeake is a Handicap Rating organization. Our structure, mission and rules direct our focus towards issuing and evaluating handicaps. CBYRA would like to treat us like they do the COD classes – with a single point of contact representing the boat owners on topics like schedules, participation, etc. Our recent efforts (Fleet Captains, scheduling decisions) have not been successful, and I don't believe that our structure is really conducive to meeting their goals. (Our voting members are the Clubs, who can represent the boat owners on topics like Equipment Regulations and Class Splits, but can't on topics like schedules and guaranteed numbers of boats on the line.)

b. Restructure Our Classes.

CBYRA would like to reduce the number of PHRF Classes (and High Point competitions) to:

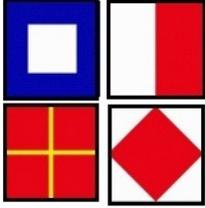
Region I and II combined – A, B, C
Region III AW and SE combined – A1, A2, B, C
Region III PR – Spinnaker
Northern Bay – Non-Spinnaker
Region IV North – A, B, C
Region IV South – A, B, C
Southern Bay – Non-Spinnaker

c. Require each of the Classes to meet a minimum number of High Point qualifiers (3) and individual CBYRA members (7). Areas not meeting those minimums would lose their High Point status.

This proposal was made into a motion and seconded. A lengthy discussion followed. Bruce Bingman, the representative to CBYRA, led the discussion and provided additional information for consideration. The additional information included High Point Race Recommendation and Proposed Changes to High Point Regulations, included herein:

High Point Race Recommendation:

For the last 7 or 8 years, participation in the essentially continuous week in-week out weekend races from late April through the end of October in Northern Bay (Regions 1, 2, and 3) has steadily decreased. It has now reached the point that few of the races, even when



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classes (as determined by splits) are combined, have sufficient numbers of competitors to provide good racing or to qualify as a high point race. CBYRA has now directed their attention to this issue and, in addition to raising the numbers of participants required to count

for high point, suggested that PHRF combine a number of regional and rating splits to form several larger classes with wide split and geographical ranges. The alternative would be that CBYRA places essentially all Northern Bay PHRF split and regional classes on probation this year and if numbers do not improve, de-sanction PHRF the following year.

Based on last year's numbers, the slightly revised class splits proposed, while improving numbers in brackets a little, will almost certainly not fix the actual number of competitors problem for high point. Based on surveys conducted by US Sailing, AYC and other groups, the primary reason given for not participating in weekend races (note participation in weeknight races has dropped slightly but is still robust), is time with secondary reasons listed

as cost and difficulty of recruiting crew on weekends. Ratings and other issues were not listed as significant contributors. Further by expanding the rating span of the classes, racing becomes more unfair since it is very difficult to rate fast boats fairly against slow boats.

Many classes including the J-30's, Cal 25's, J-35's and others have faced similar problems and solved the issue by reducing the number of races selected to count for high point; thus concentrating the competition and improving participation numbers in these races. These classes selected the races to use based on a combination of most popular and strategic timing as well as looking for a combination of distance and drop mark courses. Reviewing the past few years of races and having talked to a number of competitors, the races recommended to count for High Point are as follows:

Southern Bay Race Week, Leukemia Cup, Northern Bay Race Week, Race to Solomon's, Screwpile Lighthouse Challenge Regatta, Annapolis Labor Day Regatta, Fall Oxford and Hammond Regattas, Annapolis Fall Series.

These races provide a combination of drop mark, night and day distance racing and span a reasonably large area of the Northern Bay as well as the calendar from Memorial Day through mid-October. Arguments can certainly be made for other races that could be selected and there is certainly the problem that Region 1 and Region 2 racers will need to travel but we have to start somewhere to rebuild our faulted system. If numbers warrant, additional races can be added in the future.

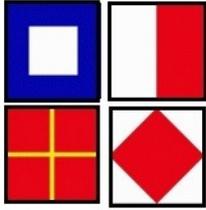
The enclosed recommendation is placed before the Delegates to revise the High Point rules.

And;

Proposed Changes to High Point Regulations:

4. Qualification for High Point awards:

- a. Spinnaker sections - To be considered for any High Point award, a yacht/owner must have been scored in at least five (5) sanctioned events.



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- b. Non-Spinnaker sections - To be considered for any High Point award, a yacht/owner must have been scored in at least five (5) sanctioned events in Regions 1, 2, or 3 for PHRF N North, or at least five (5) sanctioned events in Region 4 for PHRF N South. Wild card races may count as one of the five qualifying events.
 - c. Local clubs may schedule, through CBYRA, multiple race events in a single day and each event may carry a separate CBYRA race number.

5. High Point Races

- a. The designated High Point races in regions I, II, and III are as follows:

Southern Bay Race Week
Leukemia Cup
Northern Bay Race week
Race to Solomon's
Screwpile Lighthouse Regatta
Annapolis Labor Day Regatta
Fall Oxford and Hammond Regatta
Annapolis Fall Series

- b. Future decisions 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.

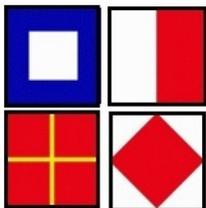
6. One event may be discarded from the records in which a boat has been recorded for at least six (6) events. The race dropped may be one in which the yacht was scored as 'DSQ' by the Race Committee unless the DSQ was for "significant damage" or the race was scored as DNE (Disqualified, Non-Excludable). The competitor shall notify the High Point Scorer by no later than November 1st of the year as to which race they wish to discard. In the event no notification is received, no races will be discarded. When a boat is scored as DNS or DNC, the race will not count as a race started.

7. An event does not contribute to the record for High Point awards if the first yacht to finish averages less than 2.0 knots over the course.

8. An event does not contribute to the record for High Point awards if the length of the race course is less than four (4) nautical miles. An event consisting of multiple races with a total distance greater than four (4) nautical miles satisfies this requirement.

9. An event does not contribute to the competitors' record for High Point awards if there are less than three (3) boats in their class entered and competing in the race. If there are fewer than three competitors in a class, the organizing club may group several classes into a single start to satisfy this requirement. In this case each competitor will receive the race score as though all other competitors were in their class.

10. and 11. – Unchanged.



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Further discussion amended the list of High Point races. The Governor's Cup and Harbor Cup races were added, and the Southern Bay Race Week was deleted. A motion was made to approve the amended proposal and was seconded. The amended proposal was approved by the delegates.

9. 2015 PHRF Class Splits.

The following Class Splits are proposed for 2015. The regional delegates must vote to approve these splits, or any changes, for 2015.

Region	Class	Proposed 2015 Splits
III AW	A0	up to 025
III AW	A1	026 to 070
III AW	A2	071 to 109
I, II, III SE	A	Up to 109
I, II, III AW, III SE	B	110 to 145
I, II, III AW, III SE	C	146 and up
III PR	Spinnaker	All
IV North	A	Up to 109
IV North	B	110 to 160
IV North	C	161 and up
IV South	A	Up to 109
IV South	B	110 to 151
IV South	C	152 and up
All regions I-IV	Sport Boat	All
All regions I-IV	Non Spinnaker	All
All regions I-IV	Corinthian	All

(same as 2014 except the IV South B/C split moved from 163 to 151)

There was a motion to approve the proposed splits including the change to the B/C split in Region IV South, it was seconded, and approved by the delegates.

B. Additional Proposals from the Floor:

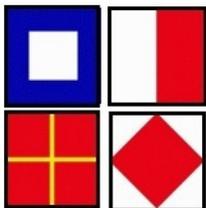
1. High Point Scoring for 2015.

Maintain the current, 2014, scoring rules, classes and regions regardless of the changes to the rules, classes and regions made by CBYRA for 2015. PHRF of the Chesapeake will award their own trophies for the winners in addition to any trophies awarded by CBYRA.

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

2. PHRF Yearbook.

The Yearbook has not been published since 2012. It is imperative that a 2015 Yearbook be printed and it should happen early in the season. The cost for printing the Yearbook, \$4,000.00,



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could be added to the 2015 budget. Also, the text files for the Yearbook need to be retrieved from John Ritter – the temporary 2013 secretary.

The proposal was made into a motion, seconded, and approved by the delegates. The previously approved budget will be revised to include these additional monies.

3. Rating Certificate Fees.

The 2014 fee structure appeared to be successful with many members taking advantage of the early bird special pricing and the option for a 2-year certificate. The proposed fees for 2015 should remain the same as 2014. The fees would be:

1-year certificate - \$20.00 through March 31; 2-year certificate - \$35.00 through March 31. After April 1, only the 1-year certificate is available for \$25.00.

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

4. Additions to the Standard Sail and Equipment Specifications.

In Section 17, add new paragraphs E and F, as follows:

- E. The RF mainsail must be furled on a drum and spindle mechanism mounted within the mast or boom extrusion. RF mainsails with full-length battens that furl within the boom will receive a reduced credit. RF mizzen sails shall comply to the same requirements as the mainsail. RF mainsails equipped with air battens shall not have their pressure adjusted during the race.
- F. No credit will be given for roller reefing booms, where the mainsail is rolled around the boom.

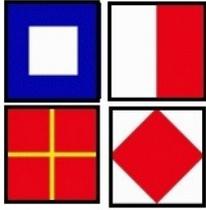
The proposal was made into a motion, seconded, and approved by the delegates.

5. Additions to the Effects of Boat Modifications on Ratings.

- b. In paragraph F, titled Propeller Rating Adjustments, add 'retracting propeller shaft' to the last sentence.
- c. Add new Paragraph I, to be titled 'Roller Furling Mainsail Adjustments'. The new paragraph will read as follows:

"Roller furling mainsail credit may be given if the mainsail can be furled on a drum and spindle mechanism mounted within the mast or boom extrusion. A credit of 6 seconds per mile may be given if the mainsail does not have battens. A credit of 3 seconds per mile may be given for mainsails with full-length battens that furl within the boom. Roller furling mizzen sails may be given a credit of 3 seconds per mile.

- a. For Air Battens – the pressure in the air battens shall not be adjusted during a race.
- b. Roller reefing boom, where the mainsail is rolled around the boom, is not eligible for a rating credit."



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Both additions in this proposal were made into a motion, seconded, and approved by the delegates.

Election of Officers for 2015:

The delegates must vote to elect the Officers of PHRF of the Chesapeake.

The nominations provided for 2015 Officers are as follows:

- President ----- Steve Taylor
- VP Region I-III ----- *vacant*
- VP Region IV ----- John Blais
- Secretary/Treasurer --- Bob Thomas

There were no further nominations from the floor, a motion was made to approve the nominations as presented. The motion was seconded and the delegates voted to elect the nominees as the 2015 Officers of PHRF of the Chesapeake.

Appointments by 2015 President:

- | | |
|---|--|
| Chief Handicapper, Northern Bay ----- | Randy Richter |
| Chief Handicapper, Southern Bay ----- | Alan Bomar |
| US Sailing Representative to US Sailing Offshore Council -- | Bruce Bingman |
| PHRF Representative to CBYRA ----- | Marc Briere (<i>appointed later</i>) |
| Executive Secretary ----- | Glenn Harvey |
| At Large Representatives to High Point Committee ----- | <i>vacant</i> |
| Fleet Captains ----- | <i>vacant</i> |

Adjournment:

At 15:25, there being no further business, there was a motion to adjourn. The motion was seconded and the delegates voted to adjourn the meeting.

Respectfully Submitted,
Glenn Harvey
Executive Secretary