

PHRF of the Chesapeake, Inc.

P.O. Box 1856

Edgewater, Maryland 21037

443-699-0868

2015 Annual Board of Delegate's Meeting Minutes **November 21, 2015 at the** **Hilton Garden Inn, Fredericksburg, VA.**

In Attendance:

Steve Taylor – President, BBSA, FBYC
John Blais – Vice President-South
Bob Thomas – Treasurer, CCV
Mike Mullarky – Past President, MRSA
Glenn Harvey – Exec. Sec., Handicapper, GSA, NERYC, HDGYC, ESSA
Randy Richter – Chief Handicapper-North, YCCSC
Bruce Bingman – USSA, Handicapper, AYC, TAYC
Rich Harrison– Handicapper, NASS
Erin Altemos – BCYA
Adam Croglia – DYC, DISC
Bruce Harris - EYC
Neil Chippendale – GRF
David McCullogh – HNSA
Dennis Quinn - HYC
Elliott Peterson – SMSA
The above attendees were checked-in. It was determined that a quorum of the membership was present for the meeting.

Call to Order:

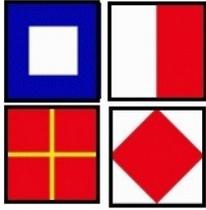
The meeting was called to order by President Steve Taylor at 11:05.

President's Report – Steve Taylor:

President's Report

As another active sailing season on the Chesapeake is wrapping up we're setting our sights beyond the winter frostbiting and on to the 2016 season. On the agenda for the delegates include discussions on allowing CHESSE shorthanded multihull ratings and the format of our Championship Series as well as reports on the progress of the new Random Leg ratings, other US Sailing news and our Chief Handicapper's reports. The planning for 2016 only begins with the Delegates meeting. The PHRF board has on our agenda to work on improving communication with our membership and other organizations, including CBYRA, and addressing improvements to our turn around on certificates.

We remain financially solid and have continued to keep our fees down. Our 2015 membership remains consistent at 885 boats, though still off of the 1000+ we had not too many years ago. We have to address the trends in our sport and adapt where needed. We now have a doublehanded class and a proposal to include multihull ratings for shorthanded racing. We continue to see a trend in cruising boats and are open to working with them under PHRF to encourage growth in racing.



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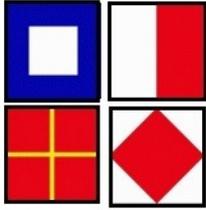
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I want to thank all of those on the Board, our delegates, handicappers and other volunteers who keep PHRF of the Chesapeake going to support the sport of sailing on the Chesapeake and beyond.

Treasurer's Report – Robert Thomas:

2015 Financial Report and Proposed 2016 Budget

	2015 Budget	ACTUAL thru October 31st	Proposed 2016 Budget
INCOME	\$27,000.00	\$19,137.58	\$19,030.00
INTEREST		\$27.58	\$30.00
DEPOSITS		\$19,110.00	\$19,000.00
EXPENSES			
EXEC SEC (total)	\$8,335.00	\$6,900.56	\$8,350.00
FEES	\$7,950.00	\$6,625.00	\$7,950.00
TELEPHONE	\$385.00	\$275.56	\$400.00
OFFICERS (total)	\$5,100.00	\$1,814.87	\$4,800.00
POSTAL	\$2,500.00	\$404.00	\$400.00
PRINTING	\$2,100.00	\$1,410.87	\$1,400.00
SUPPLIES	\$500.00		\$500.00
COMMUNICATIONS			\$2,500.00
HANDICAPPERS (total)	\$5,350.00	\$3,829.54	\$4,700.00
MTGS NORTH	\$3,000.00	\$2,749.53	\$3,000.00
MTGS SOUTH	\$1,900.00	\$642.38	\$1,200.00
JOINT MTG	\$450.00	\$437.63	\$500.00
OTHER (TOTAL)	\$10,795.00	\$2,177.04	\$21,945.00
WEB FEES	\$100.00	\$77.90	\$100.00
MISC	\$550.00	\$670.14	\$700.00
ANNUAL MEETING	\$1,500.00	\$500.00	\$1,500.00
NATIONAL MTGS	\$2,000.00		\$4,000.00
DUES (USSA PHRF)	\$475.00	\$475.00	\$475.00
GREEN BOOK	\$170.00		\$170.00
INSURANCE	\$0.00	\$429.00	\$0.00
High Point RACE RESULTS			\$0.00
TROPHIES	\$5,000.00		\$5,000.00
Refunds		\$25.00	
OFFSHORE OFFICE DONATION	\$1,000.00		\$1,000.00
OFFSHORE OFFICE SUPPORT	\$8,000.00		\$5,000.00
YEARBOOK	\$4,000.00		\$4,000.00
TOTAL	\$24,480.00	\$12,907.14	\$34,995.00
GRANTS	\$0.00	\$0.00	\$2,000.00
TOTAL	\$0.00	\$0.00	\$2,000.00



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Vice President – Northern Bay Report – Marc Briere:

Based on my observations and experience over the past year it appears that one of the biggest challenges facing PHRF of the Chesapeake is communications.

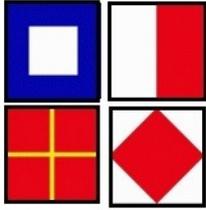
- We could do a lot better communicating with our members on the opportunities to race.
- We could do a lot better communicating with Organizing Agencies and leveraging our membership's potential for participation to improve events.
- We could do a lot better communicating the month-to-month participation and results from our club representatives to PHRF Chesapeake for merging and broadcasting to CBYRA and our members.
- We do a great job when it comes to staffing handicap, certificates and rating related issues with members and even with CBYRA but we need to improve our communications on the heartbeat of handicap racing in the bay, interest levels and influences and ultimately those member inputs focusing on driving up participation. This will add to the "value" our members see in their fee beyond simply getting an annual or bi-annual rating certificate. I've looked around at other PHRF fleets and some of them have a fairly robust website presence that do a pretty good job capturing the racing activities, results as well as rating issues in their region.

It is my understanding there used to be a more consistent flow of information between club representatives, handicappers and our membership. There is no required change to our charter, position descriptions nor cost for us to make better use of our website, email and some sort of newsletter publication that generates and maintains interest and focus on Handicap Racing in the Chesapeake. We need to point out that our handicap racing schedule tracking and reporting can (and should) include ALL racing...not just what CBYRA tracks and de-conflicts. We also need to point out that monthly input from each of the club reps (at the end of each calendar month) would go a long way to helping spread the word on upcoming events and results. In concert with this communications revitalization, we should pulse our members for their input on: types of racing they do, what gets them on the course, what keeps them away and what we can do to help drive up participation. While we may not be able to affect all the changes suggested, the information will likely be invaluable to clubs who are trying to improve (or maintain) participation numbers. A subset of all of this information can go to CBYRA to show the relevance and strength of PHRF as the largest handicap fleet in the bay.

Respectfully,
Marc Briere
VP-Reg. I-III

US Sailing Representative Reports – Bruce Bingman:

State of Handicap Sailing: The total number of PHRF Certificates in the country reported to US SAILING through member PHRF fleets appears to have decreased slightly from an estimated 12,000 to 11,000 in 41 member fleets down from about 55 ten years ago (personal note, there was a slight increase in the Chesapeake from about 850 to about 880 this year). Based on review of the origins of questions to the US SAILING Offshore office and to me from fleets that are not registered members of US SAILING, I estimate that there are probably another 20+ smaller fleets on lakes and rivers scattered through the US with maybe another 1000 to 3000 sailors. Based on discussions in the ISAF empirical handicap sub-committee Empirical handicapping of some form is the most widely used system in the world (estimated over 30,000 participants), with ORC club (simplified ORCi / IMS) second with about 8500 certificates



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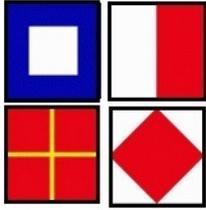
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(primarily in Europe). Although racing has rebounded from the economic downturn in Europe and the Far East (where sponsorship of boats and regattas is common so individual costs to participate are much smaller than in the US), we continue to see ongoing decreases in big boat racing in the Chesapeake and in many of the major sailing areas. Brighter spots were STC Block Island Race week, Annapolis-to-Newport, SF Bay Big Boat series, NYYC Newport, RI and Charleston Race Week where some appreciable strength was shown. Block Island and Annapolis-to-Newport heavily marketed to the newer "performance cruisers" that are appearing on the market and had some considerable success in drawing these boats out. Charleston race week's increase is mostly in smaller 1D boats with the bigger boats holding steady and some increase in their cruising classes.

This year both Key West Race Week and Annapolis-to-Newport pioneered a new effort to improve the PHRF handicaps for the competitors. In both cases an experienced consortium determined the best 55%-45% windward-leeward numbers then these numbers were further refined using US Sailing Offshore office VPP corrections for course content as well as a check on the base assigned ratings. The results were very successful, with corrected finishes as close or closer than IRC and other systems in the more competitive classes. Reports of these races are attached.

The general pattern of decrease in remaining areas appears similar – 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 large downturns in participation to the point many areas have essentially dropped most of the weekend races. The classes increasing numbers or holding steady are the small boat classes; J-70's and 80's, Viper 640's, and Melges 20's. Last year the members of the several offshore communities voiced concern that this growth was draining the handicap (PHRF, IRC, and ORR) fleets and recent observations seem to confirm this trend. Many former "crews" are purchasing these small one-designs and then raiding their former boats of crew to sail them. While a hopeful trend for the overall future of racing, this is not helping the immediate problem of decrease in "big boat" participation! 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 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 want the local PHRF areas to offer handicaps adjusted for boat preparation, sail condition, and crew ability. This is possible but requires some effort on the part of the local committees (see the discussion of "golf" handicapping on the US Sailing web site).

The flip side of this is the remaining strong competitors that want an inexpensive portable but reasonably accurate handicap system. The US Sailing PHRF Committee began to address this several years ago by "jawboning" most of the major fleets to adjust their rating scales to fix the J-35 at 72 which resulted in pointing out the gross deviations in some boats that were present and a general movement of the various PHRF areas over the last few years towards more similar ratings. The NRR incentive where traditional PHRF handicapping approaches modified with US Sailing VPP adjustments represents a major step forward in achieving this goal since these would be "National" certificates with full portability wherever they are accepted. Several major Race weeks and Yacht Clubs have expressed strong interest in this incentive for use. Currently a consortium is working with the US Sailing Offshore Office on the first set of boats.



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One rating appeal was heard and dispositioned this year. The boat involved was a J-88 whose rating was adjusted +6 in Northern California.

Respectfully submitted,
Bruce Bingman
Chair, US Sailing PHRF Committee

ISAF and ORC Report – Bruce Bingman

2015 REPORT OF THE ISAF EMPIRICAL HANDICAPPING SUB-COMMITTEE and OBSERVATIONS FROM THE ORC MEETING

Committee: ISAF recognizes that, like in the USA, probably the greatest amount of sailing around the world is done under some form of empirical handicapping. Noting this, the Empirical Handicapping Sub-Committee was formed in 2013 from a previously established working group to provide a set of guidelines to be followed in developing a local empirical handicap fleet that could be published by ISAF. There are three members, one from the UK, one from Spain and myself representing the US.

Meetings: Meetings have been held regularly via e-mail with reports to ISAF at the last two AGM's. A few basic general guidelines were established. Empirical systems should use TOT scoring and should adjust ratings at some fixed interval of races to be determined by the local

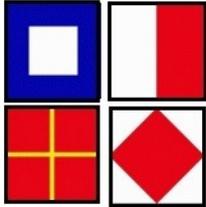
users. A data evaluation scheme very much like the "quartile" imputed rating derivation is recommended to adjust boat ratings using observed data.

Many discussions were held as to the best way to determine an initial handicap ranging from a simple length and sail area regression to a more complex formula that would take into account draft, beam and other measurements. In the end several graphs were developed relating predicted boat speed to various factors and a recommendation to combine these using a computer program into a formula that could be used.

ISAF 2015 AGM: I attended the Oceanic and Offshore Committee meeting and presented the sub-committee chairs' report that all work except codification of a formula for initial rating determination had been completed. As a part of the simplification of the ISAF structure, one of the submittals (026-15) recommended that this subcommittee be dissolved and the remaining work supervised by the parent Oceanic and Offshore Committee. After consultation with the Chair of the parent committee, an amendment to the recommendation was made that this work be continued by a working group.

This recommendation was approved by the Oceanic and Offshore Committee. If this recommendation is approved in council, I was asked if I would be willing to continue to serve this Working Party to complete this part of the task and I have agreed to do so.

ORC Meeting: The Offshore Rating Congress AGM is held concurrently with the ISAF AGM since many of the "big boat" representatives are the same. I attended the race management and technical committee sessions. In the race management area several presentations of computerized scoring systems were made as well as discussions of how to divide fleets into classes for the best competition. Dobbs Davis and I with Luiz Kahl on Skype, discussed Yacht Scoring and US systems. My observation is that our systems offer greater flexibility in ability to use different handicap systems than the others presented.



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In the Technical Committee area, the primary areas of interest dealt with revising several current allowances in the rating rule. One area that will potentially affect the "performance cruiser" fleet developing in the US is the 2/3 reduction of the Dacron sail credit due to the concern that it was a "loophole" that racers were exploiting (winner of the ORC European Championship used the Dacron sail credit). Other areas were further "tweaking" of prop credits and reduction of small spinnaker credits. The increase of certificates in the US due to use at Key West was noted and if a few more boats get certificates, the US can be awarded an additional seat on the Congress (currently the US representative is Steve Benjamin).

Respectfully submitted,
Bruce Bingman
US Delegate to ISAF

Chief Handicapper – Northern Bay – Randy Richter:

First of course a big thank you to everyone on both the Northern and Southern Bay handicapper boards for their diligent service.

The Handicapping Board had been tasked by the delegates at the annual meeting to establish ratings for free leg/distance racing (aka CR (circular random)) courses in addition to the Windward Leeward ratings that we currently issue. As stated at the annual meeting the method planned to accomplish this was to benchmark seconds per mile differences using the computational rating resources of US Sailing to generate seconds per mile differences for key boats. The Handicapping Board would then fine tune those results to fit within the Chesapeake PHRF guidelines.

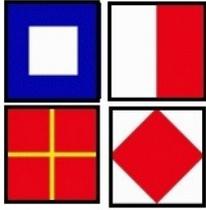
Unfortunately, the US Sailing resource resigned early in the year and the effort to create these new ratings stalled. Due to the diligent efforts of Bruce Bingman following up regularly with US sailing, this effort to get key boats quantized appears to be back on track. We are now hopeful that we can provide the dual ratings for boats by the beginning of the 2016 sailing season.

The Handicapping Board started the season with a Saturday meeting in March jointly with the Southern Bay Board. This meeting consisted of a joint review of boats that were flagged because their imputed ratings were statistically out of line with their assigned ratings. The Northern Bay Board held monthly meetings to consider new boats and appeals each month April through October. In general we had 2-5 new boats for each meeting and 2-4 appeals. Additionally as urgent immediate ratings needs appeared, the board communicated via email to provide responsive rating services to allow owners to obtain ratings in an expeditious manner.

Respectfully Submitted,
Randy Richter

Chief Handicapper – Southern Bay – Alan Bomar:

In 2015 there was only a small amount of business to attend. There were a few appeals and most were dealt with at the Joint meeting in March 2015. We met by email and in person to conduct business as necessary and spent a significant amount of time on discussing methods to roll out a second rating for non-windward/leeward courses. I agree with the strategy to using US Sailing data and believe that will show that boats with long waterlines relative their rating and boats rigged for asymmetrical downwind



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foresails will see lower ratings for the non-windward/leeward courses. We plan to continue this effort to develop the ratings in 2016 as directed by the delegates.

I want to thank Jim Raper, our Region IV Secretary as well as my team of Handicappers, Justin Morris., Mark Hinman, Mike Dale, Mayo Tabb, Dwight Timm, Rusty Burshell and Christian Schaumloffel. Their review of boat design and performance makes fair racing amongst different styles of sail boats on the Chesapeake.

We had 1 handicapper resign (Justin Morris) due to conflicting commitments and if appointed to the chief handicapper position in 2016, will replace him. I want to thank Justin for his time on the Handicapper Board. His observations and opinions help us continue equitable racing on the Chesapeake Bay.

I also want to thank the Northern Bay Handicappers led by Randy Richter for their teamwork in handicapping the sailboats on the Chesapeake Bay.

Please know that the members in your areas can call me to discuss Handicaps and submitting appeals. Please encourage that conversation as we want to ensure that the members understand our efforts and actions. They are also welcome to present an appeal in person at one of the region IV handicapper meetings if they desire.

Respectfully Submitted,
Alan Bomar

Executive Secretary's Report – Glenn Harvey:

Delegates, Handicappers and Board Members,

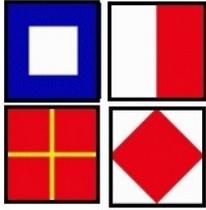
This past year was a busy and exciting time. In addition to my duties of processing the renewals and new applications, I participated in the Annapolis to Newport race at the beginning of June. That race took me away from the certificate business for almost two weeks, and prior to the race there was time needed to prepare the boat. After returning from Newport, things mostly returned to normal. There was still plenty of weekend racing.

I am looking forward to a better year for processing the certificates. I propose that the renewal letters be mailed no later than January 15th, and that any 'early bird' specials end by February 28th. This will move the big rush of renewals into February, allowing time for processing to happen before most clubs/members begin their season.

Again this year, a big thank you goes to Mike Mullarky for all of his help this year with the database, and other IT issues.

And thank you Handicappers for quickly determining some rush ratings for some of the race events on the bay. Most of the rushes were created by members forgetting to renew in a timely manner.

Some statistics for you.....



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Valid Certificates by Year:

2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
1177	1163	1137	1097	1088	1068	1078	1040	1046	992	816	866	885

Valid Certificates by Class:

	2010	2011	2012	2013	2014	2015
A0	28	18	-	15	15	11
A1	66	48	-	56	53	58
A2	124	139	-	152	166	180
A	331	301	-	223	234	249
B	278	278	-	210	228	245
C	431	467	-	383	404	391
Total	1040	1046	992	816	866	885

New Certificates vs. Renewals:

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
New	144	153	144	137	127	127	108	107	-	196	65	111
Renew	1019	984	953	951	941	951	932	939	-	620	801	406

(There were 368 two year certificates in effect from 2014)

New Boat Model BRTG's:

	2008	2009	2010	2011	2012	2013	2014	2015
	37	38	22	30	-	20	19	17

Modifications Processed:

	2013	2014	2015
	18	12	11

Rating Appeals Processed:

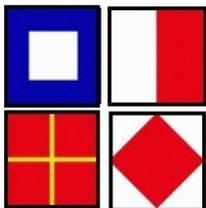
	2008	2009	2010	2011	2012	2013	2014	2015
	29	29	22	15	-	9	10	9

On-line Payment Utilization:

	2011	2012	2013	2014	2015
	207	-	445	593	458
	20%	-	55%	68%	52%

There were 199 two year certificates issued, approximately 23% of the members took advantage of the plan in 2015. Adding the 368 two year certificates issued in 2014, 567 two year certificates have been issued. That is approximately 64% of the membership. Thank you for supporting PHRF.

Respectfully Submitted,
Glenn Harvey
Executive Secretary



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Noted Discussions on the Reports:

1. Regarding Marc Briere's report: The discussion centered on the need to get information from the club delegates about their events and activities. This information would then be compiled into a newsletter or blast email to the members. The delegates may need some prodding and reminders to provide this information to Marc. It was suggested that the Southern Bay and Northern Bay Vice Presidents, John Blais and Marc Briere, would be 'super delegates' and should coerce the club delegates in their respective regions to provide the needed information.
2. ISAF and ORC report: Bruce Bingman added that PHRF of the Chesapeake consider adapting designations on the rating certificates to conform to ISAF notations.

Proposals for 2015 Annual Meeting

1. Multihull Ratings for CHESS Short-handed events:

Add a new sentence to Section 8.1 in Article VIII of the By-Laws to read,

Multihull sailboats may be rated for participation in short-handed classes only.,

And, add a new paragraph to the PHRF Fleet Policies, after Boat Design, to read,

Multihull Ratings. Multihulls may be issued handicaps for use only in short-handed classes. For fully crewed boats, the performance differences between mono and multihulls means that equitable handicaps cannot be established. However, to foster the growth of short-handed racing on the Chesapeake, when participation prevents the separation of the short-handed fleet into mono and multihull classes, these handicaps may be used in a combined fleet.

The proposal was made into a motion, seconded and approved by the delegates with one dissenting vote.

2. High Point Scoring for 2016:

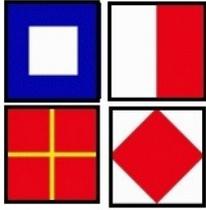
Propose eliminating the PHRF Northern Region Championship Series and returning to the 2014 High Point rules.

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

3. 2016 PHRF Class Splits:

The following splits are proposed for 2016. The delegates must vote to approve these splits, or any changes, for 2016.

Region	Class	Proposed 2016 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



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I, II, IIIAW, IIISE	C	146 and up
IIIPR	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 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

(The rating splits remain the same as 2015.)

There was a motion to approve the proposed rating splits, it was seconded and approved by the delegates.

Additional Proposals from the Floor:

1. Short-handed Class Amendment:

It was proposed that the Short-handed Class rule number 4 be amended to state: “and boats shall comply with CHESS requirements.”

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

2. Cruising Class Ratings:

It was proposed that the handicappers work on allowances, possibly 1 second adjustments, for deviations from the stock boat. The handicappers will consult with the cruising groups to develop the rating adjustments and report to the Executive Committee by July 28, 2016.

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

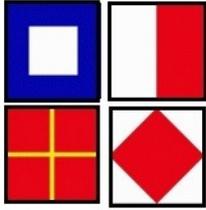
3. Grants for the US Sailing National Offshore Championship competitors:

There were 4 PHRF of the Chesapeake members that participated in this championship event that was held at the US Naval Academy in September, 2015. The proposal suggested providing grant funds to each participant in the amount of \$500.

The proposal was made into a motion, seconded and approved by the delegates. The competitors shall submit a grant request to the foundation.

4. Rating Certificates:

It was proposed that the 2-year certificates be made available to the members all season, instead of being available only during the ‘early bird’ period.



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The proposal was amended to include ending the 'early bird' discount at the end of February and keeping the costs for the rating certificates the same as in 2015. After the 'early bird' period, the 2-year certificate cost will increase \$5. There was a motion to approve the amended proposal, it was seconded and approved by the delegates.

Election of 2016 PHRF Officers: The delegates must vote to elect the officers of PHRF of the Chesapeake. The nominations provided for 2016 officers are as follows:

President – Steve Taylor
VP Region I-III – Marc Briere
VP Region IV -- John Blais
Secretary/Treasurer -- Bob Thomas

There were no further discussions or 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 2016 Officers of PHRF of the Chesapeake.

Appointments by 2016 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 -----	MarcBriere
Executive Secretary -----	Glenn Harvey
Fleet Captains -----	<i>to be determined</i>

Adjournment: *At 15:00, 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