



PERFORMANCE HANDICAP RACING FLEET
of the Chesapeake, Inc.
P.O. Box 3169, Prince Frederick, MD 20678

2008 ANNUAL BOARD OF DELEGATES MEETING MINUTES
Annapolis Yacht Club, 8 November 2008

Attendees:

Randy Pugh, Pres, Del BBSA	Mayo Tabb, Hdcpr, Del FBYC
Bruce Bingman, VP, Reg I-III, Del CBYRA North, and Unaffiliated Clubs, North, Proxy RRBC	Dwight Timm, Hdcpr, Del YPYC
Mike Dale, VP Reg IV, Del CBYRA South, and Unaffiliated Clubs, South, Proxy OPCYC	Randy Richter, Hdcpr, Del YCCSC
Glenn Harvey, Del GSA, Proxy NERYC, GRF	Heidi Bay, Del WRSC
Bob Thomas, Sec'ty/Treas	Mike Rajacich, Proxy TAYC
Stew Buckler, Exec. Sec'ty	Peter Zahn, Del RoBSA
Rob Mairs, Hdcpr, Coord PHRFF	Richard Griner, Proxy HNSA
A. J. Whittle, Del CYCOP	Dan Trammell, Hdcpr, Del NASS
Rod Jabin, Del AYC	Rich Harrison, Hdcpr
Mike Mullarky, Del MRSA	Chris Johnson, Hdcpr, Del HYC
Bob Bennett, Proxy MRYC	

President Randy Pugh called the 2008 Annual Meeting to order at 1010. He mentioned that he had served as president longer (four years) than any other except for the original president of PHRF, Fred Williams (six years). He thanked the members of the board of handicappers, and the executive secretary, for their efforts in keeping PHRF racing the most viable on the Bay. The Executive secretary, Stew Buckler, called the roll to determine if a quorum was available at the meeting. The poll of the delegates present indicated that, including proxies, there were 818 of 1068 voting members for 2008 represented at the meeting. This provided a quorum for voting on the motions that would be presented at this meeting.

Treasurer's Report. Bob Thomas presented the Treasurer's report, which included expenses for 2008, and the 2009 budget.

The expenses for 2008 were up to 6 November, and did not include some significant expenses necessary to provide, print, and mail the 2009 renewal and application packages for members. It was noted that due to the retirement of the PHRF scorer from region I-III, and the lack of a replacement, PHRF would likely incur a greater expense for the 2008 high point scoring. Because CBYRA is now covering the cost of high point trophies, those funds would be directed to pay for the 2008 high point scoring. Otherwise the expenses were generally on track with the planned budget for 2008. The PHRFF provided grants totaling \$1750.00 for 2008 to worthy organizations. We will endeavor to increase awareness of the PHRFF as only a small number of folks seem to know of the foundation. There was a motion made and seconded to reduce the member dues for 2009 from \$35 to \$30, and after a brief discussion the motion failed by the vote of the delegates. The proposed budget for 2009 of \$33,000 was voted on and approved by the delegates. The 2008 expenses and 2009 budget are shown on the attached Treasurer's report.

US Sailing Delegate Report. Our delegate to US Sailing, Bruce Bingman, gave a brief report of the activities of the PHRF committee of USSailing, for which Bruce is the vice chairman. Bruce is also the chairman of the National Offshore Council within the USSailing office. Racing across the country (and in Europe as well) is demonstrating greater interest in performance handicaps (i.e PHRF type) as many of the "design" based systems (IRC, IMS, etc) seem to be successful in only a few areas. In the Chesapeake Bay, and most other regions, PHRF continues to be the most stable and best attended fleets for racing. Time on time scoring is also getting more interest, though scoring some time and distance races using time on time scoring, indicates only minor changes in corrected places, usually in mid-fleet.

Chief Handicapper's Reports.

Both Eric Crawford (Chief Handicapper, Region I-III) and Christian Schaumloffel (Chief Handicapper, Region IV) could not be present for the meeting, and submitted their reports in writing (the reports are attached at the end of the minutes). Both Eric and Christian will continue as Chief Handicappers for 2009. The region I-III handicapper board will be looking for a replacement for Bruce Bingman for 2009, the only change to that board. The region IV board will serve as in 2008 for the next year.

Executive Secretary Report. The 2008 membership continues on a very gradual decrease which we have seen over the past five years and is now at 1068 as of the annual meeting. This is still a fairly healthy number and is larger than the membership of eight and nine years ago. Noted on the 2008 report is that the handicapper boards provided ratings for 37 new boats not rated before, and had appeals for 29 boats. There is an up to date appeal status page on our website for all to follow rating appeals. We will continue using the PHRF website to publish information and provide rating application packages to all on line visitors. The weekly Valid List (of current ratings) is posted on the website throughout the racing season for all to view and for RC to use to verify ratings. RCs are encouraged to check the Valid List frequently to check for updated and/or revised ratings. 2009 renewal packages will be distributed to all 2008 members around the beginning of January, 2009. 2009 application (and renewal) fees will continue to be \$35 if received after 31 March 2009, and early renewals received before 1 April will require the early renewal fee of \$30. 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 can simply call the PHRF phone (410-414-3270) and leave a message with the new address. All are reminded that it is best to submit renewals and applications well in advance of the racing season so your boat's valid certificate may be provided with race entries throughout the year. A detailed executive secretary report for 2008 is attached to the minutes.

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

New Business: Proposals for consideration by the Delegates

1. Proposal to modify section 4C of Standard Sail and Equipment Specification to change 110% limit of jibs with battens to 117%. Several of our rated boats including Tripp 26's and Antrim 27's carry small jibs with battens that are slightly larger than the 110% cutoff for allowing battened jibs. Smaller jibs normally have battens to assist in shape and prolong life. To allow these boats to sail in their normal configuration as rated, earlier this year, the Executive Committee voted (IAW section 5.7, Article V of the bylaws) to increase the maximum jib size which may use battens from 110% to 117%. To make this change permanent, the Board of Delegates is required to affirm this decision. The initial change, approved by the Executive Committee, to section 4C of the 2008 Standard Sail and Equipment Specifications is as follows:

"C. Battens may be used only in jibs smaller than 117% LP . . ."

The discussion that followed proposed a small modification to the change above that would ensure jibs of 117% LP would be included in the final change. The motion to adopt the change above was amended, and the amended proposal was voted on and approved by the delegates as follows:

"C. Battens may be used only in jibs 117% or smaller LP..."

2. Proposal concerning use of canting keels and stored energy. Earlier this year, the Executive Committee voted to change the Boat Design section of our Fleet Policy to specifically allow the use of canting keels and stored energy. To make this change permanent, the Board of Delegates is required to affirm this decision. The change approved by the Executive Committee added the following text after the third sentence of the Boat Design paragraph as follows:

"Canting keels are allowed if part of the original design of the boat and the boat retains self righting ability. This changes RRS 51 and RRS 52 to allow use of stored energy to move a swing or canting keel (dead weight) for stability on a boat that has been specifically designed for use of this appendage."

This change was made because a boat of this type, with a 2008 valid certificate from PHRF of the Chesapeake, was disqualified from a race as our policy does not specifically state use of canting keels and stored energy is allowed. The Executive Committee approved the temporary update to our Fleet Policy (above) to allow this boat to continue to compete through the end of the year. This decision was made in part based on the stated intentions of PHRF as noted in the "About PHRF of the Chesapeake" section of the handbook which states: "... A major objective of PHRF is to foster racing. Consequently, PHRF permits new or "different" sailboat designs, rigs, or sails so long as they appear safe and can be reasonably handicapped." This matter needs to be discussed among the delegates as there are a number of opinions on the legality and desirability of these boats sailing in PHRF. One of the questions raised was could the keel be moved manually or pinned. Discussions with the design office of the boat in question indicate the use of manual power to move the keel is not considered a practical option nor do they consider that it would necessarily be safe. Also, a number of earlier designs, which are racing in the Chesapeake and elsewhere, use stored energy to move their centerboards since manual power is somewhat impractical for racing and have been accommodated by the handicap systems. To address these issues, a slight wording change needs to be incorporated into the proposal above. The recommended change to the Boat Design section of the "2008 PHRF Fleet Policies" is (changed from the above) as follows:

"Canting keels and center boards moved by the use of stored energy are allowed if the boat retains self righting ability with the keel or centerboard in any allowed position. This changes RRS 51 and RRS 52 to allow use of stored energy to move a swing or canting keel (dead weight) or centerboard for stability on a boat that has been designed for use of this appendage."

This proposal was made a motion and seconded by the delegates. After further discussion, the board of delegates approved the motion.

3. Proposal to include guidelines for rating adjustments for the use of stored energy. Many of the newer cruising type boats use electric winches, electric-hydraulic adjustment of backstays and other uses of stored energy to allow the ability to sail with small crews. It is not clear that ratings have always factored this addition in nor is the use of such stored energy always beneficial. However, it is important that this be considered when assigning a rating to a boat or if such stored energy devices were added to an existing boat. The proposal is to add a new section to the “Effects of Boat Modifications on Ratings”, as follows:

“Stored Energy Adjustments. If stored energy is used to help in adjustment of sails or rig, an adjustment of -3 sec/mi may be applied.”

A motion was made and seconded to adopt the proposal above and after some discussion, an amendment to the proposal was made and approved as follows”

“Stored Energy Adjustments. If stored energy is used to help in adjustment of sails, rigs, or to otherwise enhance performance, a rating adjustment may be applied.”

The board of delegates voted to approve this addition as changed.

4. Proposals to update the Special Regulations for Safety Requirements. As 2008 was the first year using the newly developed 4P and 5P requirements, some updates may be necessary. The following changes are proposed.

A. Re-instate Category 6P type boats and revise Category 5P requirements. An increasing number of competitors are requesting ratings for “sportboats” which have minimal accommodations. Prior to this year, PHRF of the Chesapeake had a Cat 6P standard that allowed these boats to be rated and raced if allowed by the local organizing authority. The preface in the handbook stated: “These are the minimum requirements recommended by PHRF of the Chesapeake for short races in protected (rivers and creeks) waters. This category only is intended to relax accommodation requirements, not open water (i.e. Chesapeake Bay and areas of confluence with major tributaries) safety requirements. These requirements may be modified by the organization sponsoring the race.” Using 6P the handicappers have rated “sportboat” type boats since at least 1996, however, there has been recent concern expressed that these boats do not meet “cruising” standards. Prior to this year, Section 8.1 of the by-laws provided a specific exception to the “single hulled cruising type” requirement by noting that there was a Category 6P accommodation requirement for these types of boats. Adoption of the new 4P and 5P accommodation standards has set up a potential conflict since there is not currently a 6P even though 5P does not specifically require “cruising type” interiors.

Reinstatement of Cat 6P would resolve the conflict and would continue to meet the stated intentions of PHRF as noted above to permit new or “different” sailboat designs, rigs, or sails so long as they appear safe and can be reasonably handicapped. Note this does not allow “dinghy” type boats – they still must be self righting, have appropriate cockpit drains, and meet the PHRF structural standards. This proposal reinstates Cat 6P with the requirements as stated below and adds the necessary cruising accommodation requirements to the present 5P to make them similar to the requirements of the previous 5P. The benefit of this approach is that it allows sportboats with minimal accommodations to obtain ratings and race as determined by the local organizing authority sponsoring the race by specifying the categories allowed. If the local organizing authority does not allow 6P, then the sportboats such as Laser SB3 and VIPER 640 could not race. Re-instatement of category 6P also requires adding the 6P category designation back to the “How to Join PHRF of the Chesapeake” section of the handbook and to the “Equipment” section of the Fleet Policies. The proposed change would be:

1) Add the following to the existing Category 5P:

3.18 Toilet

3.18.2 A toilet, permanently installed or fitted bucket

3.19 Bunks

3.19.2 Bunks, permanently installed

Add to “**Section 4 PORTABLE EQUIPMENT AND SUPPLIES**” or move the following from the “**RECOMMENDATIONS**” section:

4.05.1 Fire Extinguisher(s) as required by USCG

4.07.1(a) A flashlight

4.08.2 A first aid kit

4.13 An echo sounder or lead line

4.23 Pyrotechnic signals as required by USCG

4.24 A “throwing sock” type of heaving line.

Add to the “**RECOMMENDATIONS**” section:

4.10 Radar reflector

2) Add a new Category 6P which is the same as the existing Category 5P except for the following:

2009 PHRF of the Chesapeake Category 6P Special Regulations Modified from ISAF Category 5 Regulations

Category 6P regulations are the minimum requirements recommended by PHRF of the Chesapeake for short races in protected (rivers and creeks) waters. This category only is intended to relax accommodation requirements, not open water (i.e. Chesapeake Bay and areas of confluence with major tributaries) safety requirements. These requirements may be modified by the organization sponsoring the race.

Add to Section 3 **“Hatches & Companionways”**

308.5 Hatches may be of any material provided they are capable of providing an essentially watertight seal when closed.

Add to **“Section 4 PORTABLE EQUIPMENT AND SUPPLIES”**:

4.05.1 Fire Extinguisher(s) as required by USCG

4.23 Pyrotechnic signals as required by USCG

Proposal 4A to update category 5P and add a new category 6P as above was made into a motion, seconded, and approved by vote of the delegates.

B. Proposal to clarify use of PFDs for boats not equipped with lifelines. The category 4P requirements (2008 Cert of Compliance, para 4.2) requires PFD be worn. Propose that section be added to category 5P and 6P to clarify whether PFDs are required to be worn if boats are not equipped with lifelines. The general feeling is that PHRF should ensure safety at all times but the decision to specifically exempt the PFD requirement is best made by the race committee and/or organizing authority. A proposal was made to add a section similar to 4.2 of the Certification of Compliance into category 5P and 6P requirements, with modifications to accommodate the above. The proposal for both the 5P and 6P sections is as follows:

“Boats including CBYRA recognized One-design classes that otherwise meet the special regulations for safety requirements but whose manufactured as-built design does not meet the ORC Category 4 requirements for lifelines may be allowed to sail in Category (5P or 6P, as appropriate) races provided: 1) all competitors wear personal flotation from the warning signal of their start until the boat has finished racing and 2) all competitors wear safety harnesses and are clipped in from sunset until sunrise. The organizing authority or Race Committee may specifically exempt competitors from (1) and/or (2) above if required.”

Proposal 4B was made to a motion, seconded and approved by the delegates.

C. Engines: Research to address a request for redress from the recent Oxford race found that there is not a requirement in any PHRF accommodation category to carry a propulsion engine. We used to require this for Cat 4P, but we were not able to find a requirement looking back as far as 1990 so it must have been dropped prior to that time. There are several references in the 4P accommodations standards implying that an engine is required, but a specific requirement is not present. Most race officials feel that a propulsion requirement is needed for the 4P standard (the standard normally required for Bay races) since venues are frequently set at some distance from home port and the RC wants the ability to move venues in the event of wind shifts or other conditions without having to be concerned that a slow boat using only sails for propulsion has to be given time to get to the new venue. The following is proposed to be added to Category 4P requirements:

“Section 3.28 Engines, Generators, Fuel

3.28.1 A propulsion engine shall be provided, either inboard or outboard with associated tanks and fuel supply systems.

3.28.2 A propulsion engine shall:

a. Provide a minimum speed in knots of the square root of LWL in feet.

b. Have a minimum amount of fuel which may be specified in the Notice of Race but if not specified, shall be able to motor at the above minimum speed for at least two hours as the boat leaves the dock to race.

The proposal was made into a motion, and seconded, and after discussion a small amendment was proposed to add at the end of 3.28.1 to read “.complying with USCG requirements”. This amendment was approved and the amended proposal was voted on and approved by the delegates.

D. This proposal is to allow boats over 28' built before 1980 to not have to update to two lifelines to comply with section 3.14 of the special regulations for safety requirements approved at the 2007 annual meeting of the board of delegates. Most boats in this category may find installing a second lifeline is either too expensive or too difficult. The proposal is to add the following to section 3.14 of the special regulations:

“3.14.1 Sailboats built before January 1980 shall not be required to retrofit to comply with the new details of construction in relation to the bow pulpits, stern pulpits, and lifelines.”

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

5. Ratings for Spinnaker and Non-spinnaker: PHRF of the Chesapeake has traditionally only issued one rating for a boat whether it sailed spinnaker or non-spinnaker. Until recently this was not a problem and for most boats it is still not an issue; however, with the increasing popularity of “Cat” boats and boats such as the recent Hunter and Hoyt designs with “gun mounts” and/or very small spinnakers flown on short poles or no poles, a problem has developed. These boats are rated to be competitive in a spinnaker fleet and their small or non-existent spinnaker status is taken into account in their assigned rating. The assumption in using the same rating for both spinnaker and non-spinnaker classes is that when spinnakers are not used all boats slow down by the same amount relative to each other. When these boats with no or diminutive spinnakers race in the non-spinnaker fleet, they do not slow down since they are not losing any sail area but their competition slows down by 20 or 30 sec/mi since the competition has lost a significant amount of downwind sail area by not flying a spinnaker. There appear to be three ways to approach this problem. The first would be to simply assign a rating reflecting the fastest possible relative performance of the boat. This has already been done for the boats with oversize spinnakers/poles. In the case of the undersize or no spinnaker boats this would result in lowering their rating (relatively faster) by something like 15 to 30 sec/mi. This would then be the correct rating in non-spinnaker class but would make them non-competitive in spinnaker class. The second approach would be to require that boats state whether they will be racing spinnaker or non-spinnaker and limit them to competition within their stated fleet. Then the handicappers can assign an appropriate rating for that fleet. This would result in fair racing but would restrict boats to only a given fleet each year. The third approach would be to give both spinnaker and non-spinnaker ratings to these “problem” boats. The simplest method would be to issue two different ratings to only the “problem” boats with no action required for the majority of the fleet since the spinnaker and non-spinnaker ratings would be the same for them. This could be implemented with the addition of a non spinnaker rating or a non-spinnaker “offset” to be added to the spinnaker rating on the certificate. To allow this, the following change would need to be made to the “Spinnaker or Non-spinnaker” section of Fleet Policies:

“Sailboats will be issued spinnaker and non-spinnaker ratings. Non-spinnaker ratings will be used only when registered and racing in a designated non-spinnaker class. For most boats the rating will be the same; however in certain cases where the standard I and J measurements do not accurately reflect the spinnaker size, the ratings may be different.”

There was considerable discussion on this issue. Of concern is that the number of “problem” boats is very small (less than .5% of the current fleet) however the proposed solution will be across the entire fleet. Another concern is that other boats with exceptional race results typically have rating adjustments applied by the board of handicappers and should these types of boats be different from the vast majority of boats rated by PHRF of the Chesapeake. It was mentioned that non-spinnaker results are not used in determining rating adjustments, but if that is all the results available (not necessarily this case) shouldn't those results be used as the available data. As there was no resolution or motion made to the above proposal, a means to allow non-spinnaker results to be used (if boats can not fly a spinnaker due to the design) for rating adjustments was considered. Another proposal was made to change the “Handicap Ratings” section of the Fleet Policies to add the following:

“If a boat's design is such that it cannot fly a headsail, or spinnaker, it will be rated in relation to the performance of other boats in a non-spinnaker configuration.”

After further discussion on this proposal, a motion was made and seconded to accept the above addition to the Handicap Ratings section of our Fleet Policies. The delegates voted to approve the addition.

6. Cruising Class: There have been an increasing number of requests for a class that offers the ability to compete under spinnaker while sailing with family and friends, being able to have a cruising paint on the bottom, and carrying cushions so that one can spend overnight on the boat. There have been several articles in Spin Sheet Magazine about the desirability of such a class and in keeping with these desires, after consultation with the authors of the articles and other interested parties, the following proposal has been developed for a “Dual Purpose class”:

“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.

1. Boats must have a design date no newer than 4 years prior to the date of the competition.
2. 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.
3. No more than two Group 2 or Group 3 sailors are allowed and no Group 2 or Group 3 sailor is allowed to helm except in an emergency or unless they are at least a 50% owner of the boat.
4. 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.
5. Boats are limited to one new sail per year. Storm sails do not count towards this restriction.
6. 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.
7. All normally installed equipment including doors, tables, stoves, head equipment, floorboards, cushions, etc. must be carried in their normal position while sailing.
8. Boats must have an upwind 100% Sail Area to displacement less than 24.0 and a downwind Sail Area to Displacement less than 65 using the largest spinnaker.
9. Boats must have a valid PHRF of the Chesapeake handicap. This may be converted to a TCF (Time Correction Factor) and used to calculate a corrected time using a time-on-time formula when sailing in the PHRF Cruising Class as noted in the Sailing Instructions. When sailing in “pursuit” type races (where the handicap allowance is taken before the start), PHRF time-on-distance scoring will be used.

Most delegates agreed that most boats meeting the above requirements could not compete with “full on” PHRF racer/cruiser type boats. After much discussion it was decided to name this as the “Corinthian Class” and made into a motion, which was seconded and approved by the delegates. It is important to understand this is a spinnaker class, and it is up to individual clubs to provide starts for boats meeting these requirements.

7. High Point: The current rules are complex and require extensive effort for the scorer as well as offering up to three throw outs, thus failing to reward consistency and encouraging aggressive behavior on the race course. **Revising the number of throw outs (paragraph 5) is the ONLY actual change in the high point rules proposed, the other two changes are editorial.** Clarification is needed in regards to how many competitors are required to have a race scored for High Point as this was an area of confusion last year. In addition, the high point scoring formula (which is the same as the COD formula) is not explicitly stated in the PHRF handbook or the CBYRA yearbook under the PHRF class section so should be added both places for clarification. The proposed changes to the PHRF Yearbook section “2008 PHRF High Point Scoring Rules and Exceptions” are as follows:

“5. One event may be discarded from the records in which a boat has been recorded for at least nine (9) 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.”

“8. 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 and satisfy this requirement. In this case each competitor will receive the race score as though all other competitors were in their class.”

“10. The PHRF scorer will compute the scores of all PHRF competitors in each class with the following formula:

$$\text{High Point} = \frac{\text{Total of Points Earned for the Year}}{\text{Total max points possible if boat/Owner won every event in which recorded} + 30(\text{participation points})}$$

where “Points Earned” are one point for starting, one point for finishing and one point for every boat beaten.

A motion was made to accept all three proposed changes, and the motion was seconded and approved by the delegates.

8. Editorial Changes. Due to the number of yearly changes to the by-laws and fleet policies, there are a number of inaccurate references in those policies which lead to confusion. This proposal will enable the Executive Secretary to make editorial changes to the by-laws and Fleet Policies to ensure continuity with recent changes, with the approval of the Executive Committee. The proposal is as follows:

“ The Executive Secretary shall, at the direction of the Executive Committee, make editorial changes to the by-laws and fleet policies to ensure continuity in the Yearbook”.

9. 2009 PHRF Class Splits

The following class splits are proposed for 2009, and are unchanged from 2008. The regional delegates must vote to approve these splits, or any changes, for 2009.

Region	Class	2008 Splits
III AW	A0	up to 028
III AW	A1	029 to 070
III AW	A2	071 to 094
III AW	A3	095 to 118
I, II, III SE	A	Up to 119
I, II, III SE	B	119 to 157
I, II, III SE	C	158 to 202
I, II, III SE	D	203 and up
III PR	Spinnaker	All
IV North	A	Up to 112
IV North	B	113 to 166
IV North	C	167 and up
IV South	A	Up to 109
IV South	B	110 to 163
IV South	C	164 and up
All regions I-IV	Non Spinnaker	All

There were no proposed changes introduced by the regional delegates to the splits proposed above. The delegates voted to approve the 2008 class splits unchanged for 2009.

10. Election of 2009 PHRF Officers

The following slate of officers was proposed to the delegates as nominations for office for 2009. As there was not a nomination for Vice President, region I-III, before the meeting, nominations were opened from the floor. Mike Mullarky was nominated for the open VP position. With the nominations complete, the delegates voted to approve the slate of officers as below to the the 2009 officers of PHRF of the Chesapeake. The 2009 officers are as follows:

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

11. The 2009 President, Bruce Bingman made some brief remarks, provided the following appointments for 2009:

- Chief Handicapper, Northern Bay - Eric Crawford
- Chief Handicapper, Southern Bay - Christian Schaumloffel
- US Sailing Representative to Offshore Committee - Bruce Bingman
- PHRF Representative to CBYRA - Bruce Bingman
- Executive Secretary - Stewart Buckler

12. Motion for adjournment was accepted and approved at 3:03pm.

Treasurer's Report, 2008

	2008 Budget	ACTUAL thru 11/6/08	2009 Budget
INCOME	\$33,000.00	\$33,887.50	\$33,000.00
Interest (as of Oct 31)		\$167.50	
Deposits (as of Oct 31)		\$33,720.00	
 EXPENSES			
EXEC SEC (total)	\$15,180.00	\$11,200.86	\$15,600.00
CERT FEES	\$6,900.00	\$6,668.75	\$6,700.00
TRAVEL	\$100.00	\$150.24	\$450.00
POSTAGE	\$1,800.00	\$454.24	\$1,800.00
PRINTING	\$2,100.00	\$352.16	\$2,100.00
SUPPLIES	\$400.00	\$0.00	\$400.00
TELEPHONE	\$280.00	\$313.37	\$350.00
WEB FEES	\$400.00	\$19.95	\$400.00
YEARBOOK	\$3,200.00	\$3,242.15	\$3,400.00
 HANDICAPPERS (total)	\$6,700.00	\$4,811.81	\$6,300.00
MTGS NORTH	\$3,400.00	\$2,568.66	\$3,000.00
TRAVEL N	\$100.00		\$300.00
MTGS SOUTH	\$2,400.00	\$1,893.15	\$2,000.00
TRAVEL S	\$100.00		\$300.00
JOINT MTG	\$600.00	\$350.00	\$600.00
TECH COMM	\$100.00		\$100.00
 OFFICERS	\$600.00	\$545.21	\$600.00
ANNUAL MEETING	\$1,000.00		\$1,000.00
EXEC COMM	\$200.00		\$200.00
NATIONAL MTGS	\$3,000.00	\$868.00	\$3,000.00
DUES (USSA PHRF)	\$550.00	\$550.00	\$550.00
GREEN BOOK	\$85.00		\$85.00
INSURANCE	\$0.00		\$0.00
High Point RACE RESULTS	\$1,200.00	\$900.00	\$5,200.00
MISC	\$485.00		\$465.00
 TOTAL	\$29,000.00	\$18,875.88	\$33,000.00
 GRANTS (5%) of end of year balance	\$5,789.39	\$1,750.00	\$5,000.00
		\$20,625.88	
 BANK BALANCES:	Checking	Savings	Money Market
Suntrust (as of Oct 31)	\$9,271.54	\$30,344.85	\$40,271.95
M & T Bank (as of Oct 10)	\$6,599.62	\$42,963.82	
Totals	\$15,871.16	\$73,308.67	\$40,271.95
Total Deposits	\$129,451.78		
 Deposits @ last year meeting	\$122,474.29		
 Deposits end of 2007	\$115,787.86		

Region I-III Chief Handicapper's Report 2008

The Northern Bay Board of Handicappers attended eight meetings in 2008 including the Joint Meeting with the Southern Bay (Region IV) PHRF Board in Tappahannock, VA. At these meetings they assigned ratings to 24 new boats, reviewed 29 appeals, and processed many modifications. Throughout the season when ratings were needed before the next meeting they were assigned through e-mail discussion with a review at the next meeting. Many topics related to the administration of PHRF racing on the Chesapeake Bay were also discussed, including many of the proposals being presented at this meeting. With the nomination of Bruce Bingman to the office of President of PHRF the board will be looking for a new handicapper over the winter. All the other handicapper's have agreed to continue on the board. Overall numbers for the year are contained in the Executive Secretary's report. Thanks for a good year of racing. Let's make next year even better.

Respectfully submitted,

Eric Crawford - Chief Handicapper, PHRF of the Chesapeake, Regions I-III

Region IV Chief Handicapper's Report for 2008

This was the first season using the new safety standards from ISAF. There have been no finger pointing, warnings or protests yet. Nobody appealed their rating in regard to the change of more stringent safety standards. Some clubs in the lower bay have promoted the cruising class with perks and curtesy ratings. Our hope is to have several of these cruisers sail in the non-spin class, once they feel more comfortable with rules and tactics. It is always good to see when a non-spin crew eventually joins the spin fleet unleashing the full potential of their boat and wondering why they didn't have this much fun years earlier. Region IV handicappers have communicated before meetings by email topics and boats in order to have more time to search the Internet and find good answers or arguments for the discussion. Several times the PHRF meeting took place only online and made a physical meeting unnecessary saving time and expenses. I would welcome an opportunity at a PHRF membership meeting to elaborate on methods available when rating a boat. This can be done in 15 minutes and should give the racers a better understanding where the strength and weaknesses are in relation to other rating rules. This may help current and future PHRF racers to recognize that PHRF has a firm place in the revolving rating formula world. It should make the handicappers more approachable and answer some questions about ways to get a boat faster within existing parameters. This presentation does not need to be exclusive to a PHRF membership meeting but could be incorporated into meetings of yacht clubs.

At this point the Region IV Handicappers remain: Alan Bowmar, Rusty Burshell, Mike Dale, Mark Hinman, Chris Johnson, Dwight Timm, Christian Schaumloffel (CH), Will Roberts – Secretary

Respectfully,

Christian Schaumloffel, Chief Handicapper, PHRF of the Chesapeake, Region IV

Executive Secretary Report, 2008
Valid Certificates Issued by Year

November 8, 2008

	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Region 1	136	124	138	126	125	125	123	116	123	134
Region 2	123	119	115	119	120	115	115	114	108	102
Region 3	540	542	585	637	656	648	622	592	588	552
Region 4	<u>262</u>	<u>242</u>	<u>261</u>	<u>279</u>	<u>276</u>	<u>275</u>	<u>277</u>	<u>275</u>	<u>269</u>	<u>280</u>
Total:	1061	1027	1099	1161	1177	1163	1137	1097	1088	1068
Certificate & Member Renewal:			911	966	1012	1019	984	953	951	941
New Certificate & Member:			188	195	165	144	153	144	137	127
SE Certificate:			14	3	12	0	2	1	1	0
Member Only/No Certificate:			0	0	0	0	1	1	0	2
Associate Member:			<u>2</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>0</u>
Total Member/Certificate Types:			1115	1166	1191	1166	1141	1102	1089	1070
<u>Prop Credits:</u>			123	156	166	156	153	145	129	124
<u>RF Credits:</u>				385	412	402	395	380	378	366
<u>EC= 6:</u>			7	24	38	29	25	16	21	0
<u>New BRTGs:</u>										37
<u>RTG Appeals:</u>										29

2008 Certificates/Membership by Class/Region

Class:	<u>A0</u>	<u>A1</u>	<u>A2</u>	<u>A3</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>Totals</u>
Region 1					30	47	34	23	134
Region 2					34	24	32	12	102
Region 3	21	51	108	60	240	137	120	55	552
Region 4	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u>52</u>	<u>108</u>	<u>120</u>	<u> </u>	<u>280</u>
Total:	21	51	108	60	356	316	306	90	1068

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

- 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

PHRF data base

- .. 2009 PHRF application forms are updated, please do not use older forms
- .. Rating/member application form available on web site
- .. Format of 2009 valid certificate same as 2008 w/any changes as necessary
- .. 2009 renewals will go out around 1 January to those with 2008 certificates
- .. Members need to keep addresses/phone numbers up to date
- .. Members need to send in renewals / applications early, don't wait until rating expires.
- .. Please don't use application forms for renewals