

The Mainsheet

The Newsletter of PHRF of the Chesapeake
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Winter 2011

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Annual Meeting. On November 12, 2011, our Annual PHRF Board of Delegates meeting was held at the Hilton Garden Inn, in Fredericksburg, VA. The detailed minutes to the meeting follows later in The Mainsheet. Some of the more important issues are summarized here....

At least two persons required for all PHRF races. Our PHRF Special Safety Regulation and Certificate of Compliance enacted a few years did not specifically include a requirement to ensure at least two persons be required on board during a race, as was the case in the old minimum equipment and accommodation standards. A change to sentence 5 of the Certification of Compliance form now requires that all PHRF races have boats with at least two persons on board.

Oversize mainsail girth dimensions required on application and renewal forms. PHRF is seeing more boats with oversize girth mainsails, and added mainsail girth dimensions to the application form in 2011. ONLY boats with oversize girth mainsails are required to fill out the information. Boats with oversize girth mainsails have always been required to report that to PHRF, but as obtaining the oversize girth dimensions has been difficult, we are adding the requirement to the renewal form for 2012. Our website now includes a mainsail girth measurement diagram to help determine girth measurements.

Updated Sport Boat rules and limitations. Our PHRF Sport Boat rules have been revised to keep pace with new technology and revisions in the way PHRF calculates sail area/displacement values due to increased use of oversize girth mainsails on many "sport boats". PHRF hopes to encourage member clubs and organizing authorities to offer more Sport Boat starts for their events and allow these unique boats a better and more fair racing environment.

New Distance Race High Point award for 2012. The PHRF delegates approved a new PHRF of the Chesapeake Distance Race High Point Award for 2012. The new awards are to recognize boats that compete in Point to Point (aka distance) races. These awards are in addition to the usual CBYRA PHRF high point awards and will be given in all regions with enough boats qualifying for the awards. See more details at the High Point Scoring Rules available on our website.

Revised 2012 PHRF class splits. The PHRF class splits were adopted as in 2011 with one change to the Region IIIAW PHRF A1/A2 split, which was approved to change from 67 to 70. See the 2012 Class Splits online at this website.

Dual ratings (spinnaker and NS) are now provided for all spinnaker boats. The dual rating system of 2011 required boats wanting both spinnaker and NS ratings to specifically request both ratings at the time of application or renewal. In 2012, we will provide both ratings (spinnaker and NS) for all spinnaker boats (i.e., boats with spinnaker information on their valid certificates). Boats with no spinnaker information on their valid certificate will receive only a NS (non-spinnaker) rating, unless they owner adds the required spinnaker information (SS or AS dimensions, BS and/or SPL dimensions, and spinnaker hoist) at the time of application or renewal of the rating. There is no additional fee for having both ratings. See the webpage instructions for completing the application (or renewal) form.

Renewals for 2012. Valid Certificates expire the last day of March following the year of issue; therefore, renewal of your PHRF Valid Certificate is mandatory each year. Renewals will be mailed out during the first week of January, so please get your renewal back in early. Please remember that the signed renewal form MUST be returned to the PHRF office even if you are choosing the new credit card payment option. Don't wait until a week before your first race, especially if you've made changes to the boat, or sails. Take advantage of the early renewal fee (\$25 vs. \$30) and send in the form right away. The handicappers will review all changes to determine the affect on ratings.



2011 ANNUAL BOARD OF DELEGATES MEETING MINUTES

Hilton Garden Inn, Fredericksburg, VA

Attendees:

Mike Dale, President, Proxy FBYC
 Steve Taylor, VP Reg IV, Del CBYRA South,
 and Unaffiliated Clubs, South
 Randy Pugh, Past President, Del BBSA
 Mike Mullarky, VP, Reg I-III, Del CBYRA North,
 and Unaffiliated Clubs, North, Del MRSA
 Glenn Harvey, Del GSA, Proxy HdGYC, NERYC
 Stew Buckler, Exec. Sec'ty
 Tom French, SCC, Proxy YCCSC
 Keith Mayes, Del HHS
 Rod Jabin, Del AYC
 James Whited, Del SMSA
 Dan Trammell, Hdcp, Del NASS
 Neil Chippendale, Del GRF
 Dennis Hannick, Del DYC
 Eric Crawford, Ch Hdcp, Reg I-III, Del TAYC
 Dwight Timm, Hdcp, Del RRYC
 Tim Layne, CBYRA Handicap Chr

Beginning at 1015, our 2011 President, Mike Dale made a few opening remarks and requested a roll call of the delegates. The executive secretary, Stew Buckler, conducted the roll call of the delegates present and it was determined that 774 of a possible 1049 members were represented by their delegate or a proxy. A quorum was available to conduct regular business at this meeting. Mike Dale briefly covered his remarks presented in the President's report (attached to these minutes).

Treasurer's Report. Mike Dale presented Treasurer Bob Thomas's 2011 Report and 2012 Budget (see attachment) for consideration by the delegates, as Bob was unavailable for the meeting. It was noted that the actual 2011 amounts well below the amount budgeted for 2011 due mostly to the shortfall in the Exec Sec category as of this meeting date, as the postage and printing for the 2012 application and renewal packages, some required supplies and yearly web fees are not included. It was also noted that there were three grant provided from the PHRF Foundation, one each to the North East River YC, Hampton YC, and the Southern Maryland Sailing Foundation. A motion was made to accept the report and approve the budget as published, for 2012. The motion was seconded and approved by the delegates. The attached Treasurer's report was updated to reflect the donations approved at this meeting.

US Sailing Delegate Report. Mike Dale covered the main issues of Bruce Bingman's report to the delegates on the US Sailing Report (see complete report attached). Of most significant importance are the "lessons learned" from three major sailboat racing accidents from this past year. These were that life jackets should have crotch straps, be worn at night, and when the boat is reefed. The life jackets should also have louder whistles and brighter lights, and lanyards have quick release features and inflators have manual override of the automatic inflation function. In his report, Bruce recommended that PHRF

of the Chesapeake to US Sailing to support the continuing VPP research that will provide important data and information to our Board of Handicappers. A motion was made to make that \$1000 donation, and seconded. After brief discussion a vote of the delegates approved the motion and donation of the \$1000 to US Sailing.

Chief Handicapper's Reports.

Both Eric Crawford (Chief Handicapper, Region I-III) and Christian Schaumlöffel (Chief Handicapper, Region IV) provided written reports that are attached at the end of these minutes. Eric will continue in 2012 as the chief handicapper for region I-III and the region I-III handicappers will continue for 2012 in the same positions as in 2011. In region IV, Christian will pass the chief handicapper position to Alan Bomar, and Christian will continue as a member of the 2012 region IV handicapper board. Chris Johnson, the handicapper for Hampton YC, is resigning from the region IV board for 2012. The region IV board members otherwise continue on as in 2011. Both boards tried to meet monthly to handle rating changes, applications and appeal, but did cancel a few meetings later in the year as rating applications slowed significantly. Both boards handled some business via email, when the time to provide a rating was shorter than the time to their next scheduled meeting. Both the region I-III and region IV boards worked diligently over the past Winter to get Non-Spinnaker ratings established for over 240 of the boats rated this year. The delegates present expressed their appreciation for the job both handicapper boards have done.

Executive Secretary Report. The Exec Secretary report in tabular form is attached toward the end of these minutes. The valid certificates issued for 2011 were up slightly to 1046 versus 1040 in 2010. 2011 is the first year of providing both spinnaker and non-spinnaker ratings to those who requested both ratings. Off the 1046 total, 468 boats chose to have both Spin and NS ratings, which 247 boats chose to have only a NS rating. For 2012 there is a proposal (which was later approved) to just provide both ratings to all boats that qualify (i.e., boats that have spinnaker info on the application and/or renewal forms). 2011 was the first year of adding SA/D info on the valid certificate. This was done to allow race committees to identify boats that would qualify for the PHRF Corinthian class. This year PHRF of the Chesapeake also revised our SA calculations to include allowable mainsail girth, or in the case of boats with oversize mainsail girths, the mainsail area including the oversize girth measurement. This has made the SA/D values increase over the previous (geometric) SA calculations, but the present method provides both more accurate SA values, that also are in better agreement with how US Sailing calculates SA. The SA/D values will continue on the 2012 valid certificates and include downwind values for NS boats, and the D/L values for all boats. Places to record the oversize mainsail girth measurements are included on the rating application form and for 2012 will be added to the renewal form and the valid certificates. Only owners who have boats with oversize mainsail girths are required to fill out the information. In 2011, many valid certificates were

emailed to members who included an email address on the renewal or application form, however about 15% to 20% of these emails were rejected as undeliverable. Members with email addresses on file with PHRF will receive ONLY the PDF valid certificate via email and will not receive a certificate in the regular mail. This makes it very important for ALL members to ensure accurate email addresses, as well as mailing addresses, are included or updated before sending in to the PHRF office. Online fee payments using the PayPal service through the PHRF website are running around 20% of total certificates issued, and provide members with a quick pay option if they need a rating certificate in a short time.

The 2012 application forms are available on-line for download for new applications for ratings or membership. The ratings valid list continues to be available online throughout the racing season, from April through October, available as a PDF file. The PDF file, while not as flexible as a spreadsheet, does offer search capability and the files are downloadable to most spreadsheet formats. The delegates were asked to remind their clubs PHRF members to ensure the address on the PHRF valid certificate is up-to-date, as some members don't seem to get the renewal packages due to changed addresses. Members may call the PHRF phone (410-414-3270) and leave a message with the new address. Request all delegates remind their clubs PHRF members to get renewals and applications in to be processed well in advance of the racing season. 2012 rating renewal forms will go out in the USPS first class mail to all boats with a valid certificate for 2011. It is planned that renewals will be mailed out in early January, 2012.

High Point Scorer Report. While the region I-III PHRF scorer (Richard Griner) was not present, Keith Mayes presented a preliminary HP score sheet to allow the delegates some sense of the boats qualifying for HP in each class in regions I-III. There was no preliminary HP scoring report from region IV. The table below shows the number of qualifiers in the PHRF class identified. While this is not completely indicative of the participation in each class and region, it will be helpful in understanding where the 2011 class splits could be revised.

Region	Class	Prelim # Boats Qualifying for HP
I	A	3
	C/D	1
I & II	B	5
III AW	A0	2
	A1	12
	A2	25
	B	14
III SE	C/D	6
	A	5
	B	1
I-III	C/D	5
	N	11

New Business: Proposals for consideration by the Delegates

1. 2012 PHRF Class Splits. In the published agenda, the 2011 class splits were proposed for the delegates consideration for the 2012 splits. There was considerable discussion of the 2011 participation, primarily concerning the PHRF A2 class, led by Keith Mayes (A2 Fleet Captain). There was a lot of input from A2 racers that there was very good participation in 2011 for that class. The PHRF A1 and B classes have significantly lower levels of participation, the PHRF A1 level beginning mostly due to fewer boats with ratings in that class. The PHRF B fleet seems to have enough boats (with certificates) but lower levels of participation. A motion was made and seconded to adopt the 2011 splits for region IIIAW for 2012. The motion was seconded, and further discussion continued. An amendment to the motion was proposed, and accepted to change the PHRF A1/A2 split from 67 to 70. Those splits (as amended) were voted on an approved for 2012 for region IIIAW. The PHRF A, B and C splits for regions I, II, and III, were proposed as in 2011, and discussion began to adopt the 2011 splits for 2012. A motion was made and seconded, to adopt the published splits with one change to the PHRF B/C split from 145 to 151. The discussion continued regarding the motion with the changed B/C splits, as it would then be different in regions I, II, and IIISE, than in region IIIAW. A show of hands vote was inconclusive, and resolution of this motion required a roll call vote of delegates in regions I-III. The roll call vote resulted in 213 votes for the motion, and 311 votes against, therefore the motion was defeated. Another motion was made and seconded to adopt the 2011 splits for PHRF A, B, and C for regions I, II, and III, and after brief discussion a vote resulted in approval of the 2011 splits for PHRF A, B, and C for regions I, II, and III. The region IV splits were proposed as in 2011. The proposal was made into a motion to adopt the 2011 splits for PHRF A, B, and C for regions IVN and IVS. The motion was seconded and approved for 2012 splits to be same as in 2011. The following table shows the class splits as approved by the delegates for the 2012 season.

Region	Class	Approved 2012 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
IIIPR	Spinnaker	All
IV North	A	Up to 112
IV North	B	113 to 160
IV North	C	161 and up
IV South	A	Up to 109
IV South	B	110 to 163
IV South	C	164 and up
All regions I-IV	Sport Boat	All
All regions I-IV	Non Spinnaker	All
All regions I-IV	Corinthian	All

2. Proposed new PHRF of the Chesapeake Distance Race High Point Award for 2012. It is proposed that PHRF of the Chesapeake implement a new scoring system to recognize boats that compete in Point to Point (aka distance) races. The anticipated benefit is to encourage more participation from owners who for one reason or another do not like to do drop mark windward leeward races, and encourage participation in après race social events. There was a lot of positive feed back on the proposal, which was originally proposed for regions I, II, and III. The acknowledgment that other regions (and sub-regions) have similar distance race awards substantiated the assumptions that this would be an acceptable proposal. The delegates carefully considered a number of changes, which are believed to be positive and beneficial to the concept of a distance race award. The initial proposed Distance High Point rules were made into a motion and seconded. After a number of detailed amendments and changes were approved, a motion was made to approve the proposal as amended. The motion was voted on and approved by the delegates. The approved Distance Race High Point rules for 2012 will be changes added to the existing PHRF High Point Rules and Exceptions in the PHRF Yearbook as follows:

“12. PHRF Distance Race High Point Rules. Trophies will be awarded across all classes in Regions I, II, III, and IV, based on criteria described below.

- a. Meet all qualifications in sections 1, 7, and 9 above.
- b. Qualifying Distance Races must have a minimum sailed distance of not less than 15 nautical miles. The list of qualifying Distance Races will be posted in the CBYRA Greenbook. A PHRF committee consisting of the President, and the respective regions (I – III, or IV) Vice President and Chief Handicapper, will determine which races will qualify for the Distance High Point awards, based on input from the PHRF classes.
- c. A boat must participate in a minimum of four (4) distance races to qualify for Distance High Point Award.
- d. Only the top four (4) distance races will be included for each boats high point score. For boats participating in more than four (4) distance races, the high point scorer will calculate which four (4) races generate the highest score.
- e. The Distance Race High Point scoring formula shall be the same as in section 11 above, except that there will be no bonus points awarded based on distance of the race.”

3. Revised Sport Boat rules and limitations. The sport boat class was formulated and offered as a way to separate the light displacement short waterline boats from the heavier displacement long waterline boats to make racing more equitable for both types of boats. Our Sport Boat class is approved for regions I-III, and is based on LOA (length overall) and upwind SA/D (sail area to displacement) ratios. Our SA/D calculations now contain excess mainsail SA due to standard and oversize roach, which is to maintain continuity with USSailing upwind SA/D values in their rig database. As a result of several

problems that have arisen during the course of the year and a change to the way mainsail area is calculated, changes to the current sport boat regulations are needed.

In order to not arbitrarily classify boats such as J-105s, J-80s, and other similar boats as Sport Boats, we need to increase the SA/D ratios to reflect the new mainsail area calculation which includes roach area. All Sport Boats would continue to be boats less than 37 ft LOA. The following criteria are proposed as guidelines for the board of handicappers to make the determination of whether a boat will be designated as a sport boat.

1. All boats < 37 ft LOA, with upwind SA/D > 30 using an asymmetrical spinnaker, or
2. All boats < 37 ft LOA, with upwind SA/D > 34, regardless of type of spinnaker used, or
3. All boats < 37 ft LOA, with downwind SA/D > 80

The criteria above was made into a motion, seconded and approved by the board of delegates. The board of handicappers has the final decision on which boats are, and are not, sport boats. This makes the sport boat definition a “guideline” for the board of handicappers to follow. Boats determined by the board of handicappers to meet the above criteria, will have a “SB” suffix following the model designation on the valid certificate and valid listing. It is a concern that some organizing authorities are not providing sufficient starts for boats designated as “SB”, or are allowing boats designated as “SB” to race in other PHRF classes when SB starts are provided. Request all delegates encourage home clubs offer and enforce the Sport Boat class, when sufficient boats are available, to allow sport boats to qualify and compete for high point awards in a Sport Boat class.

4. Requirement for at least two person crew for PHRF races. The current special regulations for safety requirements enacted a few years ago does not specifically include a requirement to ensure at least two persons be required on board during a race, as was the case in the old minimum equipment and accommodation standards. Propose to change sentence 5 of the Certification of Compliance form that all PHRF competitors must sign and keep on the boat, to read as follows:

“5. A man overboard practice maneuver shall be practiced by all competitors at least once a year. At least two persons shall be on board during a race unless specifically exempted by the organizing authority.”

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

5. Recommendation for updating the two (spinnaker and NS) rating system. The new two rating, spinnaker and NS, system was approved for use during 2011. The boats with spinnaker ratings were required to request a non-spinnaker rating to receive both numbers. As a result,

many boats that thought they would receive a NS rating, did not initially, and had to make an additional request to obtain the NS rating as well. The following is proposed to the "Spinnaker or Non-spinnaker" section of our PHRF Fleet Policies, to delete the words "if requested" and make the NS rating "automatic" for spinnaker boats in 2012.

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

The changes as above were made into a motion, seconded and approved by the delegates.

6. Clarification of PHRF fleet captain duties and establishment of new SB fleet captain. After the 2010 Annual Board of Delegates meeting, the need for an "advocate" for various PHRF classes was apparent to encourage class members to get out and race in more events. Fleet Captains were informally assigned, and most acted to inform and encourage owners with boats in the specific rating splits about upcoming races in class. At this year's meeting, a proposal was reviewed to more accurately define PHRF Fleet Captains duties. The intent of the position of Fleet Captain is to interact with competitors in the assigned class to increase awareness and participation in scheduled events. The following text was proposed to define the PHRF Fleet Captain duties. This was approved by the delegates, and the Fleet Captains will be identified with the PHRF officers in the Yearbook and on the website. The following will be added to the PHRF Yearbook after the list of rating splits, and published on the PHRF website.

"The PHRF Fleet Captains are assigned to increase communication and participation in the PHRF classes in CBYRA sanctioned race events. They will be communicating with PHRF certificate holders within the class throughout the year. Each Fleet Captain is an experienced and active competitor within the class and will serve as a well informed resource for general participant information."

7. Gift to the National Sailing Hall of Fame. Propose that PHRF of the Chesapeake, make a special gift in the amount of \$10,000 to the National Sailing Hall of Fame in Annapolis, MD, thereby having PHRF of the Chesapeake become a "Founding Member" of the NSHoF. Visit the NSHoF website at

'<http://www.nshof.org>' for complete information regarding the National Sailing Hall of Fame. There was brief discussion of this proposal, and as there is sufficient margin in the budget, this proposal was widely supported. It was made into a motion, seconded, and approved by the delegates.

8. Election of 2012 PHRF Officers. The following persons were presented by Randy Pugh as the nominations for 2012 officers of PHRF of the Chesapeake:

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

There were no further nominations from the floor, and a motion was made to approve the nominations as presented. The motion was seconded and the delegates voted to elect the nominees as the 2012 officers of PHRF of the Chesapeake.

9. President Mike Dale made the following appointments for 2012.

Chief Handicapper, Northern Bay - Eric Crawford
Chief Handicapper, Southern Bay - Alan Bomar
US Sailing Representative to US Sailing Offshore Council - Bruce Bingman
PHRF Representative to CBYRA - Bruce Bingman
Executive Secretary - Stewart Buckler
At large representatives to High Point committee
Reg I - Glenn Harvey
Reg II - Randy Richter
Reg III - John White

Fleet Captain, PHRF A1 - Rick Born
Fleet Captain, PHRF A2 - Keith Mayes
Fleet Captain, PHRF B - Tony Moynagh
Fleet Captain, PHRF C - Paul Taylor
Fleet Captain, PHRF N - Marino Di Marzo
Fleet Captain, PHRF SB - Brian Jones

10. Additional New Business. The 2012 Race Scheduling process is underway, and Mark McGonigle, the CBYRA Scheduling Committee Chair (Greenbook Editor) has provided a schedule of planned events that the PHRF HP Committee members must adhere to. He will provide PHRF with a "finalized" 2012 race schedule, and a "reconciliation" spreadsheet, which PHRF must review, and submit to Mr. McGonigle, indicating which events PHRF wants to qualify for HP scoring for 2012. Prior to submitting the spreadsheet inputs to Mr. McGonigle, a meeting with the clubs and fleets (i.e., PHRF) is scheduled for Sunday, 11 December, 0900 at Annapolis YC to coordinate the recommendations for qualifying races. It is highly important that members of the PHRF HP committee (Pres, VP Reg I-III, Ch Hdcpr RegI-III, and the at large reps) prepare for and attend the scheduled meeting.

11. The meeting was adjourned at 3:30pm.

2011 President's Report

Welcome, and thank you for coming to the 2011 Annual Delegates' Meeting for PHRF of the Chesapeake. All in all, 2011 was a good year for PHRF of the Chesapeake. As you will notice from the Executive Secretary's report, we enjoyed an increase, a very small increase, but an increase just the same, in valid certificates issued over last year. Thanks to the efforts of you, the delegates in getting information updated in a timely manner and Stew Buckler's tireless pushing and editing, we got the 2011 Yearbook published at the beginning of the season. Some of you might think this is a small matter, but I received quite a few positive comments on this. The members appreciated having the current yearbook available during the season. This is something I want to see repeated in 2012.

Attendance at some regattas decreased, but some regattas achieved some growth, which is noteworthy considering the economy and the costs of traveling to and competing in regattas. I believe that there are some things that we, as an organization can do to assist in boosting attendance at some of these regattas. In Region IV, this is accomplished through the various clubs coordinating with each other when planning their schedules. In some areas of Regions I, II and III, this is apparently not the case, and where CBYRA once coordinated scheduling to avoid clubs holding sanctioned events on top of each other, this practice has apparently fallen by the wayside. However, since ultimately CBYRA is basically coordinating High Point for us, we can step in and say which races will count for our High Point Championship. So, toward this end, I will again be appointing at-large representatives from Region I, II and III to the High Point Committee to assist in sorting out which clubs get their events sanctioned on specific weekends.

2011 saw the initial implementation of a dual rating system for PHRF of the Chesapeake. With some scrambling by your officers, your executive secretary and some of you delegates, we got the kinks worked out with relatively few problems. I hope that you will consider and pass proposal 5 this afternoon so that we can complete our implementation of the dual rating system and further simplify the issuing of valid certificates. Again, thank you for coming today, and I want to especially thank our Vice Presidents, Mike Mullarky and Steve Taylor; our Secretary/Treasurer, Bob Thomas; our Chief Handicappers, Eric Crawford and Christian Schaumlöffel for all that they did throughout the year. I offer sincere thanks for the handicappers, North and South and you, the delegates, who actually plot the course for this association. And last, but certainly not least, a heartfelt thank you to Stew Buckler, our Executive Secretary, without whose work, organization and input, this organization would grind to a standstill. Thank you, all.

Mike Dale

Region I-III Chief Handicappers Report 2011

In 2011 the board met monthly and assigned new handicaps or changes to ten or so boats a month and considered appeals as they were brought before us. The joint meeting with the Region IV board was held in March where the two boards collaborated to keep handicaps consistent bay wide. During our meetings other issues of PHRF racing were discussed, some of which are on the agenda today. One meeting was canceled due to very little business. E-mail discussion continues to be a valuable tool enabling the board to accommodate last minute applications, provide input when unable to attend, and provide resolution on actions pending for the canceled meeting(s).

The board assigned non-spinnaker ratings to all boats and continues to refine them as inequities surface. The board will continue with its current members for next year. Thank you handicappers and especially thank you, Stew, for keeping us on track.

Respectfully submitted,

Eric Crawford, Chief Handicapper, regions I-III

Region IV Chief Handicapper's Report for 2011

PHRF Southern Chesapeake Bay

Non-spinnaker ratings dominated the beginning of the year with some emergency ratings close to the first race in 2011 for those who failed to check the box on their renewal. Wind and weather promoted an excellent racing season. Communication with all handicappers was very good and it proves to investigate and discuss some ratings ahead of the meetings per email. Occasionally the physical meeting became obsolete. I had the pleasure to introduce and explain PHRF to a European forum in Hamburg via Skype last Feb. Their topic was how to combine several rating systems and cut costs. Several designers were included in that forum but otherwise 250 owners of racing yachts from all over Europe who started to like PHRF since IRC now has a component of observed VMG as well. Integrity is the buzz word for boat owners and handicappers alike. I like to thank Alan Bomar, Rusty Burshell, Justin Morris, Mike Dale, Mark Hinman, Chris Johnson and Mayo Tabb for donating some of their gray matter to the sport.

Respectfully

Christian Schaumlöffel, Chief Handicapper Region IV

Report of the 2011 US SAILING Meeting

The 2011 Annual Meeting of US SAILING was held in Annapolis, MD from October 26 to October 29, 2011. I attended as the PHRF Chesapeake Bay representative. While there I attended meetings of the ORR, PHRF, ISAF, and Safety at Sea Committees; the National Offshore Council; and the US SAILING House of Delegates and Board of Director's meetings. I currently serve as the Chair of the US PHRF committee, as Vice Chair of the National Offshore Council, past chair of the Offshore Championship committee, member of the IRC and ORR Committees, and as a member of the House of Delegates of US SAILING as an offshore/handicapping representative.

Gary Jobson continues as the "Ambassador of Sailing", attacking the job of president with both zeal and effectiveness. He travels more than half the year and will have made presentations to over 100 clubs, races and symposiums before the end of the year. Our new Executive Director, Jack Gierhart, is a "big boat" sailor and continues to provide increased support to the Offshore Office.

The decrease in total number of PHRF Certificates in the country reported to US SAILING through member PHRF fleets has stopped and remained steady this year at about 12,500 in 44 member fleets (we have over 1000 certificates in the Chesapeake). The Offshore Office estimates that at least 20,000 boats are using some sort of PHRF system based on review of the origins of questions to the US SAILING Offshore office from fleets that are not registered members of US SAILING and the Portsmouth Handicap Fleets. Based on discussion from the ISAF meetings this year, empirical (performance based) handicapping is the most widely used system in the world with something in the range of 35,000 boats estimated, ORC club (simplified IMS) second with about 7500 certificates (primarily in Europe), IRC has dropped to third with a decrease in certificates to about 6500 (primarily in the United Kingdom and Atlantic coast of France, with continuing drop in the US to about 450), IMS fourth with about 4000 certificates (again primarily in Europe with less than 100 now in the US – required primarily by the "box" rules such as the TP-52 and GP-42 rules) and ORR fifth with about 750 certificates (over 600 in the US).

The item of most concern throughout many of the "offshore" committees was the general decline in racing seen almost universally across the country. The general consensus is that racing in the more "serious" events is down 30 to 40%. Interestingly, racing in casual "Wednesday night" and "Beer can" events is almost unchanged and showed a slight "uptick" in several areas last year. There was a great deal of discussion as to what the cause was and all the usual culprits ranging from the "arms race cost" to time away from weekend activities were aired. The general consensus was that race organizers need to both limit the number and the time requirements for racing, particularly the weekend racing. Side discussions regarding race content (drop mark, Govt. buoy, reaching, etc) came up with no overall conclusions but all thought a few longer (>50 NM) races seemed to "spice" up interest even among competitors that did not race. One caution raised in the meeting that going to all Govt. marks or distance races did not work either as several Great Lakes areas had tried this and found even a greater drop off. Most participants felt the key was to better integrate families and younger sailors into racing and one suggestion put forth was to give a +3 spm credit for carrying a kid under 14 (not your own) in casual racing.

PHRF continues to be the primary choice for most of the US and still has good classes at Key West and Block Island Race Weeks although essentially all "Grand Prix" racing in the US is now IRC or ORR. A new rule is currently under development called the "High Performance" Rule and is specifically aimed at the 38 to 55 foot flat out racing market – the first examples being the FARR 400 and McCouneghy 38 – a version of this class is being offered at Key West and 5 boats have already entered. It was noted that the most successful small boat classes over the last 50 or 60 years all provide "graded level" sailing – thus allowing each competitor to sail in a division against boats with similar level of preparation and similar skill levels. The vision that US SAILING hold is that a similar level of division may occur naturally if a successful Grand Prix rule can be developed and would take the GP level boats out of PHRF. I noted that our efforts to develop a Corinthian class in the Chesapeake followed this pattern but had so far not generated much interest.

There was discussion on the "high/low/mean" section of the US SAILING PHRF website and that these numbers were being mis-used by many of the smaller PHRF areas. The problem is that there is no "weighting" mechanism so that the mean and especially the differences between boat types may not represent the actual differential speed between boats. A better use of published data is for fleets to use the "average base handicap for selected boats" section of the US SAILING PHRF book as a reference and assign local boats ratings based on the differences between the boat rated and the closest "base" boat in the book. The continuing VPP research at US SAILING and empirical observations from the larger areas indicates that despite claims of different sea-state and wind strength from the areas, a 6 spm range for any given boat encompass actual performance except for the extreme sportboats on reaching courses. The research is financed primarily through donations. I would recommend that PHRF of the Chesapeake donate \$1000, an amount about equal to \$1 for each of our members to this research. There were two national handicap appeals this past year. One was resolved and the other is still pending with a request for further supporting information.

There were three presentations from the Safety-at-Sea committee regarding the three major accidents this year, the Club 420 capsized death in Annapolis, the capsized death of two sailors on Lake Michigan and the Rambler 100 keel loss accident in the Fastnet race. Some of the major items coming out of the reports were that life jackets should require crotch straps and be worn at night and anytime the boat is reefed, that lanyards have better quick release functions, that inflators should offer a manual override and that the wearer very carefully consider whether to have manual or automatic selected, louder whistles and brighter lights should be required, and a number of items regarding electronics and position signaling equipment be considered. In addition the method of calculating boat stability will almost certainly be changed to better reflect the actual resistance to capsizing and limits be specified depending on the venue and type of race. I suspect that the recommendations arising from these incidents will be made into US prescriptions to the Rule Book and thus could well affect the average sailor on the Chesapeake. As a result I STRONGLY recommend that every sailor carefully read all three reports and their conclusions – they are available on the US SAILING website.

The National Offshore Council met twice during the course of the conference and discussed issues ranging from specific committee items noted above to the overall state of sailing and how to improve participation. The purpose of this Council is to co-ordinate the efforts among the various offshore committees and to provide unified positions to the US SAILING House of Delegates and Board of Directors.

Respectfully submitted,
Bruce Bingman
PHRF Chesapeake Delegate

2011 PHRF Treasurer's Report and Proposed 2012 Budget

	2011 Budget	ACTUAL thru October	Proposed 2012 Budget	
INCOME	\$26,000.00	\$28,366.07	\$28,000.00	
Interest		\$41.07		
Deposits		\$21,645.00		
PayPal payments (as of Oct 10)		\$6,680.00		
EXPENSES				
EXEC SEC (total)	\$17,555.00	\$15,249.38	\$16,555.00	
CERT FEES	\$6,500.00	\$6,537.50	\$6,500.00	
TRAVEL	\$150.00	\$153.84	\$150.00	
POSTAGE	\$2,500.00	\$2,340.18	\$2,500.00	
PRINTING	\$2,100.00	\$1,753.04	\$2,100.00	
SUPPLIES	\$500.00	\$666.14	\$500.00	
TELEPHONE	\$375.00	\$344.14	\$375.00	
WEB FEES	\$380.00	\$0.00	\$380.00	
YEARBOOK	\$4,500.00	\$3,454.54	\$3,500.00	
MISC	\$550.00	\$0.00	\$550.00	
HANDICAPPERS (total)	\$6,250.00	\$5,827.23	\$5,650.00	
MTGS NORTH	\$2,500.00	\$2,711.72	\$2,700.00	
TRAVEL N	\$100.00			
MTGS SOUTH	\$2,000.00	\$1,841.05	\$1,500.00	
TRAVEL S	\$100.00			
JOINT MTG	\$450.00	\$274.46	\$450.00	
TECH COMM	\$1,100.00	\$1,000.00	\$1,000.00	
OTHER (TOTAL)	\$10,745.00	\$14,814.07	\$9,280.00	
OFFICERS	\$600.00	\$153.15	\$250.00	
ANNUAL MEETING	\$1,500.00	\$500.00	\$1,500.00	
EXEC COMM	\$200.00	\$0.00	\$200.00	
NATIONAL MTGS	\$2,000.00	\$985.58	\$2,000.00	
DUES (USSA PHRF)	\$550.00	\$550.00	\$550.00	
GREEN BOOK	\$85.00	\$110.00	\$110.00	
INSURANCE	\$400.00	\$0.00	\$400.00	
High Point RACE RESULTS	\$1,200.00	\$0.00		
TROPHIES North	\$2,500.00	\$1,549.00	\$2,500.00	
TROPHIES South	\$1,500.00	\$696.15	\$1,500.00	
MISC	\$210.00	\$0.00		
PayPal fees		\$270.19	\$270.00	
Donation to NSHoF		\$10,000.00		
TOTAL	\$34,550.00	\$35,890.68	\$31,485.00	
GRANTS	NERYC	\$2,500.00		
	SMSF	\$1,500.00		
	HYC	\$500.00		
TOTAL		\$4,500.00		
BANK BALANCES:	Checking	Savings	Money Market	CDs
Suntrust (as of Oct 31)	\$13,679.96	\$34,179.56	\$30,483.05	\$10,505.40
M & T Bank (as of Sep 12)	\$7,599.62	\$43,034.05		
Totals	\$21,279.58	\$77,213.61	\$30,483.05	\$10,505.40
Total Deposits	\$139,481.64			

Executive Secretary Report, 2011

November 12, 2011

Valid Certificates Issued by Year

	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
Region 1	126	125	125	123	116	123	134	128	129	126
Region 2	119	120	115	115	114	108	102	88	97	90
Region 3	637	656	648	622	592	588	552	578	533	569
Region 4	<u>279</u>	<u>276</u>	<u>275</u>	<u>277</u>	<u>275</u>	<u>269</u>	<u>280</u>	<u>284</u>	<u>281</u>	<u>261</u>
Total:	1161	1177	1163	1137	1097	1088	1068	1078	1040	1046
Certificate & Member Renewal:			1019	984	953	951	941	951	932	939
New Certificate & Member:			144	153	144	137	127	127	108	107
SE Certificate:			0	2	1	1	0	0	0	0
Member Only/No Certificate:			0	1	1	0	2	2	3	3
Associate Member:			<u>3</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total Member/Certificate Types:			1166	1141	1102	1089	1070	1080	1043	1049
Propeller Credits:			156	153	145	129	124	152	137	137
Roller Furler Credits:			402	395	380	378	366	365	359	365
Equipment Category (EC) = 6:			29	25	16	21	0	17	16	21
New Boat Model BRTGs:							37	38	22	30
Rating Appeals Processed:							29	29	22	15
On-line Fee Payments to Pay Pal account (Balance 11/8/2011, \$1860.90)										207

2011 Valid Certificates by Class/Region

Class:	<u>A0</u>	<u>A1</u>	<u>A2</u>	<u>A</u>	<u>B</u>	<u>C/D</u>	<u>Totals</u>
Region 1				26	34	66	126
Region 2				25	22	43	90
Region 3	18	48	139	205	128	236	569
Region 4	—	—	—	<u>45</u>	<u>94</u>	<u>122</u>	<u>261</u>
2011 Total:	18	48	139	301	278	467	1046
2010 Total:	28	66	124	331	278	431	1040

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

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

PHRF data base

- .. 2012 PHRF application forms will be updated on website soon, please do not use older forms
- .. 2012 valid certificate to change to reflect any changes as necessary from this meeting
- .. 2012 renewals to be mailed after 1 January 2012 to those with 2011 certificates
- .. Valid Certificates emailed to members with email addresses on application
- .. Keep mailing address, phone number, and email (NO spam blockers) up to date
- .. Applications for new boats need to be sent in early, for verification and rating process
- .. Data on applications must be complete and accurate, owners responsibility