

PHRF of the Chesapeake, Inc.

**P.O. Box 1856
Edgewater, Maryland 21037
443-699-0868**

2016 Annual Board of Delegates Meeting Minutes **November 12, 2016 at the** **Hilton Garden Inn, Fredericksburg, VA.**

In Attendance:

John Blais – Vice President-South, UNAFLS, BBSA
Marc Briere – Vice President-North, UNAFLN, SMSA
Bob Thomas – Treasurer
Glenn Harvey – Exec. Sec., Handicapper, GSA, BCYA, HDGYC, NERYC
Randy Richter – Chief Handicapper-North, YCCSC, MRSA
Eric Crawford – Handicapper, TAYC
Dan Trammell – Handicapper, NASS
Mayo Tabb – Handicapper, FBYC
Mike Dale – Handicapper
Jim Raper – Secretary-South
Denis Bessette – DYC, DISC
Tim Etherington – OPCYC
David McCulloch – HHSA
Pete Jensen – GRF
Dennis Quinn – HYC
Pat Seidel – PSA
Rod Jabin – AYC
Bruce Franz – ESSA

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

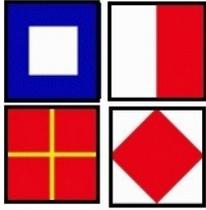
Call to Order:

The meeting was called to order by Vice President John Blais at 11:06.

President's Report – Steve Taylor

The sailing season here on the Chesapeake is winding down with the weather turning cooler. While we are enjoying the tail end of the season, planning is underway for next year including, of course, this meeting of the PHRF delegates. On the agenda for the delegates include several proposals including amendments to the by-laws to clarify handicapper background, fleet policies to appoint a rep to CBYRA and for scheduling and promoting participation, allowing asymmetrical spinnakers tacked from anchor roller supports, and increasing ratings adjustments for fixed blade propellers and roller furling jibs.

We remain financially solid and have continued to keep our fees down. Our 2016 membership is up slightly to 892 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 continue to see a trend in cruising boats and are open to working with them under PHRF to encourage growth in racing. Among the proposals on the agenda is one to create a PHRF Cruising Class.



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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.

Respectfully,
Steve Taylor

Vice President's Report – Marc Briere

We all know and have discussed the downward trend of membership and on-the-racecourse participation. We need to consider ways to change our credibility and our value to our membership and to potential membership. We need to start by focusing on the primary objective of our organization as set out in our By-Laws which is... " *It shall be the prime objective of this Association to promote the sport of handicap racing of sailing sailboats for the exclusive enjoyment of its members.*" I have proposed several by-law and fleet policy changes that help us focus on our prime objective by providing better information to our members on handicaps and activities. I am going to use the funds approved for "improved communications" in the 2016 budget to revamp, re-host and expand our website. We will leverage the capabilities and website structure of the PHRF of New England website developer which also supports email distribution and mobile devices. The goal is to improve the value of membership this year through improved communications, be more open with our ratings and demonstrate to our members and potential members that our focus is on promoting the sport.

Proposed Change #1 – Vetting of Handicappers by the Board of Delegates

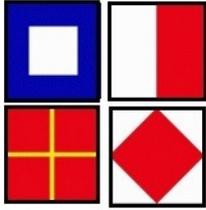
In Article VI sections 6.1 and 6.2 the Board of Delegates empower the President to appoint two Chief Handicappers who appoint handicappers which is supposed to be approved by the Board of Delegates at the Annual Meeting yet:

- There is nothing in the by-laws that codifies the desired or expected qualifications of the Chief Handicapper nor the Board of Handicappers.
- There is also nothing in the by-laws that codifies the information that should be provided to the Board of Delegates for consideration for each of the handicapper or Chief Handicapper nominee
- It makes more sense for the regional VPs to appoint the Chief Handicappers for their region.
- There is also nothing in the by-laws that allow the Board of Delegates to select the number of handicappers it deems adequate to serve the membership.

The Board of Delegates should be provided with the qualifications for each of the Chief Handicapper and Handicapper nominees at least 30 days prior to the annual meeting, the Board of Delegates do not have much of an option to select the best options available for these critical and influential positions for the next season. In order to support continuity and sustain the highest level of performance of our Board of Handicappers, we should also remove the 3 year term limit. Once we have the right people in those positions, we should allow them to serve as long as their performance satisfies the Delegates for their region and the Executive Board and as long as they are willing to perform in that capacity.

Proposed Change #2 – The Requirement for Objective Evidence by Handicappers

The current by-laws do not codify the accountability for documentation explaining the analysis, determinations and validation made by Area Handicappers on new or established yacht handicaps. Further, while the Board of Delegates empowers Board of Handicappers to analyze, develop and determine handicaps for all member yachts, the Board of Delegates who are accountable to the membership for the Association's activities have no insight nor oversight of Handicapper activities or



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determinations and decisions. There is no repository of information describing to the Board of Delegates and therefore to membership describing the type of data used in determining handicaps, the analytical process(es) followed, the basis for determination and the verification/validation of handicaps and the handicapping system.

Proposed Change #3 – The Requirement for Timely and Expanded Handicap Information for Membership

The current by-laws do not prescribe the timeliness, format nor distribution list of much of the information required by our membership, our delegates, our handicappers, prospective members and Organizing Agencies. They also do not account for the change of communications media and the level of effort that must be applied to leveraging technology to the benefit of the Association including the Association's web site for public and member-only information and leveraging mobile technology to distribute or access information.

Proposed Change #4 – Codify the roles and responsibilities of “Technical Committees”

According to our yearbook -- A Technical Committee is appointed by the President and the Chief Handicappers. This committee consists of knowledgeable persons from the Board of Handicappers or other areas of related interest. They review the race results on a yearly basis for recommendation to the Board of Handicappers. The Technical Committee reviews other areas as directed by the President or the Chief Handicappers. Within 60 days of the last sanctioned race (or around the first of the new year), the Technical Committee is provided with an analysis of the race results it believes valid and which can be reasonably provided. The Technical Committee meets within 45 days (about the middle of February) and makes recommendations to the Board of Handicappers for its review. Recommendations for review are discussed and reviewed by the Board of Handicappers and all appropriate action is taken before the FIRST sanctioned event of the coming season.

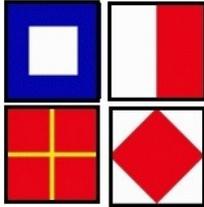
There is nothing in the by-laws that align with or prescribe an annual review of race results. This is a very good idea and would be of interest to our Delegates, our membership, Organizing Agencies and other handicapping organizations to know we do it and how well we do it. The results of such an annual review needs to be provided in a report for distribution to our membership on our website.

Proposed Change #5 – Formalize the requirement for having Fleet Policies

We are the largest Handicap Fleet in CBYRA yet our bylaws do not include requirements to support or respond to our regional YRA. Membership support, participation improvement and communications should be core capabilities of our association. In Section 2.1 of our By-Laws we state that “*It shall be the prime objective of the organization as to promote the sport of handicap racing of sailing yachts for the exclusive enjoyment of its members*” We fail to introduce anything in the by-laws that follow up HOW we are to “promote the sport of handicap racing of sailing yachts” that empowers the association's Boards and Committees to enforce fleet policies.

Proposed Change #6 – Formalize Fleet Policy Activity Assignments

We have a lot of documentation of handicapping yachts using the PHRF methodology but not who will organize and how to promote the activity of sport participation. Nowhere in our by-laws do we describe any roles or responsibilities for promoting participation. Since Article II is so emphatic that the prime objective of the association is to promote the sport of handicapping racing of sailing yachts, our by-laws should include the mechanism for such promotion. Specific Fleet Captain or Delegate roles,



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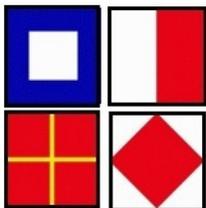
responsibilities, activities, accountability for promoting the sport should be codified in changes to the PHRF of the Chesapeake Fleet Policies.

Respectfully,
Marc Briere

Treasurer's Report – Bob Thomas

Copies of the report, shown below, were handed out to the delegates.

	2016 Budget	ACTUAL thru	Proposed 2017 Budget
INCOME	\$19,030.00	\$17,446.65	\$17,030.00
Interest	\$30.00	\$26.65	\$30.00
Deposits	\$19,000.00	\$17,420.00	\$17,000.00
 EXPENSES			
EXEC SEC (total)	\$8,350.00	\$6,874.43	\$8,250.00
Fees	\$7,950.00	\$6,625.00	\$7,950.00
TELEPHONE	\$400.00	\$249.43	\$300.00
OFFICERS (total)	\$4,800.00	\$1,327.56	\$4,900.00
POSTAL	\$400.00	\$469.78	\$500.00
PRINTING	\$1,400.00	\$577.01	\$1,500.00
SUPPLIES	\$500.00	\$280.77	\$400.00
COMMUNICATIONS	\$2,500.00	\$0.00	\$2,500.00
HANDICAPPERS (total)	\$4,700.00	\$4,597.61	\$4,700.00
MTGS NORTH	\$3,000.00	\$2,459.64	\$3,000.00
MTGS SOUTH	\$1,200.00	\$1,675.95	\$1,200.00
JOINT MTG	\$500.00	\$462.02	\$500.00
OTHER (TOTAL)	\$21,945.00	\$4,806.01	\$6,395.00
WEB FEES	\$100.00	\$77.90	\$100.00
MISC	\$700.00	\$123.50	\$150.00
ANNUAL MEETING	\$1,500.00	\$500.00	\$1,500.00
NATIONAL MTGS	\$4,000.00	\$2,319.00	\$2,000.00
DUES (USSA PHRF)	\$475.00	\$475.00	\$475.00
GREEN BOOK	\$170.00	\$170.00	\$170.00
INSURANCE	\$0.00	\$0.00	\$0.00
High Point RACE RESULTS			
TROPHIES	\$5,000.00	\$1,140.61	\$2,000.00
Refunds			
OFFSHORE OFFICE DONATION	\$1,000.00	\$0.00	



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OFFSHORE OFFICE SUPPORT	\$5,000.00	\$0.00	
YEARBOOK	\$4,000.00	\$0.00	
TOTAL	\$39,795.00	\$16,278.05	\$19,345.00

GRANTS	Youth Sailing VA	\$2,000.00	
TOTAL		\$2,000.00	

BANK BALANCES:	Checking	Savings	Money Market	CD
SunTrust (as of Oct 31	\$14,974.67	\$13,106.04	\$42,622.41	\$2,755.14
M & T Bank (as of OCT 9)	\$9,599.62	\$43,077.86		
Totals	\$24,574.29	\$56,183.90	\$42,622.41	\$2,755.14
Total Deposits	\$126,135.74			

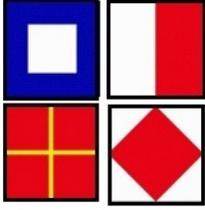
Current PayPal Balance	PayPal balance as of Nov 11th	\$6,332.11
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Submitted,
Bob Thomas

US Sailing, ISAF and ORC Reports – Bruce Bingman

The Annual meeting was held in conjunction with the US Sailing Forum in San Diego, CA on February 8-12, 2016. The PHRF Committee met and the following major items were discussed:

- a. *State of Handicap Sailing around the country:* The total number of PHRF Certificates in the country reported to US SAILING through member PHRF fleets appears to be holding steady at about 11,500 in about 40 member fleets down from about 55 fleets 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 1500 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 9500 certificates (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 have not rebounded much in the US in big boat racing in the Chesapeake and in many of the other major sailing areas, although the decrease seems to have abated. Brighter spots have been STC Block Island Race week, Annapolis-to-Newport, SF Bay Big Boat series, NYYC Newport, RI and Charleston Race Weeks 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.



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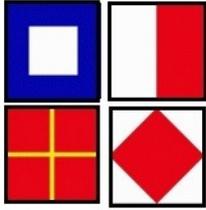
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Charleston race Week's increase is mostly in smaller 1D boats with the bigger boats holding steady and some increase in their 1D Offshore and cruising classes.

- b. *ORC Club Rule Growth:* This year Key West Race Week and New York YC both replaced their PHRF Classes with ORC Club certificate classes. This met with lukewarm reception and did not appreciably increase participation. One problem that showed up was the issue of ORC club (self partial measurement) versus ORCi (full measurement) certificates. A full measurement certificate with actual boat weight, scanned hull lines, separate mast weight and moment of inertia, and separate keel weight can result in certificates that have ratings up to a minute an hour (around 10 sec per mile) better than the self measured certificates that used default measurements for quantities not actually measured. Likewise even self measured boats in tight 1-D classes have a considerable advantage over non 1-D boats since the defaults in the 1D classes are much closer to the actual boat due to the similarities of the boats in the class. This disparity was noticed by several competitors who have been quite vociferous about it in the on-line forum. ORC is making a strong marketing effort in the US and offering a first (and maybe 2nd) year club certificate for a flat \$50 (vice the standard charge of around \$3.50/foot). This is still more expensive than most PHRF certificates but allows the "portability" that major Race Week Organizers want. On the plus side is the mandatory US Sailing membership at \$50/year which not all local PHRF Organizations require.
- c. *NRR (National Reference Rating):* This is a US Sailing initiative to improve portability of PHRF ratings for major Race weeks and for areas that do not have a regular PHRF rating committee to be able to easily assign ratings. The initiative started several years ago with the US Sailing PHRF Committee "jawboning" most of the major fleets to adjust their rating scales to fix the J-35 at 72 which resulted in pointing out some gross rating 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 will be a 2-number system with a 4-leg W-L number based on a 10 knot average wind strength and a "Buoy course" number where some amount of headsail and spinnaker reaching is included. The initial W-L number will be derived used a panel of senior raters and cross checked with a simplified ORR VPP. This VPP will then be used to calculate the closed course offset and reviewed by the panel of handicappers. The first 147 boats have been evaluated for the W-L performance and are listed on the US Sailing website in the PHRF area.
- d. *Participation:* The general pattern of participation across many areas appears similar – selected races, primarily point-to-point, destination "race weeks", and weekday night races have managed to hold steady or shown improvements but the normal weekend races are showing weaker participation. The classes increasing numbers or holding steady are the small one-design 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 great trend for the overall future of racing, this is not helping the immediate problem of "big boat" participation!
- e. *Emerging Trend:* The other hopeful 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



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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 individual's 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 want an inexpensive portable but reasonably accurate handicap system. Hence, the NRR initiative.

One rating appeal was heard and dispositioned this year. The boat involved was a J-88 whose rating was adjusted +6 in Northern California. There are currently two other ratings under review by the Appeals Committee.

The US Sailing PHRF Committee for 2016/17 will be:

Bruce Bingman Chair
Paul Ansfield Vice-Chair

Geno Bottino
Tom Barnes
John Collins
Jim Walsh
David Anderson
Jerry Kay

Bill Kellner
June Kendrick
Keith Stauber

Jim Tichenor
Dan Nowlan

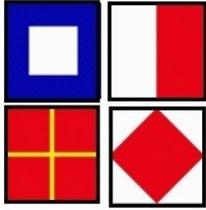
Nathan Titcomb
Donna Leary

PHRF of the Chesapeake
LM PHRF Executive Director
& Appeal Committee Chair
Safety at Sea Committee
ORR, IRC & PHRF Measurer
PHRF of New England
PHRF Mid-Atlantic
CORA
PHRF of Southern California

PHRF of Lake Erie
PHRF of the Middle Atlantic
Lake Superior and Canadian
shore of South West Ontario
Gulf Yachting Association PHRF
Offshore Advisor to the
USPHRF Committee
USSAILING Offshore Directo
USSAILING/Offshore Office
Fleet Contact

This will be my last year as Chair of the US Sailing PHRF Committee so I will appoint a nominating committee to nominate new officers for the 2017/18 year to be selected at the US Sailing AGM in February 2017.

Respectfully submitted,
Bruce Bingman
Chair, US Sailing PHRF Committee



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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.

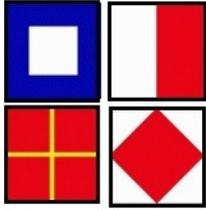
Many discussions were held as to the best way to determine an initial handicap ranging from a simple length and sail area regression to a more complex formula that would take into account draft, beam and other measurements. In the end several graphs were developed relating predicted boat speed to various 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 that the others presented. 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).

One other item of interest – worldwide decline in "big boat" routine weekend racing and even some "event racing". There is a trend being noticed of dropping attendance in "routine" weekend racing as well as



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some large declines in previously well attended events – one example given was CORK Race Week in Ireland which used to attract 500+ entries and this year managed only about 100 following a steady decline over the past 5 years. Reasons given are a combination of inconvenience, time and cost.

Respectfully submitted,
Bruce Bingman
US Delegate to ISAF

Northern Bay Chief Handicapper's Report – Randy Richter

The Northern Bay Board of Handicapper has met monthly during the sailing season. The board also regularly communicated via email to discuss and service rush requests for new ratings.

We had approximately three new boats per month and approximately two appeals per month.

Unfortunately, the board was not able to resolve it's task to provide random leg ratings. Despite Bruce Bingman's best attempts to work with the USSailing rating office to get the information we were promised has failed to be forthcoming. The board will address this during the off season by developing our own differences and these ratings will be available by the opening of sailing season 2017. This has been a regrettable situation and I apologize for the lack of progress.

In the spring I supported the Annapolis Yacht Club's PHRF education and sign up seminar. I provided an overview of the PHRF handicapping process and how to fill out an application.

I attended the SNAME Sailing Symposium for two days to become aware of the latest sailing research available by the brightest naval architects in the world. Bruce Bingman and I also attended the ORC technical committee meeting in Annapolis for both days to be aware of the proposed updates and changes to be researched. In addition Bruce is currently attending the ORC meeting to stay current with the latest updates and changes.

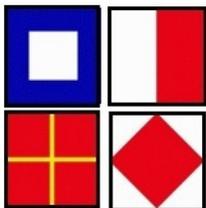
I would like to offer my thanks for all of the effort put in by the board this year. I am pleased that all of the current members of the board have agreed to continue serving and I will be delighted to reappoint them for the coming year.

Respectfully submitted,
Randy Richter
Chief Handicapper, NB

Southern Bay Chief Handicapper's Report – Alan Bomar

This year the SB handicappers met in person and by email to have discussions, process new base ratings, adjust ratings for modification, review and act on appeals and consider if any ratings were out of line with the expected boat performance.

In 2016, I gave a talk on PHRF rating at the Old Point Comfort Yacht Club Pointer University. I am available to give this talk to any club to explain PHRF of the Chesapeake processes and methods to achieve fair and unbiased racing across a wide variety of sailboats.



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In 2017, we look toward full filling the Delegates request to establish a unique windward leeward rating and random leg rating. The approach is to use US Sailing data and estimates adjusted to be consistent with the current rating assumptions. My expectation is that boats with long waterline and high ratings will see their ratings decrease as current ratings assume that most racing on the Chesapeake Bay is windward- leeward.

Last, I share that my opinion is the current base ratings consider that certain boat designs are dry sailed. As such, a -3 sec penalty for dry sailed boats would make some boats out of line with the optimum rating. My other observation is what defines dry storage? If a boat is pulled out of the water for maintenance or travel prior to a regatta, is that boat subject to a “Dry Storage” penalty. If not, how long could the boat be out of the water before the penalty is imposed.

Alan Bomar
Southern Bay Chief Handicapper

Executive Secretary’s Report – Glenn Harvey

Delegates, Handicappers and Board Members,

This year saw an improvement in the issuing of certificates to our members. The majority of them were processed and in their before the end of April. This happened in part due to the earlier mailing of the renewal forms to the members. Many of them took advantage of the online application and payment processes, and the ‘early bird’ special price. I was receiving fewer renewals by snail mail.

I would like to further improve upon that success in 2017. I propose that the renewal letters be mailed by the end of December. The ‘early bird’ specials, if any, could still end by February 28th.

I must thank Mike Mullarky for all of his help this year with any database and IT issues.

All of the Handicappers did a great job at quickly determining some rush ratings for some of the race events on the bay. Of course, the members created these rushes by forgetting to renew in a timely manner. It would help if the club delegates could remind the members to renew as soon as possible and not wait until the last minute.

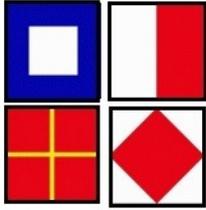
Some statistics for you.....

Valid Certificates by Year:

2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
1177	1163	1137	1097	1088	1068	1078	1040	1046	992	816	866	885	895

Valid Certificates by Class:

	2010	2011	2012	2013	2014	2015	2016
A0	28	18	-	15	15	11	12
A1	66	48	-	56	53	58	61
A2	124	139	-	152	166	180	167
A	331	301	-	223	234	249	240
B	278	278	-	210	228	245	245
C	431	467	-	383	404	391	408
Total	1040	1046	992	816	866	885	895



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New Certificates vs. Renewals:

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
New	144	153	144	137	127	127	108	107	-	196	65	111	120
Renew	1019	984	953	951	941	951	932	939	-	620	801	406	533

(There were 243 two year certificates in effect from 2015)

New Boat Model BRTG's:	2008	2009	2010	2011	2012	2013	2014	2015	2016
	37	38	22	30	-	20	19	17	19

Modifications Processed:	2013	2014	2015	2016
	18	12	11	9

Rating Appeals Processed:	2008	2009	2010	2011	2012	2013	2014	2015	2016
	29	29	22	15	-	9	10	9	8

On-line Payment Utilization:	2011	2012	2013	2014	2015	2016
	207	-	445	593	458	543
	20%	-	55%	68%	52%	60%

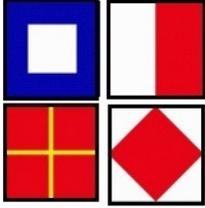
There were 475 two year certificates issued, approximately 53% of the members took advantage of the plan in 2016. Adding the 243 two year certificates issued in 2015, 718 two year certificates have been issued. That is approximately 80% of the membership.

Thank you for your help and support of PHRF.

Respectfully Submitted,
Glenn Harvey
Executive Secretary

Noted Discussions on the Reports:

1. Regarding Marc Briere's report: A discussion pointed out the need for more participation from the club delegates. A list of tasks for the delegates will be placed on the web site. More frequent meetings of the delegates was discussed – only one annual meeting seems inadequate. The need for a marketing/communications plan to improve outreach to the members and clubs was discussed. Pat Seidel, delegate for PSA, volunteered to research available methods to achieve the plan and will report back to Marc around January 1st.
2. Regarding the Treasurer's report: The PHRF foundation was discussed briefly. The foundation has not had a committee leader for years and that a new person should be sought to fill that position. The budget does not include monies for printing the yearbook. Discussion resolved that the yearbook will be available on the web site and that monies for printing and mailing are not needed. The costs for the marketing/communications plan were discussed. It was decided to wait until Pat Seidel's recommendations with associated costs were received in January before including the funding in the budget.
3. Regarding Randy Richter's report: A discussion suggested that the Cruiser presentation that Randy had prepared for an AYC meeting last spring be placed on the web site. Randy suggested that the



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P.O. Box 1856

Edgewater, Maryland 21037

443-699-0868

handicappers could conduct meetings with a group of clubs to discuss the process for completing a certificate application or rating appeal, etc.

Proposals for the 2016 Annual Meeting

1. Administrative change, no vote required, effective January 1, 2017:

PHRF Certificate Valid Date - For all certificates renewed prior to 4/1 of each year the valid date shall be 4/1. For all certificates renewed after 4/1 and all modified certificates the valid date shall be the date the certificate is issued.

Discussion of this change included changes to the rating applications. The wording for 1 or 2 year certificate shall be changed to 1 or 2 seasons.

2. Proposed changes to Article VI, Section 6.1 of the By-Laws:

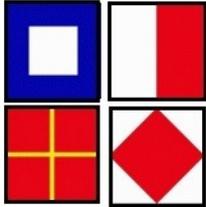
*Section 6.1 The **Regional Vice Presidents** shall appoint ~~two~~ Chief Handicappers for their **respective regions**, to be approved by the Board of Delegates at the Annual Meeting: one from Region IV and one from the remaining regions as defined by CBYRA. If a Chief Handicapper chooses not to continue, he shall notify the President at least sixty days before the Annual Meeting. The Chief Handicappers may be Area Handicappers, but need not be. The duties of each Chief Handicapper shall be to preside at meetings of the Board of Handicappers and to make final decisions with respect to handicaps in case of irreconcilable conflict among the Board of Handicappers. ~~A Chief Handicapper may not serve more than three yearly terms successively.~~ **The qualifications for Chief Handicapper nominees including their sailing, racing and handicapping expertise to include analytical and administrative abilities shall be provided to the Board of Delegates 30 days prior to the Annual Delegates Meeting for review and discussion prior to the Executive Board initiating a vote to accept.***

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

3. Proposed change to Article VI, Section 6.2 of the By-Laws:

*Section 6.2 The Chief Handicappers shall appoint such numbers of Area Handicappers as may in their judgment be appropriate to handicap member yachts, to be approved by the Board of Delegates at the Annual Meeting. Each Area Handicapper so appointed shall be responsible for handicapping the yachts in a specific area assigned to him/her. **The numbers and qualifications for 'new' Area Handicapper nominees including their sailing, racing and handicapping expertise to include analytical and administrative abilities shall be provided to the Board of Delegates 30 days prior to the Annual Delegates Meeting for review and discussion prior to the Executive Board initiating a vote to accept.***

Discussion of this proposal resulted in removal of a portion of the change, as struck-out above, and added 'new' before Area. The revised proposal was made into a motion, seconded and approved by the delegates.



PHRF of the Chesapeake, Inc.

P.O. Box 1856
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4. Proposed change to Article VI, Section 6.3 of the By-Laws:

Section 6.3 The Handicappers appointed pursuant to Sections 6.1 and 6.2 shall constitute a Board of Handicappers for Region IV and a Board of Handicappers for the remaining Regions and each shall meet periodically to establish or confirm handicaps for new yachts located within their Regions, to consider old handicaps previously granted. Establishment or change of handicaps shall be by majority vote. If the Board of Handicappers shall establish two different ratings for the same kind of boat, the two Chief Handicappers shall resolve the difference, and insure the final base rating falls in the normally prescribed rating differential. ~~The Boards of Handicappers will provide objective evidence to the Board of Delegates describing the sources of data used in their handicapping, analytical processes followed for new yachts as well as any consideration for previously granted handicaps, basis for final determinations and verification/validation of handicaps assigned to yachts in this region. The Board of Delegates will review this information to audit the activities of the Handicappers it has empowered on behalf of the Membership of this Association.~~

Discussion of this proposal resulted in deletion of the proposed change, as struck-out above. Section 6.3 will remain unchanged. The revised proposal was made into a motion, seconded and approved by the delegates.

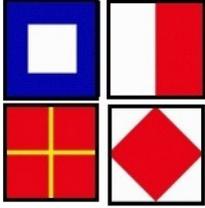
5. Proposed change to Article VII, Section 7.1 of the By-Laws:

Section 7.1 Handicaps shall be based primarily on the performance potential of yachts. A handicap assigned to a yacht of a type not previously rated may be based on any data or formula the Area Handicapper deems appropriate, including the measurements of the yacht as submitted by the yacht or comparable yachts. Base handicaps shall be in three second increments. ~~The Boards of Handicappers will provide documentation to the Board of Delegates~~ describing the sources of performance potential data used in their handicapping, analytical processes followed for new 'or previously rated' yachts, comparable yachts used for reference or comparison and consideration for previously granted handicaps, basis for final determinations and verification/validation of handicaps assigned to yachts in this region.

Discussion of this proposal resulted in removal of a portion of the change, as struck-out above, and added 'or previously rated' after new. The revised proposal was made into a motion, seconded and approved by the delegates.

6. Proposed change to Article VII, Section 7.2 of the By-Laws:

Section 7.2 Handicaps shall be assigned to yachts by the Area Handicapper for the area in which the boat is located. If a yacht is different from one previously rated by the Association, the Area Handicapper shall present the application at the next Board of Handicappers meeting, with his recommendation for a Valid Rating. If the yacht is a standard class yacht, the Area Handicapper may assign a Provisional Rating Certificate, which is valid until the next Board of Handicappers meeting or an issue of a new Provisional Rating Certificate. Handicaps may not be assigned by an Area Handicapper for a new class of boat, a one-of-a-kind boat or an Unconventional Craft until approved at a Board of Handicappers meeting. ~~The Boards of Handicappers will provide to the Board of Delegates~~ documentation describing the information used by the Area Handicapper as the basis for the recommended Valid or Provisional Rating of new or existing yachts.



PHRF of the Chesapeake, Inc.

P.O. Box 1856
Edgewater, Maryland 21037
443-699-0868

Discussion of this proposal resulted in removal of a portion of the change, as struck-out above. The revised proposal was made into a motion, seconded and approved by the delegates.

7. Proposed changes to Article VII, Section 7.3 of the By-Laws:

Section 7.3 The Executive Secretary shall maintain a list of handicaps and valid certificates for yachts rated by the Board of Handicappers which shall be kept current, and sent to participating members on the Subscription List updated and 'published on' made available to the Board of Handicappers, the Board of Delegates, Organizing Agencies and membership using the association website.

Discussion of this proposal resulted in removal of a portion of the change, as struck-out above, and added 'published on' after and. The revised proposal was made into a motion, seconded and approved by the delegates.

8. Proposed changes to Article VII, Section 7.4 of the By-Laws:

~~*Section 7.4 Each Area Handicapper shall keep a record of the performance of yachts listed in the area assigned to him and he shall make such record available to the Board of Handicappers, the Board of Delegates and membership using the association website.*~~

Discussion of this proposal resulted in deletion of Section 7.4 in its entirety, as struck-out above. The revised proposal was made into a motion, seconded and approved by the delegates.

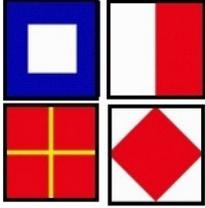
9. Proposed changes to Article VII, Section 7.5 of the By-Laws:

Section 7.5 Changes in handicaps shall be made whenever the results of racing or other data indicate an adjustment is necessary in order to provide equitable handicap racing. ~~The Area Handicapper is responsible for tracking and reporting these results, the analytical process followed and the results and determinations using the association website.~~ Any rating assigned by the Handicappers may be appealed by the member owning the yacht involved or any other member, therefore full disclosure of the basis for handicap must be maintained on the association website and be made available to all members. Appeals must be in writing and must be supported by data regarding the performance of the yacht involved and other pertinent information, as prescribed in the appeal section of the association website.

Discussion of this proposal resulted in removal of a portion of the change, as struck-out above. The revised proposal was made into a motion, seconded and approved by the delegates.

10. Proposed changes to Article VII, Section 7.7 of the By-Laws:

Section 7.7 PHRF of the Chesapeake retains the right to revise, refuse, or revoke a rating certificate. Refusal or revocation of rating certificates shall not be without sufficient cause and justification. A boat found to be sailing in violation of the agreement on the current rating certificate is subject to review. Any action to refuse or revoke a rating certificate shall be based on a detailed review by an ad hoc committee, appointed by the President. The ad hoc committee shall determine any justification for such action and report their findings and recommendations to the President. The President shall present the findings of the committee to the Officers of the Association, who shall determine if any final action is required. Final action, depending on the severity of the violation, may



PHRF of the Chesapeake, Inc.

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include refusal or revocation of the rating certificate through the remainder of the current year, or up to the end of the following year. The members of the ad hoc committee shall be chosen from the Officers, Delegates, and Handicappers of the Association representing the region in which the boat under review sails. The ad hoc committee shall include the regional Vice President, at least two (2) delegates, the regional Chief Handicapper, and the Area Handicapper familiar with the boat under review. All actions to refuse or revoke a rating certificate may be appealed to PHRF, after the end of the period of exclusion, by re-application for a new valid certificate. Actions by PHRF of the Chesapeake to refuse or revoke a rating certificate shall be forwarded to CBYRA ~~and made available including and rationale/justification to the Board of Handicappers, Board of Delegates and membership on the association website.~~

Discussion of this proposal resulted in removal of the proposed change, as struck-out above, therefore Section 7.7 is unchanged, and no vote was required.

11. Proposed changes to Article IX, Section 9.1 of the By-Laws:

Section 9.1 The President may appoint such committees as he may deem necessary or desirable to assist him/her in the performance of his/her duties or to study and report with respect to any matter relating to the purposes or business of the Association. ~~A technical committee will review race results annually and submit its report for review by the Board of Delegates prior to the Annual Meeting.~~

Discussion of this proposal resulted in removal of the proposed change, as struck-out above, therefore Section 9.1 is unchanged. The revised proposal was made into a motion, seconded and approved by the delegates.

12. Proposed addition to Article II of the By-Laws:

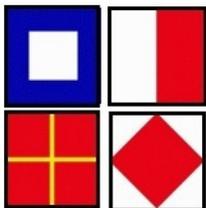
Section 2.2 The Association 'shall' will promote the sport of 'PHRF' handicap racing of sailing yachts by following fleet policies 'that have been' approved and adopted by the Board of Delegates at the Annual Meeting.

Discussion of this proposal resulted in removal of a portion of the change, as struck-out above, and changed 'will' to 'shall', and 'handicap' to 'PHRF', and added 'that have been' after policies. The revised proposal was made into a motion, seconded and approved by the delegates.

13. Proposed addition to Article IV of the By-Laws:

Section 4.4.2 The 'Executive Committee' Board of Delegates 'may' will appoint representatives to fulfill the roles and responsibilities described in our Fleet Policies and promote participation of PHRF of the Chesapeake members in the sport of handicap racing of sailing yachts.

Discussion of this proposal resulted in changing 'Board of Delegates' to 'Executive Committee' and 'will' to 'may'. The revised proposal was made into a motion, seconded and approved by the delegates.



PHRF of the Chesapeake, Inc.

P.O. Box 1856

Edgewater, Maryland 21037

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14. Proposed change to the 'Introduction' paragraph in the Fleet Policy:

Introduction. Rating by performance handicap is a method of providing equitable time allowances for sailboats of different designs racing against each other. Numerous systems have been employed; some were methods of handicapping boats, some handicapped skippers, and some combined both systems. The increased interest in the racing of cruiser/racer type sailboats has produced the Performance Handicap Racing Fleet. Measurement-based rating formulas with the attending rapid changes in sailboats design have turned many skippers to the performance based handicap system. Performance handicap emerges as the best assurance of continued opportunity to compete fairly against all designs, both new and old. As a result, the PHRF system, begun ~~almost two decades ago~~ in California, has spread to the Pacific Northwest, the Great Lakes, and the Gulf and Atlantic coasts. In 1976, PHRF was sanctioned by CBYRA. In 1981, USYRU (now US Sailing) recognized PHRF as a full committee under its Offshore Racing Council. **PHRF of the Chesapeake is the largest sanctioned class in the CBYRA Handicap Division. A member of the Division Class with the largest membership Chairs the Handicap Division and represents all Handicap Racing as a voting member at monthly CBYRA Board Meetings. The President of PHRF of the Chesapeake 'shall' will appoint a member to represent our class and be the communications conduit between the two organizations.**

Discussion of this proposal resulted in removal of 'almost two decades ago' from the original paragraph and changing 'will' to 'shall'. The revised proposal was made into a motion, seconded and approved by the delegates.

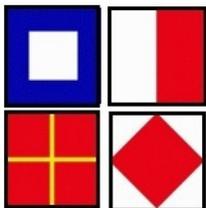
15. Proposed addition of the paragraph 'Participation' to the Fleet Policy:

Participation. In accordance with the prime objective of the PHRF of the Chesapeake, "to promote the sport of handicap racing of sailing yachts for the exclusive enjoyment of its members", the President and Vice Presidents will appoint representatives to increase interest and coordinate participation. These representatives will coordinate Organizing Authority race schedules to current and prospective members and collect participation intentions to participate and suggested improvements to race events from the membership by PHRF Fleet Class. These initial quantities of interested race participants will be provided to CBYRA Organizing Authority member clubs at the earliest possible convenience to support a wide range of race event planning but no later than the January CBYRA Race Scheduling meeting for sanctioned high point events. These representatives will report monthly to the fleet's Handicap Division Representative to CBYRA, the President and Vice Presidents of PHRF of the Chesapeake on efforts to improve participation and net effects of those efforts. This information will be included in website updates for Delegates and membership to promote grass-roots participation motivation by the fleet.

Discussion of this proposal resulted in withdrawal of the proposal by the Northern Bay Vice President. No vote was required.

16. Proposal to allow asymmetrical spinnakers to be tacked to the anchor roller support. Add sentence 'e' to paragraph B2 of the 'Effects of Boat Modifications on Ratings':

e) Asymmetrical spinnakers may be tacked to the anchor roller support without penalty, provided that the length of the support does not exceed '10%' ~~25%~~ of J.



PHRF of the Chesapeake, Inc.

P.O. Box 1856

Edgewater, Maryland 21037

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Discussion of this proposal resulted in the change of '25%' to '10%'. The revised proposal was made into a motion, seconded and approved by the delegates with one opposed vote by the delegate for PSA.

17. Proposal to increase the fixed propeller rating adjustments shown in paragraph F of the 'Effects of Boat Modifications on Ratings'. Increase each credit shown in sentences 1, 2, 3 & 4 by 3 seconds.

The proposal was made into a motion, seconded and approved by the delegates with one opposed vote by the delegate for PSA.

18. Proposal to increase the rating adjustment for roller furling mainsails shown in paragraph I of the 'Effects of Boat Modifications on Ratings'. Change the second sentence to read 'A credit of 9 seconds per mile may be given if the mainsail does not have battens and mainsails with battens may be given a credit of 6 seconds per mile.'

The proposal was made into a motion, seconded and approved by the delegates with one opposed vote by the delegate for PSA.

19. Proposal to increase the rating adjustment for roller furling genoa/jibs shown in paragraph E of the 'Effects of Boat Modifications on Ratings'. For sails constructed from woven materials with UV protection on the leech and foot, increase the adjustment from 6 seconds to 9 seconds. No increase is proposed for sails constructed of laminate materials.

The proposal was made into a motion, seconded and approved by the delegates with one opposed vote by the delegate for PSA.

20. Proposal to add to 'Effects of Boat Modifications on Ratings':

Add paragraph K, to read as follows:

K. Boats that are dry-sailed during the racing season, including frost-biting, shall receive a 3 second/mile penalty.

Following discussions for and against the proposal, the proposal was made into a motion, seconded and defeated by a vote of the delegates.

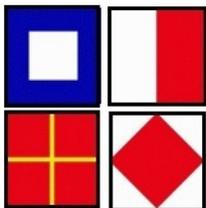
21. Proposal to change the '2017 High Point and PHRF Distance Series Scoring Rules and Exceptions':

Change paragraph 4, item a, to read as follows:

4. Qualification for High Point awards:

a. Spinnaker sections - To be considered for any High Point award, a yacht/owner must have been scored in at least five (5) sanctioned events **three (3) of which** ~~that~~ started or finished in his/her declared region. A race that transits multiple regions may be scored as a home qualifying event in any of the transited regions. Wild card races may count as one of the five qualifying events.

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



PHRF of the Chesapeake, Inc.

P.O. Box 1856

Edgewater, Maryland 21037

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22. Proposal to change the '2017 High Point and PHRF Distance Series Scoring Rules and Exceptions':

Change paragraph 7, to read as follows:

7. *An event does not contribute to the record for High Point awards if the first yacht to finish averages less than the required speed ~~2.0 knots~~ over the course to satisfy the sanctioned race's time limit.*

The proposal was made into a motion, seconded and defeated by a vote of the delegates.

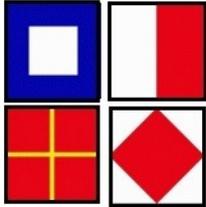
23. Proposal to replace Corinthian Class with Cruising Spinnaker and Cruising Non-Spinnaker Classes. The Corinthian class has never taken off despite the popularity of "cruising" classes and interest in starting cruiser-racer classes.

- Use valid PHRF ratings, no additional adjustments. Calculating of corrected time may be done with time on time or time on distance as desired by the event organizing authority.
- Intended for skippers who do not frequently race and / or cruising type boats.
- Remove the design age requirement of the Corinthian Class, number of crew restriction
- Increase the number of new sails allowed per year to two.
- Keep all other restrictions of the Corinthian class
- No high point
- If not specified, the default Cruising class would be a non-spinnaker class.

This proposal was withdrawn (shelved) by the Southern Bay Vice President. The proposal will be sent to a committee of handicappers to review and refine. No vote was taken.

24. 2017 PHRF Class Splits. The following splits are proposed for 2017. The regional delegates must vote to approve these splits, or any changes, for 2017.

Region	Class	Proposed 2017 Splits
III AW	A0	up to 025 047
III AW	A1	048 026 to 077 070
III AW	A2	071 078 to 109
I, II, III SE	A	Up to 109
I, II, III AW, III SE	B	110 to 145
I, II, III AW, III SE	C	146 and up
III PR	Spinnaker	All
IV North	A	Up to 112
IV North	B	113 to 160
IV North	C	161 and up
IV South	A	Up to 109
IV South	B	110 to 151
IV South	C	152 and up
All regions I-IV	Sport Boat	All
All regions I-IV	Non Spinnaker	All
All regions I-IV	Corinthian	All



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The proposal included a change to the split between classes A1 and A2 in region 3AW. The delegates for the region 3AW clubs proposed keeping the class splits the same as 2016. There was a motion to approve the revised proposed rating splits, it was seconded and approved by the delegates.

- 25. Proposed 2017 PHRF Budget: The proposed budget, submitted by the treasurer, must be approved by the delegates.

There was a motion to approve the proposed budget, as submitted and as amended by the discussions during the meeting, it was seconded, and approved by the delegates.

Election of 2017 PHRF Officers

The delegates must vote to elect the officers of PHRF of the Chesapeake. The nominations provided for 2017 officers are as follows:

- President – Marc Briere
- VP Region I-III – Roger Coney
- VP Region IV -- John Blais
- Secretary/Treasurer – Bob Thomas / Jim Raper (Apprentice for 2017)

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 2017 Officers of PHRF of the Chesapeake.

Appointments by 2017 President

- Chief Handicapper, Northern Bay ----- Randy Richter
- Chief Handicapper, Southern Bay ----- Alan Bomar
- US Sailing Representative to US Sailing Offshore Council ----- Bruce Bingman
- PHRF Representative to CBYRA ----- Marc Briere
- Executive Secretary ----- Glenn Harvey

Adjournment: *At 16:15, 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