

2019 Annual Board of Delegates Meeting Minutes:

December 7th, 2019

Fredericksburg Hospitality House Hotel and Conference Center
2801 Plank Road
Fredericksburg, VA 22401

The meeting was called to order at 10:24am and roll call taken.

With 18 member clubs, and 635 of 919 member represented, a quorum was declared.

John Blais presented his president's report with recommendations for the incoming board.

Roger Coney gave the VP Northern Bay report with heavy emphasis on the application enhancements that would benefit the handicapping and scoring activities of the handicapping boards.

Jim Raper gave the highlights of Dan Trammell's northern bay chief handicapper's report highlighting the initiative undertaken to use the organization's handicapping and application management tool to administer the timely certificate generation.

Leroi Lissenden remarked on the high point scoring and criteria and the validity of the mechanism to determine a bay wide winner. Additionally, highlighted the sailmakers symposium discussing assym sails and how they could be handicapped.

Jim Raper gave the highlights of Alan Bomar's southern bay chief handicapper's report highlighting the challenges to CR rating and a renewed request for OA's and PROs to utilize those handicaps when appropriate in order to gather more performance data with which to improve those handicaps.

Jim Raper gave his Treasurer's report showing that expenses had been managed and that total expenditures had been less than budgeted for the year. He presented a new budget for approval and accepted a floor amendment to increase by \$7,500 the allocation for customization and technical enhancements to the web site and handicap application system, bringing that line item to \$10,000. The 2020 budget as amended with expected revenue of \$24,000 and total expenditure of \$36,160 was discussed and approved by the delegates.

The placement of excess funds into an Insured Cash Program that will substantially increase the interest earned on those excess deposits, was discussed without opposition. The current bylaws as amended permit the treasure to do so, but, will be reviewed by the executive committee prior to execution.

Bruce Bingham presented his US Sailing report as contained in the agenda.

The meeting adjourned briefly for lunch.

Upon resumption, old business was discussed. The only item was a resumption of ToT discussion with the conclusion that scoring method was reserved to the PRO and OA prior to a race as described in the RRS. PHRF Ches Bay will distribute recommended SI language via VPs to the OAs.

New Business

High Point Awards determination – after discussion with no motion, discussion ended with a request to the OA's via the VPs recommendations to be implemented by February.

Proposed changes to fleet policies which will be published as redline change documents and website will be updated:

Passed - Replace 2017 PHRF Fleet Policies with 2020 PHRF Fleet Policies

Remove:

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

Replace:

Passed - Equipment. PHRF assumes that the boat is equipped to race. It does not attempt to rate a partially equipped boat, or a boat which differs from others in its class, in that it is unusually heavy, out of balance, or has unusual windage (as from a dinghy on davits). However, if the basic hull and rig differ from others in its class, it may be rated uniquely. All sailboats receiving a PHRF certificate shall meet the Special Regulations for Safety Requirements of PHRF of the Chesapeake category CB or NS and have an owner signed compliance certificate on board while racing. One Design Ratings (ODR) will only be provided to CBYRA recognized One Design Classes. In the event that the applicable class rules for a CBYRA recognized one-design class conflict with these regulations, the class rules shall take precedence. If the class rules defer to local safety regulations as prescribed in the Sailing Instructions, the CB (or NS as applicable) regulations shall be used and take precedence.

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

With:

PHRF assumes that the boat is equipped to race. It does not attempt to rate boats for a particular equipment class or determine the equipment required to race in a particular race. Equipment requirements are determined by the Organizing Authority of a race or regatta. PHRF Chesapeake Bay assumes no responsibility for the safe equipping or operation of a vessel.

Remove:

Passed - Classes

... Individual class boats normally are not rated more than 6 seconds from the base handicap. Affirmative evidence of actual boat performance in competition is required to secure a greater deviation from base....

Add to:

Passed - Courses.

PHRF Valid (spinnaker and non-spinnaker) ratings are intended to be applied to daytime closed course races and some offshore and overnight races where there is a balance of windward and leeward legs. The system works well, provided wind conditions affect all boats equally. The Circular Random (spinnaker and non-spinnaker) ratings are intended for a mixture of conditions with windward, leeward, and reaching legs are included. Results from such races that do not permit changing headsails are ignored when setting PHRF handicaps.

Defeated - Handicap Ratings.

Should we change: the smallest increment of performance used for rating is 3 sec/mile to 1 sec/mile

Passed - Change: Boats are rated for use with large or small headsails, with 155% of LP being the dividing line. Once a boat is rated with a large headsail (over 155%) this rating must be used, even though wind conditions may preclude use of the sail. If a boat's design is such that it cannot fly a headsail, or spinnaker, it will be rated in relation to the performance of other boats in a non-spinnaker configuration. A skipper may not change his rating by choosing a different headsail more often than once during the CBYRA high point racing season (as determined by the Green Book schedule for the year). In addition to this change, a skipper is allowed to change the sailboats rating once for the "Frostbite" season (outside of the CBYRA high point racing season) to a different headsail configuration.

To: Boats are rated for use with various size headsails according to the handicapping guidelines. Once a headsail size is declared, this rating must be used, even though wind conditions may preclude use of the sail. A skipper may not change his rating by declaring a different maximum headsail size more often than once during the CBYRA high point racing season (as determined by the Green Book schedule for the year). In addition to this change, a skipper is allowed to change the sailboats rating once for the "Frostbite" season (outside of the CBYRA high point racing season) to a different headsail configuration.

Defeated - Handicapping Highlights: Add the phrase "One Design" in front of "Class"

Proposed Changes to the PHRF Bylaws

Passed - Section 5.2 – The President of the Association shall be selected from among the membership of the association and subject to the board of Delegates, shall be the Chief Executive Officer of the Association, shall preside at meetings of the Board of Delegates and shall have other duties as may be assigned to him/her by the Board of Delegates.

Add

The President shall oversee the development and maintenance of the Association's administrative Policy and Procedures for the operation of the Association. These will include position descriptions and roles of the Executive Board and functions to be performed by, or at the direction of the board. This will include proposed changes to the bylaws, fleet policies, and handicapper policies, information systems/web site, etc. These Policies and Procedures will be approved by the delegates prior to implementation/changing by annual or other special meeting.

Explanation – currently we have incomplete, inconsistent and scattered Policies and Procedures. The goal of this change is to formally develop and evolve a comprehensive, unified P&P. This will require effort and participation of delegates and other volunteers but will result in a better-defined organization and improved operation. It will also, hopefully, enable new delegates, handicappers, Ex Board and members to understand, and make improvements to the value of the organization

Passed (as amended) - Section 5.5 – The Treasurer of this Association may, but need not be, a member of the Board of Delegates. The Treasurer shall have custody of the funds of the Association and shall be responsible for the receipt and disbursement of funds subject to the instructions of the Board of Delegates.

Change to:

Section 5.5 – The Treasurer of this Association may, but need not be, a member of the Board of Delegates. The Treasurer shall have custody of the funds of the Association and shall be responsible for the receipt and disbursement of funds subject to the instructions of the Board of Delegates. The treasurer shall develop an annual budget in coordination with the executive committee; and provide delegates and members of the executive financial statements compared to the budget and a balance sheet of the association quarterly.

Passed - Section 5.9 -The Executive Secretary shall, at the direction of the Executive Committee, make editorial changes to the by- laws and fleet policies to ensure continuity in the Yearbook

Change to:

Section 5.9 – The Secretary or if designated, the Executive Secretary, shall at the direction of the Executive Committee, make editorial changes to the by-laws and fleet policies to ensure the web site is up to date and for continuity in the Yearbook.

Add

Passed - Section 5.10 – The executive board may, if deemed necessary, take disciplinary action against a member, delegate, or handicapper upon a majority vote of the board. Action may include suspension or revocation of membership. If disciplinary action is deemed necessary by a member of the board against another member of the board, a resolution may be drafted to be reviewed by the delegates. The resolution must include the recommended action (e.g., suspension or removal from the board, suspension or removal from membership), and reasons for the recommendation. The board of delegates, once informed has 30 days to adopt the recommendation, offer an alternative recommendation, or form a committee of delegates/ex board members to review and make a recommendation to be voted on by the delegates. If no action has been taken in 30 days, the recommended action will be deemed accepted.

Passed - Section 7.3 – The Executive Secretary shall maintain a list of handicaps and valid certificates for sailboats rated by the Board of Handicappers which shall be kept current, updated and published on the Association website.

Change to:

Section 7.3 – The Secretary, or if designated, the Executive Secretary shall maintain a list of handicaps and valid certificates for sailboats rated by the Board of Handicappers which shall be kept current, updated and published on the Association website.

Mayo Tabb, delegate from FBYC brought a motion to direct how roller furling credits were to be administered by the handicappers.

Passed [as amended]

Proposed rule:

17. Requirements for Roller Furler (RF) Credit

1. The RF genoa/jib must be tacked above the RF drum and have the head (or pennant) secured to the bottom of the upper swivel at all times while racing except while changing the genoa/jib.
2. RF headsails must be constructed totally of woven Polyester (Dacron) material exclusive of reinforcing head/clew/tack/reef material and all RF sails must have a 4.0 oz minimum woven UV cover present on both the leech and foot.
3. The roller furling headsail, once hoisted, shall not be changed during a day, race, series, or regatta, unless conditions warrant use of heavy weather sail. If conditions during a race have warranted the use of a heavy weather sail, when these conditions have abated, it is permissible to hoist the standard RF headsail for that sailboat.
4. If second jib or genoa is flown, it need not conform to 17.2, but shall never be flown without the roller furling jib or genoa set and flown during downwind legs.

Passed [as amended]

The only remaining issue is what to do about existing sails built prior to 1/1/2020 with RFA credits.

Below are three possible solutions:

1. They receive no credit as they have in the past
2. The owner shall submit the construction detail to his handicapper and the handicapper board shall adjust credit from 0 to 9 seconds based on observed performance
3. Sails built before 1/1/2020, that receive and RF credit, conforming to “RF headsails may be constructed of any material, but laminated sails must be protected by continuous woven taffeta skins on both sides, and all RF sails must have a 4.0 oz minimum woven UV cover present on both the leech and foot.” Shall receive a RFA credit up to 9 seconds.

Class splits

The discussion on class splits was tabled. Both NB and SB will use 2019 class splits as published unless amended and communicated prior to February 15th.

The nominated slate of officers was approved:

President – Marc Briere
NB VP – Roger Coney
SB VP – Leroi Lissenden
Secretary – Glenn Harvey
Treasurer – Jim Raper

Meeting adjourned 3:20pm.

2019 Annual Board of Delegates Meeting Agenda

December 7th, 2019

Fredericksburg Hospitality House Hotel and Conference Center
2801 Plank Road
Fredericksburg, VA 22401
540.736.1006

10:00		Check-in - Coffee
10:30		Call to Order, Roll Call
10:45		Officer Reports
12:00		US Sailing Report
12:30		Lunch
13:30		Old Business
14:00		New Business
15:00		Election of Officers
15:30		Adjourn
		By-laws as amended
		Fleet Policies as amended
		CR Guidelines

Reports

Presidents Report

Presidents Letter to PHRF

PHRF faces many challenges today

Declining race entrants

Competing rating formulas

Lack of volunteers

Organizational Inertia

While we have listened to our members and our USSailing representative, the Circular Random rating is only after 3 years finally being published, next year. This has created problems with our customers – the racers. Lack of volunteers means we often are wearing too many hats. I have been guilty of that and not been as effective as I hoped. Marc takes over and he will need assistance to continue the momentum, but he is also the Commodore of his own club. I have noticed that past presidents seem to fade away to never be seen again, but should Marc need help all he has to do is ask and having been in his shoes I know I can help. This is a win-win situation for PHRF. The VPs need to step up and assist Marc.

ORR and CRCA representatives have tried to make inroads to PHRF, but for the money, observed performance and honesty of our rating boards is a much better alternative to any other rating system in us for the weekend racer.

Organizational inertia:

While in know Marc is going to take this on again, I offer up the following recommendations from my previous time as a VP and during this present period:

1. Rating boards should be composed of an Odd number of personnel, and the VP should be included in the voting. (Presently the VP does not get a voteP
2. Rating boards should select an “at random” member of the sailing community to review our process during each meeting
3. New rules always seem to arise the week before agendas go out, there should be a delegate meeting in person, web or phone conference in early august to set what the delegates want to see in the agenda. This year was no exception.
4. We need to include cruisers and recognize the equipment they carry. Old Point Comfort Yacht Club recognizes this and gets people out on the race course and while not perfect, closes the gap between those that have the means to prep their boat, while others do not. This serves to keep people from participating.
5. Too many races – The racing season on the Chesapeake runs from March to October, roughly 28 weeks. One year in that 28 weeks I participated in over 80 races. While my level of commitment does not go that far anymore, I draw a parallel to Eastern Long Island were a race every two weeks often draws over 80 participants, this includes such races as Off Soundings and the Whitebread.
6. PHRF works well when the ratings are close, presently I sail in a single class against boats that rate over 50 secs from me, while I can beat them it takes huge mistakes on their part and luck on mine. There is an item on the agenda to change the splits to allow B and C fleets to be combined. This is a failure as we are a fleet, and that any OA that wants to change the rules needs to ensure it is in accordance with our guidelines. This has also generated 2 protests against PHRF last year. When I was a member of C Fleet in the Southern Bay, we had 7-10 boats on the line all within 168-177 and it was some of the hardest best races I have ever been in. If we change splits, we need to ensure we know why are member are not racing.

PHRF presently has over 900 certificates active, I have raced one design, ORC and while One Design is awesome in knowing exactly how you are doing, ORC ratings done properly are expensive, and ORR is too. While ORR offers and EZ rating but again this does not correctly rate what you do, and they want to be “like PHRF”.

I have enjoyed meeting and working with you all

See you on the water

Thanks
John Blais

NB Vice-President

Annual Report

Roger Coney, VP, Northern Bay

Once again, this year has been a busy one.

We began using our new certificate system more effectively, greatly decreasing the manual labor needed to issue certificates. They are now being issued as we rate or renew ratings for boats, making the elapsed time from application to issuance much shorter. Kudos to our Northern Bay handicappers led by Dan Trammel for making much improved use of the system. I look forward to him continuing in this role this coming year.

We still face some challenges in the data and will be reviewing each boat we issue a certificate for consistency and correctness of the data. Some of the problems are those we can better control with improved data entry and constraints on what can be entered. I will be working with our developer to implement these requirements. There are also some nagging bugs in the system and some data structure bugs that I will be addressing this coming year.

Another of the challenges we continue to face is to improve the support to handicappers in the handicapping process, which is unnecessarily encumbered currently. I have been collecting requirements to support the rating process as well as improve the site in general and will be working with our system vendor to implement these changes. Although many of these are hidden to our members, they will improve the speed, accuracy and consistency of the ratings, which now are controlled manually through the considerable effort and talent of our handicappers. I believe we can develop a system that will be superior in its ability to fairly and consistently support developing handicaps and create complete consistency in their application.

With the new system, we faced a loss of the software to compute High Point and PHRF distance scoring for the northern bay. This resulted in the need to calculate scores manually for the northern bay while continuing to use the legacy approach for the southern bay. Thanks to John Blais for taking on this challenge and adding the northern bay to the southern bay scoring. Automating these and integrating the scoring with existing software used to score individual regattas will take some effort but will improve our abilities to perform this function.

Another challenge we faced is the roll out and increasing use of the CR ratings and ToT scoring. As use of these increased, I found myself checking NOR's for specifying their use and entries to check that competitors were using the correct rating. We continue to analyze the effectiveness of the CR ratings and need to continue to analyze its effects. Improved collection of results from regattas will help.

We also continue to face procedural and policy/procedure related challenges. These continue to be inadequate. I am recommending some changes this year and will continue to develop a more complete policy and procedure that can be added to the fleet policies and if needed recommend future bylaw changes.

I also want to see if other rating systems are proving more accurate. The better a boat is prepared and sailed, the better its results and the better it achieves its theoretical speed whether predicted by a VPP or observed performance-based handicapping system. No system is perfect, including those that are more "scientific". We continue to need to be able to compare the results from PHRF ratings compared to other systems and classifications, particularly those that use variable ratings/scoring based on different conditions. Seeing more boats dual scored will help as will enhancing our system and obtaining results from regattas will enable us to perform comparisons and will ultimately improve the sports ability to remain fair and hopefully encourage participation. This will take enhancements to our system and working with regatta management software vendors.

PHRF continues to be the largest fleet on the bay and often is the largest class in regattas. This is great recognition of our continued success.

I look forward to continuing in my role as VP of the Northern Bay and as system's manager this coming year. Best wishes for a successful 2020 racing and sailing season.

Roger Coney
VP, Northern Bay

NB Chief Handicappers Report

Northern Bay Chief Handicapper, Dan Trammell

The Northern Bay Board of Handicappers held monthly meetings from February through October and issued rating certificates for all boats under our jurisdiction. Early in the year we transitioned from the secretary issuing the certificates to the chief handicapper issuing the certificates. This made the process more efficient by reducing one layer of communication.

Two of our main objectives for the year were to issue certificates more timely and with greater accuracy. Essentially all certificates were issued on a monthly basis unless there was some problem with the application requiring more information. We tried to handle all our applications at our regular meetings rather than by email so as to have the input of all handicappers. There were a few situations where the renewal of a known boat was given on short notice to enable the member to race in a particular regatta where the input of all handicappers was not required.

As you probably know errors have crept into our data and certificates over the years. As the handicappers find those errors in the certificates that are up for renewal, we are correcting them when issuing the new certificates. On occasion we find errors in part of an entire class and have corrected them even when they are not up for renewal by issuing new certificates to those boats where the errors are found. This is an ongoing process and will continue in 2020. We have also added some items that are printed on the certificates that are more representative of specific handicap points such as credit for furling mainsails.

We are gaining more confidence in our circular random (CR) ratings as more results come in and will continue to make adjustments where needed. These ratings are intended to be used on all races that are not windward-leeward races and are being more widely used by our race organizers. We intend to publish on the PHRF website the guidelines we are using. Note that these are guidelines only and some boats will fall outside those guidelines based on actual or potential performance.

It has been my honor to be a member of the Northern Bay Board of Handicappers and to serve as the chief handicapper and chair the monthly meetings where numerous data points are considered in the process of issuing fair and reasonable ratings for the fleet. We hope to continue that high standard in the coming year.

Dan Trammell,
Chief PHRF Handicapper
Northern Chesapeake Bay

SB VP Report

SB Chief Handicappers Report

2019 was a solid year for PHRF in the Southern Chesapeake Bay. Our team of Handicappers works to stay informed about what is happening on the Chesapeake Bay. In 2020 we approved some new boat ratings and addressed appeals.

CR ratings

Most appeals resulted in refinement of Circular Random Ratings based on observed performance. These appeals were both owner submitted and Handicapper appeals. Such adjustments to the CR ratings is what was expected to occur after we set target CR numbers based on a simple algorithm. As the years move forward, we will have more boats deviate from the algorithm calculated CR rating as observed performance leads to better CR ratings. I want to encourage Delegates to work with their Race Organizing authority and Race PROs to utilize the CR ratings when they cannot move marks to maintain a Winward Leeward alignment. I believe following this simple rule to separate W-L and CR courses will help create data that can be used in appeals to refine PHRF ratings.

Modern asymmetric and code sails

In 2019, PHRF of the Chesapeake held a "Sail Summit: in Annapolis. I want to thank the Sailmakers who attended as it included a good range of experience on the Chesapeake Bay. We listened to ideas and had discussions that generated ideas and considerations. The goal Incorporate these sails into PHRF of the Chesapeake ratings correctly. For instance, a light 40' racing yacht will get rating adjustment to recognize the speed benefit of the sail while a 40' cruising yacht who sees no speed benefit but recognizes an improved sailing experience should not get a rating adjustment. The benefit to PHRF, sailing becomes more fun in the 40' cruiser increasing participation on the water.

The handicappers are looking at the results of the sail summit and will implement rating adjustments as a set of "Forward Sail Guidelines" are agreed to. We will share these "Forward Sail Guidelines" so owners and sailmakers can make smart decisions about what sails to purchase and be able to better predict how these decisions will affect a boat's rating. Completing the "Forward Sail Guidelines" is in my 2020 goals.

Roller Fulling Guidelines

The Handicappers have been discussing the roller during guidelines. I think there are ways to clarify to guidelines that need to be rewritten based on the new sail cloths being developed for racing and cruising sails. I believe PHRF of the Chesapeake need to start capturing the distance along the head stay that the sail tack point is above the deck. I am lobbying for this dimension be added to the PHRF of the Chesapeake application.

PHRF of the Chesapeake Website

I want to compliment the Delegates on their support of the creation and continued refinement of the PHRF of the Chesapeake Website. It is a good tool. We are continuing to work through Jim Raper to have the site improved. In 2020 we are working to get a report with dimensions in decimal feet compared to feet and inches to reduce external processing to perform calculations and boat comparisons. We will likely find other items to upgrade so please continuing funding that effort.

Again, thank you for your support

Respectfully Submitted,

Alan Bomar

Chief handicapper Southern Bay

11-29-2019

Secretary/ Treasurer's Report

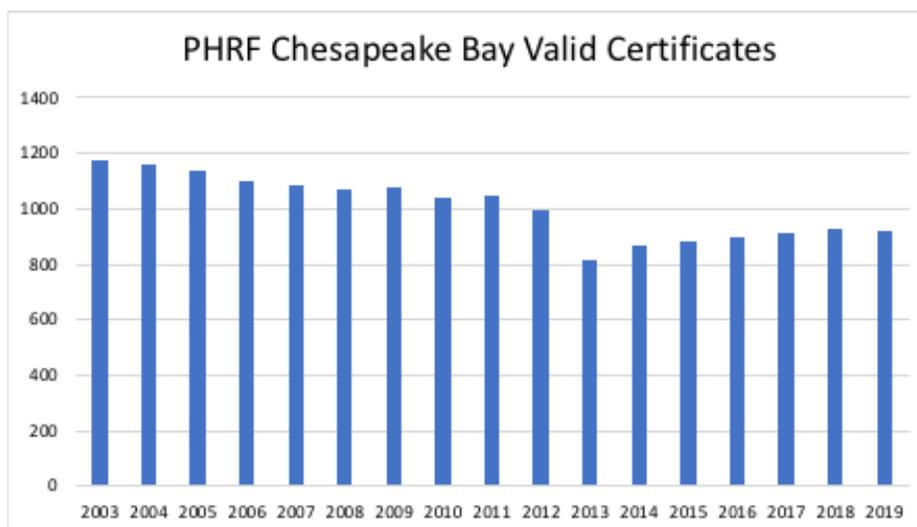
	January	February	March	April	May	June	July	August	September	October	November	December	Total	Budget	Variance
Applications	28	39	126	87	61	24	23	22	9	8	4	-	431		
Stripe Income	830.00	1,245.00	4,245.00	2,970.00	2,065.00	810.00	875.00	760.00	330.00	275.00	145.00	-	14,550.00	17,200.00	2,650.00
Stripe Fees	32.56	47.96	162.03	112.40	78.31	30.74	32.29	28.68	12.28	10.39	5.41	-	553.05	688.60	135.55
Joint Handicappers Meeting															
NB Meeting	340.49	372.23	389.19	370.27	436.95	378.09	231.66	274.43	407.95	362.27			389.19		(389.19)
SB Meeting	635.21		395.02	486.52				523.86		643.89			3,569.36		(3,569.36)
													2,289.48		(2,289.48)
													6,248.03	5,000.00	(1,248.03)
PO Box			234.00					25.50					259.50	198.00	(61.50)
US Sailing			475.00										475.00	475.00	-
Headway Consulting	270.00	295.00	370.00	420.00	545.00	295.00		1,495.00	295.00	320.00	445.00		4,750.00		(4,750.00)
Headway Development		2,000.00	2,000.00		1,520.00								5,520.00		(5,520.00)
Hosting		32.97	23.70	8.71	41.68	8.71	8.71	41.68	8.71	8.71			183.58		(183.58)
													10,453.58	9,500.00	(953.58)
Annual Meeting														1,000.00	1,000.00
National Meeting														2,000.00	2,000.00
CBYRA Greenbook														175.00	175.00
Insurance														1,250.00	1,250.00
Check															
Trophies				2,157.06									2,157.06	6,000.00	3,842.94
Chesapeake Offshore									900.00				900.00		(900.00)
	(448.26)	(1,503.16)	196.06	(584.96)	(556.94)	97.46	602.34	(1,629.15)	(1,293.94)	(1,070.26)	(305.41)	-	(6,496.22)	(9,086.60)	(2,590.38)
Savings	28,093.13	28,094.08	28,094.51	28,094.99	28,095.42	28,095.93	28,096.39	28,096.87	28,097.34	28,097.79	28,098.28				
Interest	0.46	0.49	0.43	0.47	0.43	0.50	0.46	0.47	0.47	0.44	0.49		5.11	15.00	
	75,455.19	75,006.93	73,699.83	73,114.87	72,557.93	72,655.39	73,257.73	71,628.58	70,334.64	69,264.38	68,958.97				
Cash on Hand	103,548.32	103,100.52	101,794.34	101,209.86	100,653.35	100,751.32	101,354.12	99,725.45	98,431.98	97,362.17	97,057.25	-			

2019 PHRF Chesapeake Bay Budget

	2019 Actual	2019 Budget	Variance	2020
Applications	431			634
Stripe Income	14,550.00	17,200.00	2,650.00	24,000.00
Stripe Fees	553.05	688.60	135.55	960.00
Joint Handicappers Meeting	389.19		(389.19)	400.00
NB Meeting	3,569.36		(3,569.36)	4,000.00
SB Meeting	2,289.48		(2,289.48)	2,500.00
	<u>6,248.03</u>	<u>5,000.00</u>	<u>(1,248.03)</u>	<u>6,900.00</u>
PO Box	259.50	198.00	(61.50)	200.00
US Sailing	475.00	475.00	-	475.00
Headway Consulting	4,750.00		(4,750.00)	5,000.00
Headway Development	5,520.00		(5,520.00)	2,500.00
Hosting	183.58		(183.58)	200.00
	<u>10,453.58</u>	<u>9,500.00</u>	<u>(953.58)</u>	<u>7,700.00</u>
Annual Meeting		1,000.00	1,000.00	1,000.00
National Meeting		2,000.00	2,000.00	2,000.00
CBYRA Greenbook		175.00	175.00	175.00
Insurance		1,250.00	1,250.00	1,250.00
Trophies	2,157.06	6,000.00	3,842.94	4,000.00
Endowment	900.00		(900.00)	4,000.00
		<u>(9,086.60)</u>		
	<u>(6,496.22)</u>		<u>(2,590.38)</u>	<u>(4,660.00)</u>

Secretary / Treasurer Report

- Valid certificates are down by ten – from 929 in 2018 to 919 in 2019.
- With the distribution of 2yr and 1yr certificates, 2019 was the ‘light’ year. On a two-year cycle, PHRF Chesapeake Bay should expect revenues of about \$35,000.
- We have cash assets of approximately \$100,000. Currently those assets are located at M&T Bank either in a checking or savings account. Approximately \$5,000 of the total is a CD with a five-year maturity in 2023.
 - I propose that \$80,000 be used to invest in CantorFitzgerald’s Insured Cash Program.
 - It is a liquid, insured, cash deposit – 1 day minimum deposit
 - CF pays a 2.35% annual yield
 - Creates about \$2,000 increased income annually
 - Roll CD into that upon maturity
- Our expenses are managed and predictable:
 - 30% - handicapper and delegate meetings
 - 50% - web site hosting, application development and licensing
 - 10% - trophies
 - 10% - administrivia
- We authorized and delivered custom development for the application processing system, first implemented for the 2017 season.
 - Most of that functionality provided immediate benefit – expedited processing, correct handicapper identification, prevent spinnaker ratings without spinnaker dimensions, hard stop for boats less than 20’, provisional certification and expedited certification processing, entitlement so that all handicappers can see all applications, download database utility (magic sheet), threaded discussion support.
 - There is additional functionality requiring further specification and a significant ask to convert the database from feet and inches to base ten that has not yet been undertaken.
- Almost all applications were processed via the web app in 2019...<10 manual/paper.



US Sailing Report

2019 Report to PHRF from the US Sailing Representative

As our representative, I attend the monthly US Sailing BOD meetings to hear the latest developments as well as the Annual meetings.

Looking forward, US Sailing continues to support all rating rules, IRC, ORC, ORR, and PHRF. US Sailing still holds the IMS master data files which is the overall “gold Standard” of measurements for most of the world’s race boats prior to 2005. There is an initiative to compare/update the ORR files to ensure consistency of current measurements used to calculate ratings. I am not aware of any direct collaboration with ORC but they have access to these files through the settlement with US Sailing. A separate set of measurement files exists for PHRF boats and was last vetted to the IMS master file in 2007. I have a hard copy of both the last “official” US Sailing PHRF file and the last IMS master file. At some point we should probably consider if it is worthwhile to have these scanned into a searchable electronic file. The downside is they have no new data since 2007 and to be reliable, the electronic file would need to be line by line vetted to ensure the scan integrity.

I rolled off the Chair of the US Sailing PHRF Committee this year and that function has now been absorbed under the US Sailing Offshore Committee. There has been little follow-up in the “Reference Rating” concept other than it continues to be published. The last time it was used was in conjunction with the Annapolis to Newport PHRF Consortium. PHRF continues to be a strong player at the local and regional level. The largest class of racing at Block Island Race Week this year was the PHRF class, split into a Windward-Leeward Fleet and a Pursuit Racing Cruising fleet.

US Sailing noted that the rate of expansion of the measurement rules has slowed in the past few months; however locally Annapolis YC has used ORC the past two years for their Fall Series and plans to offer either an ORC Class or dual scoring in ORC for Wednesday night racing next year. ORC has announced that the ORC World Championship will be held in Newport in October of 2020 which is expected to perk interest in ORC. ORC had one big boat and one sportboat class at Charleston race week this year and may expand to as many as three classes (two big boat and the sportboat classes) for 2020.

US Sailing now has a Compliance and Diversity Manager with the goal of inclusiveness as well as maintaining the Safe Sport Arena (i.e. free of drugs, and sexual, gender or racial harassment). The Safe Sport initiative is now a Federal requirement and all race officials (Race Officers, Judges, Umpires and selected Race Organizers) are mandated to take and pass a “Safe Sport” course and some, depending on level of contact with minors, must pass a background check as well. US Sailing will be picking up the cost of the background check.

World Sailing had their annual meeting at which the Olympic Equipment (i.e. boats) for 2024 was ratified and the 2028 Equipment, including Kites and a 2-person offshore “big boat” overnight race set (but not finally approved). A number of structural and governance changes were passed. There will also be a new rulebook revision coming out following the Olympics in 2020 and there were many submissions for rule changes based on the experience over the last 4 years since the previous update following the 2016 Olympics.

In other news, Bjorn Johnson, chair of ORA, the overall sponsoring body for the ORR rule (used by CRCA in the Chesapeake) died of a sudden heart ailment and Dan Nowlan, former head of the Offshore Office for US

Sailing has stepped in as technical advisor while several other folks have split the fundraising and PR jobs until a new ORA Chair can be named. No interruption in ORR administration is expected.

The future of offshore racing continues to be a major topic of discussion among STC, NYYC and St. Francis with input from AYC and other interested clubs. "Big boat" racing continues to be stronger in LIS, Newport, Lake Michigan and SOCAL areas than in the Chesapeake, NOCAL and the South in general. I remain "plugged in" to these discussions and will continue to report as I gain information.

Respectfully submitted,

Bruce Bingman,
PHRF US Sailing Representative

Old Business

Mike Mullarkey

Review of ToT discussion from last year's delegate meeting

New Business

Craig Saunders

High Point Awards determination – balance with regard to W/L vs. CR, and bonus points.

Roger Coney:

Fleet Policies:

Replace 2017 PHRF Fleet Policies with 2020 PHRF Fleet Policies

Proposed changes to Fleet Policies

Remove:

This rule conflicts with “we only rate self-righting monohulls”.

We have also stated that we do not rate multihulls.

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

Replace:

Equipment. PHRF assumes that the boat is equipped to race. It does not attempt to rate a partially equipped boat, or a boat which differs from others in its class, in that it is unusually heavy, out of balance, or has unusual windage (as from a dinghy on davits). However, if the basic hull and rig differ from others in its class, it may be rated uniquely. All sailboats receiving a PHRF certificate shall meet the Special Regulations for Safety Requirements of PHRF of the Chesapeake category CB or NS and have an owner signed compliance certificate on board while racing. One Design Ratings (ODR) will only be provided to CBYRA recognized One Design Classes. In the event that the applicable class rules for a CBYRA recognized one-design class conflict with these regulations, the class rules shall take precedence. If the class rules defer to local safety regulations as prescribed in the Sailing Instructions, the CB (or NS as applicable) regulations shall be used and take precedence.

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

With:

PHRF assumes that the boat is equipped to race. It does not attempt to rate boats for a particular equipment class or determine the equipment required to race in a particular race. Equipment requirements are determined by the Organizing Authority of a race or regatta. PHRF assumes no responsibility for the safe equipping or operation of a vessel.

Remove:

Classes

... Individual class boats normally are not rated more than 6 seconds from the base handicap. Affirmative evidence of actual boat performance in competition is required to secure a greater deviation from base....

Add to:

Courses.

PHRF rating Valid (spinnaker and non-spinnaker) ratings are intended to be applied to daytime closed course races and some offshore and overnight races where there is a balance of windward and leeward legs. The system works well, provided wind conditions affect all boats equally. The Circular Random (spinnaker and non-spinnaker) ratings are intended for a mixture of conditions with windward, leeward, and reaching legs are included. Results from such races that do not permit changing headsails are ignored when setting PHRF handicaps.

Handicap Ratings.

Should we change: the smallest increment of performance used for rating is 3 sec/mile to 1 sec/mile

Change: Boats are rated for use with large or small headsails, with 155% of LP being the dividing line. Once a boat is rated with a large headsail (over 155%) this rating must be used, even though wind conditions may preclude use of the sail. If a boat's design is such that it cannot fly a headsail, or spinnaker, it will be rated in relation to the performance of other boats in a non-spinnaker configuration. A skipper may not change his rating by choosing a different headsail more often than once during the CBYRA high point racing season (as determined by the Green Book schedule for the year). In addition to this change, a skipper is allowed to change the sailboats rating once for the "Frostbite" season (outside of the CBYRA high point racing season) to a different headsail configuration.

To: Boats are rated for use with various size headsails according to the handicapping guidelines. Once a headsail size is declared, this rating must be used, even though wind conditions may preclude use of the sail. A skipper may not change his rating by declaring a different maximum headsail size more often than once during the CBYRA high point racing season (as determined by the Green Book schedule for the year). In addition to this change, a skipper is allowed to change the sailboats rating once for the "Frostbite" season (outside of the CBYRA high point racing season) to a different headsail configuration.

Handicapping Highlights: Add the phrase "One Design" in front of "Class"

Roger Coney:

Proposed Changes to the PHRF Bylaws

Section 5.2 – The President of the Association shall be selected from among the membership of the association and subject to the board of Delegates, shall be the Chief Executive Officer of the Association, shall preside at meetings of the Board of Delegates and shall have other duties as may be assigned to him/her by the Board of Delegates.

Add

The President shall oversee the development and maintenance of the Association's administrative Policy and Procedures for the operation of the Association. These will include position descriptions and roles of the Executive Board and functions to be performed by, or at the direction of the board. This will include proposed changes to the bylaws, fleet policies, and handicapper policies, information systems/web site, etc. These Policies and Procedures will be approved by the delegates prior to implementation/changing by annual or other special meeting.

Explanation – currently we have incomplete, inconsistent and scattered Policies and Procedures. The goal of this change it to formally develop and evolve a comprehensive, unified P&P. This will require effort and participation of delegates and other volunteers but will result in a better-defined organization and improved operation. It will also,

hopefully, enable new delegates, handicappers, Ex Board and members to understand, and make improvements to the value of the organization

Section 5.5 – The Treasurer of this Association may, but need not be, a member of the Board of Delegates. The Treasurer shall have custody of the funds of the Association and shall be responsible for the receipt and disbursement of funds subject to the instructions of the Board of Delegates.

Change to:

Section 5.5 – The Treasurer of this Association may, but need not be, a member of the Board of Delegates. The Treasurer shall have custody of the funds of the Association and shall be responsible for the receipt and disbursement of funds subject to the instructions of the Board of Delegates. The treasurer shall develop an annual budget in coordination with the executive committee provide members of the executive financial statements included income and expenses compared to the budget and a balance sheet of the corporation quarterly.

Section 5.9 -The Executive Secretary shall, at the direction of the Executive Committee, make editorial changes to the by- laws and fleet policies to ensure continuity in the Yearbook

Change to:

Section 5.9 – The Secretary or if designated, The Executive Secretary shall, at the direction of the Executive Committee, make editorial changes to the by- laws and fleet policies to ensure the web site is up to date and for continuity in the Yearbook.

Add

Section 5.10 – The executive board may, if deemed necessary, take disciplinary action against a member, delegate, or handicapper upon a majority vote of the board. Action may include suspension or revocation of membership. If disciplinary action is deemed necessary by a member of the board against another member of the board, a resolution may be drafted to be reviewed by the delegates. The resolution must include the recommended action (e.g., suspension or removal from the board, suspension or removal from membership), and reasons for the recommendation. The board of delegates, once informed has 30 days to adopt the recommendation, offer an alternative recommendation, or form a committee of delegates/ex board members to review and make a recommendation to be voted on by the delegates. If no action has been taken in 30 days, the recommended action will be deemed accepted.

Section 7.3 – The Executive Secretary shall maintain a list of handicaps and valid certificates for sailboats rated by the Board of Handicappers which shall be kept current, updated and published on the Association website.

Change to:

Section 7.3 – The Secretary, or if designated, the Executive Secretary shall maintain a list of handicaps and valid certificates for sailboats rated by the Board of Handicappers which shall be kept current, updated and published on the Association website.

Mayo Tabb

Proposed revision to RFA Genoa credit

Rev 3 – 12/4/19

The current RFA credit for Genoas was originally designed to help cruising boats that sailed with general purpose Dacron genoas that were decidedly lower in performance to racing sails. As sailmaking technology improved we expanded the definition to include any material as long as it had a woven surface simulating Dacron. Sail material has advanced and now we have sailmaker requesting non-woven surfaces and fiber construction such as North's Nordac 3di be included. Basically, the difference between a pure race sail and these new surfaces is almost non-

existent. If we allow these new constructions to get the RFA we create a loophole where a near pure racing sail will qualify for the RFA with the one sail section being the only limitation.

We need to go back to basics and give the credit which should be 9 seconds for pure woven Dacron sail and all other constructions would not receive the credit.

The current rule is:

1. 17. Requirements for Roller Furler (RF) Credit

1. The RF genoa/jib must be tacked above the RF drum and have the head (or pennant) secured to the bottom of the upper swivel at all times while racing except while changing the genoa/jib.
2. RF headsails may be constructed of any material, but laminated sails must be protected by continuous woven taffeta skins on both sides, and all RF sails must have a 4.0 oz minimum woven UV cover present on both the leech and foot.
3. The roller furling headsail, once hoisted, shall not be changed during a day, race, series, or regatta, unless conditions warrant use of heavy weather sail, as defined by section 4.26 of the special regulations for safety requirements. If conditions during a race have warranted the use of a heavy weather sail, as defined by section 4.26 of the special regulations for safety requirements, and during the course of the race these conditions have abated, it is permissible to hoist the standard RF headsail for that sailboat.
4. If second jib or genoa is flown, it need not conform to 17B, but shall never be flown without the roller furling jib or genoa also set

The proposed new rule would be:

1. 17. Requirements for Roller Furler (RF) Credit

5. The RF genoa/jib must be tacked above the RF drum and have the head (or pennant) secured to the bottom of the upper swivel at all times while racing except while changing the genoa/jib.
6. RF headsails must be constructed totally of woven Polyester (Dacron) material exclusive of reinforcing head/clew/tack/reef material and all RF sails must have a 4.0 oz minimum woven UV cover present on both the leech and foot.
7. The roller furling headsail, once hoisted, shall not be changed during a day, race, series, or regatta, unless conditions warrant use of heavy weather sail, as defined by section 4.26 of the special regulations for safety requirements. If conditions during a race have warranted the use of a heavy weather sail, as defined by section 4.26 of the special regulations for safety requirements, and during the course of the race these conditions have abated, it is permissible to hoist the standard RF headsail for that sailboat.
8. If second jib or genoa is flown, it need not conform to 17B, but shall never be flown without the roller furling jib or genoa also set

The only remaining issue is what to do about existing sails built prior to 1/1/2020 with RFA credits. Below are three possible solutions:

4. They receive no credit as they have in the past
5. The owner shall submit the construction detail to his handicapper and the handicapper shall issue a credit from 0 to 9 seconds based on observed performance
6. Sails built before 1/1/2020 conforming to "RF headsails may be constructed of any material, but laminated sails must be protected by continuous woven taffeta skins on both sides, and all RF sails must have a 4.0 oz minimum woven UV cover present on both the leech and foot." shall receive a RFA credit up to 9 seconds.

Pat Seidel

- Class Splits – specifically move PHRF B split to 99 – 145
- Have the handicappers leverage the power of ORR in developing and adjusting ratings...separate email, suggest moving to handicappers meeting in March.

Greg Cutler (**REVISÉD**)

SB, IV South Splits - unchanged
PHRF A – up to 109
PHRF B – 110 – 163
PHRF C – 164 and up
PHRF NS - All

New Officers

Slate of Officers:

President – Marc Briere
NB VP – Roger Coney
SB VP – Leroi Lissenden
Secretary – Glenn Harvey [change]
Treasurer – Jim Raper

Appointees:

NB Chief Handicapper – Dan Trammell
SB Chief Handicapper – Alan Bomar
Technical Committee Chair – Bruce Bingman
Industry Technical Committee Chair - TBD

PHRF of the Chesapeake By-Laws

Last amended: November 4th, 2017

Article I - Name

Section 1.1 - The name of this Association shall be PHRF of the Chesapeake, Inc.

Article II - Objectives

Section 2.1 - 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.

Section 2.2 - The Association shall promote the sport of PHRF racing of sailing yachts by following fleet policies that have been approved and adopted by the Board of Delegates.

Article III - Members

Section 3.1 - Any person, representing themselves, a syndicate, or an organization, who is the owner or charterer of a sailboat principally berthed, or raced, is eligible for membership in this Association. Only owners, or charterers, who are members of CBYRA, or a club belonging to CBYRA, are eligible to hold office in this Association. Membership applications must be provided in writing on the current year application form approved by a Chief Handicapper and the Executive Committee.

Section 3.2 - Non-Certificate Member Any person who is a member of CBYRA or a club belonging to CBYRA and who has held a PHRF certificate for five years is eligible for membership in this Association upon written application in form approved by a the Executive Committee.

Section 3.3 - Any person may apply for Associate Membership to PHRF of the Chesapeake. This category is for people who wish to belong to PHRF of the Chesapeake and receive its publications, excluding valid lists, but do not own a sailboat that qualifies for membership under the rules of PHRF of the Chesapeake. Associate Members may not hold office in PHRF of the Chesapeake, do not count toward total membership for voting, and may not represent clubs as Delegates.

Article IV – Board of Delegates

Section 4.1 - Management of the affairs of this Association is vested in a Board of Delegates which shall have full power to effectuate the purposes of this Association and to take such actions and adopt such Rules, not inconsistent with these By- Laws, as it may deem necessary or desirable for the furtherance of the purposes of this Association.

Section 4.2 - Each club having at least five members of the Association among its membership shall be entitled to appoint one member of this Association to serve as a member of the Board of Delegates. Such appointments shall be made by election by Association members belonging to each club or in the absence of such election, by the Commodore of the club whose members the Delegates is to represent.

Section 4.3 - Each Delegate shall serve at the pleasure of the club which appointed him/her and any club shall have the power to remove its Delegate with or without cause and to appoint a successor in the case of a vacancy caused by such removal or by any other reason.

Section 4.4 - The Board of Delegates shall meet at least annually in order to manage the affairs of the association. This meeting can include the use of teleconferencing to facilitate participation by delegates. Time and place of each annual or special meeting shall be fixed by the President or Vice

Presidents. No less than ten days written notice of the time, place and teleconferencing of each meeting shall be given to all members of the Board. Any delegate may waive notice of any meeting by written instrument signed before or after such meeting. Special meetings of the delegates to a region or to a sub-region may be called by the President to conduct business matters which affect only the particular region or sub-region. Management of the affairs of the Association and adoption of Association changes can occur using collaboration tools, internet technologies, and collaboration techniques provided the entire board is included in the communications and all votes are properly accounted for and recorded for all decisions.

Section 4.4.1 - The delegates representing a particular region, or sub-region, are required to approve changes in the Class Splits for that region or sub-region prior to the next racing season. Proposed changes in the Class splits will be announced to the membership and published on the Association web site 30 days in advance including rationale for the change to allow for membership input/feedback shall require a simple majority of the Class, Region, or Sub-region to be enacted. Proposed changes in class splits at a Class, Regional, or Sub-Regional meeting and NOT PREVIOUSLY ANNOUNCED to the membership as described above shall require a Super (2/3) Majority to be enacted. All efforts will be made to ensure membership is aware of proposed changes prior to votes and enactment. There shall be no changes to the PHRF class splits for any region after 15 February of the year for which the changes are proposed.

Section 4.4.2 - The Executive Committee may 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.

Section 4.5 - At meetings or collaborative decisions of the Board of Delegates each Delegate shall have a number of votes equal to the number of members of this Association belonging to the club which appointed him/her. Delegates representing a majority of the total number of such votes shall constitute a quorum for the transaction of business and the affirmation approval of a majority of the quorum present shall be necessary for the approval of any resolution or the taking of any action. Any delegate unable to attend a meeting or collaboration may appoint (in writing) another member of the Association to act as his/her proxy at the meeting. The Board may also act without a meeting by written instrument signed by all members of the Board.

Section 4.6 - The Vice-Presidents of this Association shall represent and vote as Delegates for all sailboats registered with Chesapeake Bay Yacht Racing Association as their club. Vote will be on the basis of regional location.

Article V - Officers

Section 5.1 - The officers of this Association shall consist of a President, Vice President, Secretary, and Treasurer, who shall be elected from among the membership of the Association by the Board of Delegates at its annual meeting and shall serve without compensation for the ensuing Year, except that any officer may be removed by the Board of Delegates at anytime with or without cause. The immediate past President shall continue to serve as an officer of the Association until the term of the current president expires. Vacancies shall be temporarily filled by the Executive Committee and shall be permanently filled by the Board of Delegates either at the Annual Board of

Delegates meeting or a Special Meeting called by the President or a Board collaboration. No person shall hold more than one office at the same time except that one person may hold the offices of Secretary and Treasurer.

Section 5.2 - The President of the Association shall be selected from among them membership of the association and subject to the board of Delegates, shall be the Chief Executive Officer of the Association, shall preside at meetings of the Board of Delegates and shall have other duties as may be assigned to him/her by the Board of Delegates.

Section 5.3 - Two Vice Presidents of the Association shall be selected from among the membership of the association: one from Region IV and one from the remaining regions as defined by CBYRA. They shall assist the President in the performance of his/her duties, shall preside in his/her absence and shall have other duties as may be assigned to him/her by the Board of Delegates or the President.

Section 5.4 - The Secretary of the Association may, but need not, be a member of the Board of Delegates. The Secretary shall administrate and manage the records of the Association. The Secretary shall provide data entry and ensure the accuracy of the membership database. The Secretary shall provide data entry and ensure data integrity of the handicaps assigned to member boats. The President of the Association may also appoint an Executive Secretary who shall assist the Secretary with the keeping of records, the mailing of notices and other correspondence, etc. The Executive Secretary need not be a member of the Association and may be compensated in a manner as the Board of Delegates decides. This compensation shall be reviewed and approved as appropriate but at least annually by the Board of Delegates.

Section 5.5 - The Treasurer of this Association may, but need not be, a member of the Board of Delegates. The Treasurer shall have custody of the funds of the Association and shall be responsible for the receipt and disbursement of funds subject to the instructions of the Board of Delegates.

Section 5.6 - The immediate Past President shall continue to be a member of the Executive Committee. If the immediate Past President does not continue as a member of the Association, this position shall be vacant until election of a new President of the Association. The Past President shall assist new Officers in the transition into their new position, and may have other duties as assigned by the Board of Delegates or the President.

Section 5.7 -The day-to-day decisions affecting the PHRF of the Chesapeake shall lie with the Executive Committee, compose of the President, the two Vice Presidents, the Secretary/Treasurer and the Immediate Past President. Any and all such decisions must conform to the existing by-laws and be subject to approval or modification at a meeting of the Board of Delegates at a meeting or collaboration.

Section 5.8 - Service Fees. The Executive Committee is authorized to establish and administer service fees.

Section 5.9 -The Executive Committee shall make editorial changes to the by- laws and fleet policies to ensure continuity in the Yearbook and Association web site.

Article VI - Handicappers

Section 6.1 - The Regional Vice Presidents shall nominate Chief Handicappers for their respective regions, to be approved by the Executive Committee: one from Region IV and one from the remaining regions as defined by CBYRA. If the association cannot appoint two Chief Handicapper positions, one Chief Handicapper will preside over the decisions and activities of boat handicapping boards whether in person or remotely. If a Chief Handicapper chooses not to continue, he shall notify the President at least sixty days before the next Board of Delegates Meeting or collaboration. The Chief Handicapper(s) 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. 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 a meeting or collaboration for review and discussion prior to the Executive Committee decision.

Section 6.2 - The Chief Handicappers shall appoint such numbers of Area Handicappers as may in their judgment be appropriate to handicap member's sailboats, to be approved by the Board of Delegates at the Delegates Meeting or collaboration. Each Area Handicapper so appointed shall be responsible for handicapping the sailboats in a specific area assigned to him/her. The chief handicapper of either region will have the authority to assign replacement handicappers if an individual handicapper is no longer able to serve. 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 Delegates Meeting or collaboration for review.

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 periodically communicate to establish or confirm handicaps for new sailboats located within their Regions, and 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.

Article VII - Handicaps

Section 7.1 - Handicaps shall be based primarily on the performance potential of sailboats. A handicap assigned to a sailboat of a type not previously rated may be based on any data or formula the Area Handicapper deems appropriate, including the measurements of the sailboat as submitted by the applicant or of comparable sailboats. Base handicaps shall be in three-second increments. The Boards of Handicappers will provide documentation 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.

Section 7.2 - Handicaps shall be assigned to sailboats by the Area Handicapper for the area in which the boat is located. If a sailboat 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/her recommendation for a Valid Rating. If the sailboat is a standard class sailboat, 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 documentation describing the information used by the Area Handicapper as the basis for the recommended Valid or Provisional Rating of new or existing yachts.

Section 7.3 - The Executive Committee shall provide data entry, data integrity and quality assurance of the list of handicaps and valid certificates for sailboats rated by the Board of Handicappers which shall be kept current, updated and published on the Association website.

Section 7.4 -Paragraph deleted.

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. Any rating assigned by the Handicappers may be appealed by the member owning the sailboat involved or any other member, therefore full disclosure of the basis for handicap must be maintained on the Association web site and be made available to all members. Appeals must be in writing and must be supported by data regarding the performance of the sailboat involved and other pertinent information, as prescribed in the appeal section of the Association web site.

Section 7.6 - 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 Executive Committee of the Association, who shall determine if any final action is required. Final action, depending on the severity of the violation, may 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 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.

Article VIII - Sailboats

Section 8.1 Sailboats rated by this Association shall be a minimum of 20 feet in hull length and shall be single hulled cruising type, self-righting, with enclosed cabin. Sailboats less than 20 feet in hull length, and meeting the above requirements may be rated in equipment category NS only. Multihull sailboats may be rated for participation in short-handed classes only.

Section 8.2 - Sailboats shall carry such equipment as the Board of Delegates may from time to time prescribe by Rules adopted as herein provided.

Section 8.3 - A sailboat shall be considered to have a Valid PHRF rating when:

- a. She has been issued a current Valid Rating Certificate from PHRF of the Chesapeake, and
- b. She is listed on the most recent Valid List (excluding sailboats in their first 31 days), and
- c. Her measurements and construction features are the same as those listed on the application for certificate of rating and she carries onboard all items on the special regulations for safety requirements list.

A sailboat's rating shall be declared invalid during any period of time when any of the above conditions are not met.

Article IX – Committee

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.

Section 9.2 -The President shall appoint a Nominating Committee from among the members of the Association and shall publish a slate of nominees before the Annual Meeting.

Section 9.3 -The President may appoint a member, who is not on the Executive Committee, to serve with the Executive Committee in the evaluation of grant requests made to the PHRF of the Chesapeake Foundation.

Article X - Dues

Section 10.1 - Annual dues by members shall be fixed by Rule adopted by the Board of Delegates and shall be due January 1, and shall be delinquent April 1. Renewals received April 1, or after must pay the same dues as a new application.

Section 10.2 - Income from dues, together with any other income, shall be used in such manner as the Board of Delegates shall determine. As part of the annual budget process, the Executive Committee will propose to the board of delegates an amount to provide as a charitable contribution to deserving sailing organizations and/or individuals to encourage Chesapeake Bay sailing.

Article XI - Amendments

Section 11.1 - These By-Laws may be amended by the Board of Delegates at any meeting by affirmative vote of two-thirds of the total number of votes, which could be cast if all members were represented at the meeting provided that notice of the proposed change has been included in the written notice of the meeting.

Approved:

January 30, 1977

Revisions:

November 19, 1983

March 4, 1984

November 17, 1984

November 16, 1985

November 15, 1986

November 21, 1987

November 20, 1993

November 18, 1995

November 16, 1996

November 22, 1997

November 20, 1999

November 18, 2000

November 9, 2002

November 15, 2003

November 13, 2004

November 19, 2005

November 4, 2006

November 10, 2007

November 8, 2008

November 12, 2016

November 4, 2017

2018 PHRF Fleet Policies

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 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 appoint a member to represent the class and be the communications conduit between the two organizations.

Performance Handicaps. PHRF ratings are boat performance handicaps based on the speed potential of the boat, and determined as far as possible on observations of previous racing experiences. It is the intent of PHRF handicapping that any well equipped, well maintained, and well sailed boat has a good chance of winning. Handicaps are adjusted as needed on the basis of the boat's performance so that each well sailed boat has an equal opportunity to win. This is the fundamental concept. PHRF ratings are not intended to reflect skipper and crew capability. Ratings are not adjusted to encourage a poor or careless skipper, and conversely, no rating adjustment is made to penalize proficiency. Intensity of competition and the influx of new and aggressive sailors require each skipper to maintain consistently high performance in order to place well.

Boat Design. The PHRF is a rating rule to be utilized for handicapping dis-similar monohull sailboats to promote equitable racing between such sailboats. There are no limitations on ingenuity other than those listed herein. A sailboat must be a monohull, self righting design, which meets the special regulations for safety requirements for category shown on current rating certificate. Canting keels and center boards moved by the use of stored energy are allowed if the boat retains self righting ability with the keel or centerboard in any allowed position. This changes RRS 51 and RRS 52 to allow use of stored energy to move a swing or canting keel (dead weight) or centerboard for stability on a boat that has been designed for use of this appendage. Sails and running rigging are allowed to be adjusted using stored energy; however, use of stored energy for this purpose may affect the rating. This changes RRS 52. Sailboats are assumed to comply with the standard hull and sail specification restrictions as approved by PHRF of the Chesapeake and CBYRA. Sailboats which do comply carry a separate designation and are rated accordingly. One design class restrictions do not apply to PHRF, unless the boat is provided a "ODR" (one design rating). Well designed and constructed boats are expected not to be made obsolete by newer designs under PHRF. PHRF does not use formulas to determine handicaps, because any formula once established can be beaten by a clever designer. As faster designs appear, they are handicapped accordingly. Therefore, one of the major attractions of the PHRF system is that older boats can race competitively with the latest designs. PHRF discourages rule beating. If a skipper modifies his boat, PHRF will attempt to compensate for the new potential speed. The use of taller masts, longer spinnaker poles, extra ballast, gutted interiors, or other modifications intended to increase speed is compensated for by the rating assigned.

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

Equipment. PHRF assumes that the boat is equipped to race. It does not attempt to rate a partially equipped boat, or a boat which differs from others in its class, in that it is unusually heavy, out of balance, or has unusual windage (as from a dinghy on davits). However, if the basic hull and rig differ from others in its class, it may be rated uniquely. All sailboats receiving a PHRF certificate shall meet the Special Regulations for Safety Requirements of PHRF of the Chesapeake category CB or NS and have an owner signed compliance certificate on board while racing. One Design Ratings (ODR) will only be provided to CBYRA recognized One Design Classes. In the event that the applicable class rules for a CBYRA recognized one-design class conflict with these regulations, the class rules shall take precedence. If the class rules defer to local safety regulations as prescribed in the Sailing Instructions, the CB (or NS as applicable) regulations shall be used and take precedence.

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

Basic Ratings. PHRF ratings are expressed in seconds per mile to be deducted from elapsed times to produce corrected times. The higher rating indicates the slower boat. PHRF time allowances are not related to other systems. PHRF base ratings are made on the assumption that: (1) Spinnaker, or whisker, pole maximum length is equal to "J", (2) Spinnaker maximum girth is 180% of "J", (3) Spinnaker maximum luff is .95 times the square root of $(I^2 + J^2)$, (4) Genoa maximum LP is 155% of "J", (5) The boat is in racing condition, and (6) The boat has an inboard motor, or a retractable outboard motor. Adjustments may be made to the rating if these assumptions are invalid.

Changes to Design or Equipment. A skipper may experiment with different ways of improving the performance of his boat without the necessity of inconvenience of re-measuring. However, if there are changes to the hull, rig, sails, or other factors upon which the existing rating is based, they must be reported to the handicapper for evaluation. If possible deviations on the part of another sailboat become apparent; other contestants are urged to appeal to the area handicapper.

Classes. A base rating is established for each production class, and boats within a class are assumed to be identical for rating purposes. Ratings for boats in the same class will differ only with headsail size or other specific factors known to affect performance. PHRF normally will assign a class rating to any boat acceptable to its own class association. However, one design class rules, which limit headsail size, sail materials, or spinnakers do not apply to PHRF, unless the boat is rated as a one design class. Deviations from class regulations must be substantive to warrant a non-class rating. New boats must declare any deviations from class specifications. It should be understood that,

although PHRF rates like boats as a class, there is no requirement that a boat meet class rules because PHRF rates all boats individually. PHRF may, when requested by established one design classes, assign a rating to the one design configuration of that class. Each individual boat which desires to be issued a one design rating (ODR), must specifically request an ODR and agree to race only in that configuration in PHRF handicapped races. Because of the number of boats in PHRF and the variability with which boats are sailed, it is not generally sensible to operate on statistics related to individual boats alone. To provide a broader statistical base, boats are handled as a class insofar as possible. When it is brought to the handicapper's attention that a particular boat differs from its standard class in a way to change its speed potential, the handicappers may pull the boat from its class and handicap it individually. Where a class has several boats racing actively, the performance data accumulate rapidly. It is possible to arrive at a fair handicap in a short time. Individual class boats normally are not rated more than 6 seconds from the base handicap. Affirmative evidence of actual boat performance in competition is required to secure a greater deviation from base. The tendency to handicap away from the base rating as performance data accumulates frequently leads to a later adjustment in the base rating to reflect the prevailing performance within the class. An adjustment in the base rating normally is followed by a corresponding adjustment in the rating of the individual boats to conform to the new base.

Courses. PHRF ratings are intended to be applied to daytime closed course races and some offshore and overnight races where there is a balance of windward and leeward legs. The system works well, provided wind conditions affect all boats equally. It is not intended for off-wind races, or when changes of headsails are not permitted. Results from such races are ignored when setting PHRF handicaps.

Handicap Ratings. The handicap rating of an individual boat is expressed in seconds per mile, usually in increments of 6 sec/mi. The smallest increment of performance used for rating is 3 sec/mi. Observations of numerous races show that it is impossible to gauge a boat's potential performance more accurately than this because of the multiple factors involved. Differences in skipper and crew skill represent a much larger factor than 3 sec/mi. Because headsail size has so much to do with boat speed, PHRF uses this characteristic as a rating factor. Boats are rated for use with large or small headsails, with 155% of LP being the dividing line. Once a boat is rated with a large headsail (over 155%) this rating must be used, even though wind conditions may preclude use of the sail. If a boat's design is such that it cannot fly a headsail, or spinnaker, it will be rated in relation to the performance of other boats in a non-spinnaker configuration. A skipper may not change his rating by choosing a different headsail more often than once during the CBYRA high point racing season (as determined by the Green Book schedule for the year). In addition to this change, a skipper is allowed to change the sailboat's rating once for the "Frostbite" season (outside of the CBYRA high point racing season) to a different headsail configuration.

Handicapping Highlights. A new boat in an established class is given the rating for that class, except that adjustments may be made for deviations from the class standards. If such adjustments are made, the approved abbreviation for the adjustment appears on the Valid List, and the Valid Certificate, indicating the boat is not a standard sailboat. For new classes and one-of-a-kind sailboats, the rating is determined on the basis of comparison with similar boats with established ratings. Comparison is made considering the type of design and principal dimensions. The rating may be adjusted as performance data becomes available. For new classes and one-of-a-kind sailboats, a determination is made if the rig and hull comply with the approved guidelines as set forth by PHRF.

As of January 1, 1982, the guidelines are the same as those approved by US Sailing. To accommodate new designs and rigs, PHRF of the Chesapeake handicappers may rate boats which fall outside the established guidelines, assuming the boats still meet the Boat Design Limitations and the Special Regulations for Safety Requirements. If a boat falls in this category, a rating may be assigned by the Board of Handicappers as it deems acceptable. The rating may be based on the established guidelines for all sailboats or an adaptation thereof, to suit the purpose of rating that sailboat. These boats are known as Unconventional Craft and are attached with the suffix UC on the Valid List and Valid Certificate. Ratings for new classes, one-of-a-kind boats, Unconventional Craft, and one design ratings may only be assigned at a Board of Handicappers meeting. Only existing class ratings may be temporarily assigned by the Area Handicapper, and are always subject to approval at the next Board of Handicappers meeting.

Valid List. The Valid List is the official list of current handicaps of all boats rated by the Board of Handicappers. It is kept current throughout the year, and posted weekly on the PHRF of the Chesapeake web site. For members specifically requesting to participate in the subscription program, the valid list will be distributed monthly during the sailing season. The Executive Committee maintains the official list of current handicaps.

How Ratings Are Used. The rating to be used in a race is the rating in effect on the day the race is held. Each member receives a Valid Certificate giving the current rating for the boat, and the Valid Certificate is evidence of a valid rating. Ratings expire on March 31 of the year following that in which the valid certificate was issued and annual or bi-annual renewal is mandatory. Ratings may be adjusted by the Board of Handicappers during the season. It is the obligation of each member when entering a race to enter using the latest valid rating. Only boats with current PHRF ratings may enter PHRF races. This is necessary even for class sailboats. Sailboat club race committees are requested to refuse entry to boats not listed on the most recent Valid List, unless the skipper can produce a more recent PHRF Valid Certificate or proof of a provisional rating by PHRF of the Chesapeake. For club races, such as Wednesday nights in rivers or creeks, boats must meet Category NS of the special regulations for safety requirements, unless instructions have more stringent requirements. Sailboat charters are governed and policed by CBYRA and sailboat clubs, and not by PHRF.

Eligibility. To be able to compete in PHRF events sanctioned by the Chesapeake Bay Yacht Racing Association, an owner or charterer must have a current valid rating certificate, issued by PHRF of the Chesapeake, for their sailboat, meeting the safety standards set forth in the Notice of Race, or Sailing Instructions.”

Application for Ratings. Owners of sailboats or charterers requiring a rating should apply to either the Chief Handicapper or their local Area Handicapper.

Special Event Ratings. Special Event Rating Certificates may be issued to sailboats competing in races either originating (starting) or finishing in the Chesapeake Bay, as requested by the host club as a requirement for entry into the race. The purpose of these certificates are to promote participation of new racers, cruising yachts, and visiting yachts from out of the area. Certificates from other areas of the country will not be valid for events being conducted under PHRF of the Chesapeake handicapping guidelines and policies. Special Event Rating Certificates will be at a discounted fee than a regular PHRF valid certificate and will be valid for only the single event.

Board of Handicappers. Ratings are determined by a Board of Handicappers. Most Board members represent geographical areas or clubs. The Chief Handicapper acts as chairman. Each Area Handicapper is responsible for handicapping boats in the assigned region. With time, the handicapper becomes familiar with the performance of the active boats and is able to evaluate their characteristics. Through experience, the handicapper becomes familiar with the wind and current conditions in the assigned area and understands how much of an allowance to make for local conditions before evaluating boat speed in competition. Handicappers maintain a constant search for boats which require an adjustment of handicap in order to permit them to compete fairly with the balance of the fleet. Handicappers are selected on the basis of an active interest in handicap racing, knowledge of boat design and performance, a judicial temperament, and demonstrated leadership in sailboat racing. Most are active participants in racing, but have put aside their interests as contestants to evaluate sailboats fairly and accurately. Clearly, the system rests on the integrity of the handicappers.

Organization. The Board of Delegates manages the affairs of the Association. The handicappers meet with the delegates as advisers and advocates. Only delegates vote on administrative matters; only handicappers vote on handicaps.

Appeals. Formal appeals of ratings are made to the Board of Handicappers and are considered in their meetings. Skippers may appeal their sailboat's or another sailboat's ratings. Appellants set forth their views in writing, and document their case with supporting information. Appeals must be submitted on the Appeal Form found on the PHRF of the Chesapeake web site, and also available from handicappers, and the Executive Committee. **Auxiliaries.** A sailboat, which carries a valid rating claiming an inboard, or outboard auxiliary, must carry that auxiliary during every race. For a sailboat rated with an engine, the sailboat shall have enough engine and propeller power to move the sailboat at a speed in knots equal to the square root of her waterline length (LWL) measurement. A sailboat which has a valid rating issued on the basis of no engine or auxiliary may choose to carry an auxiliary; however, no rating change shall be made. A sailboat may petition the Board of Handicappers for a re-rating, considering the presence of an auxiliary, but no more than once in any calendar year. Handicapper appeals shall be submitted in writing on the Appeal Form with supporting information to document the case.

Spinnaker or Non-spinnaker. 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.

Asymmetrical and Symmetrical Spinnakers. PHRF of the Chesapeake allows boats to be rated to race with a conventional symmetrical spinnaker, an asymmetrical spinnaker, or both types of spinnakers. Either type of spinnaker may be flown from a movable spinnaker pole attached to the

mast, or an asymmetrical spinnaker may be tacked to a retractable, movable, or fixed bowsprit. Boats may race with both types of spinnakers. Boats choosing to race with both types of spinnakers, must specifically request to be rated as such by the owner at the time of application or renewal. Once a valid certificate is issued, an owner may apply to switch between asymmetrical, symmetrical, or both types of spinnaker, only one time per year and receive a revised valid certificate.

Race Results. Race results are acknowledged to provide data, which can be a useful tool in handicapping. These results are used by PHRF to flag a potential misaligned rating of a particular sailboat class. This does not mean that because a particular sailboat does well, the rating will be changed. However, if the race results indicate a trend in that sailboat class, the Board of Handicappers will review the rating of that class.

Corrected Time. The final, corrected, finishing position of each competitor is determined by their corrected time. The shortest corrected time is first, the next shortest corrected time is second, and so on. The Corrected Time (CT) of each competitor is calculated using the assigned handicap, the actual distance of the race in Nautical Miles (NM) and the measured Elapsed Time (ET) of the competitor. Generally, the time is reported in seconds since our handicaps are in seconds per mile, although it is possible to use decimal hours through a conversion process. The elapsed time is measured in or converted into seconds. Then the handicap and actual race distance are multiplied together to get a time correction in seconds. This time correction is then subtracted from the elapsed time of the competitor to get the corrected time. The formula is: TOD (Time on Distance): $CT \text{ (in seconds)} = ET \text{ (in seconds)} - \{Distance \text{ (in NM)} \times Handicap \text{ (in seconds/NM)}\}$ TOT (Time on Time): $CT \text{ (in seconds)} = TCF \times Elapsed \text{ Time (in seconds)}$, where $TCF = 650 / (550 + PHRF \text{ rating})$. Technical Committee. 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.

Circular Random (CR) ratings should be considered by the Organizing Authority for scoring sanctioned events, except at events where Drop Mark courses are utilized. This should be publicized by the Organizing Authority ten (10) days prior to the event.

Conclusion. We hope you will enjoy racing in this open and competitive sport. The system is being refined constantly. You, as members, have the opportunity to play an important part in shaping the future for this kind of racing, not only by sailing competitively, but also by taking an active role in the management of PHRF.

CLUB	REGION	FIRST NAME	LAST NAME	EMAIL	Registered Boats	RSVP	
AYC	3AW	Craig	Saunders	cwsmoth@verizon.net	50	via dial in	
BBSA	4S	Bob	Magoon	bob@coastalresidentialdesign.com	43	attending	
BCYA	2	Erin	Altemos	erin.b.altemos@uscg.mil	17		
CCV	4S	J.D.	Taylor	speedy_racing@hotmail.com	7		
CYCoP(b)	1	A.J.	Gregg	ajohnregg@gmail.com	11		
DISC	3PR	Nelson	Pemberton	nnelsoncp@aol.com	34		
DYC(a)(b)	4N	Denis	Bessette	dbessette@va.metrocast.net	4	attending	
ESSA	3SE	Bruce	Franz	bfranz2248@gmail.com	11		
EYC	3AW	Roger	Coney	rhumj33@yahoo.com	45	attending	
FBYC	4N	Mayo	Tabb	mayot37@verizon.net	41	attending	
GSA	1	Glenn	Harvey	phrf@kristany.com	22	attending	
GRF	1	Pete	Jensen	pj9309@aol.com	3		
HdGYC	1	Eric	Pennypacker	eric.pennypacker@kuraray.com	14		
HNSA	3AW	David	McCullough	racing@hnsa.org	37		
HYC	4S	Greg	Cutler	gcutter@odu.edu	44	not coming	
MRSA	2	Mike	Mullarky	boreasmd@hotmail.com	21		
MRYC	3SE				13		
NASS	3AW	Dan	Trammell	dantramm@verizon.net	8	proxy	Marc Briere
NERYC	1	Rick	Hanson	ricksailsnc@hotmail.com	11		
OPCYC	4S	Tim	Etherington	tjether@cox.net	4		
PCRC	3AW				22		
PBC	4S	R.L.	Old	jezebel447@verizon.net	7		
PSA	2	Pat	Seidel	pat.seidel@yahoo.com	10	attending	
RCRA	2				13		
RRYC	4N				4		
RYC	1	Dan	DiFlavis	dandiflavis@gmail.com	16	attending	
SCC	3AW	Jon	Opert	jopert@krooth.com	10		
SMSA	3SE	Marc	Briere	marcbriere@comcast.net	35		
SSA	3AW				7		
SSC	3AW	C.	Rogers	rogercc1@gmail.com	4		
TAYC	3SE	Eric	Crawford	eeniccrawford@gmail.com	32	attending	
WRSC	3AW	Heidi	Bay	wildfiresailing@gmail.com	3		
YCCSC	2	Randy	Richter	sailsovere133@gmail.com	4		
YPRCC	4N	Anker	Madsen	sankermadsen@gmail.com	5		
YRYC	4S	Dan	Fox	foxbd@cox.net	12		
Unaffiliated Region 1					7	7	
Unaffiliated Region 2					16		
Unaffiliated (1,2,3)					125		
RBSA (1,2,3)					6	147	
NYC (3)					2		
PRSA (3)					2		
ANSA (3AW)					2		
Unaffiliated 3AW					37		
Unaffiliated (3PR)					4		
CYC (3SE)					9	proxy	Pat Seidel
Unaffiliated 3SE					6	62	
Unaffiliated 4N					21		
NNSA (4S)					3		
NY&CC (4S)					5		
SYC (4S)					2		
Unaffiliated 4S					19		
GIYS (4S)					2	52	
Unknown					27	27	
						919	
John Blais							attending
Roger Coney							attending
Leroi Lissenden							attending
Jim Raper							attending