



PHRF of the Chesapeake, Inc.

2022 Annual Board of Delegates Meeting Minutes 3 December 2022 at the Holiday Inn & Conference Center, Fredericksburg, VA. and virtually via Zoom

In Attendance:

Roger Coney – President, EYC
Nelson Pemberton – Vice President-North, UNAFLN, DISC
Mayo Tabb – Vice President-South, UNAFSL, FBYC
Jim Raper – Treasurer
Marc Briere – Past President, SMSA
Glenn Harvey – Secretary, Handicapper, GSA, proxy for NASS
Alan Bomar – Handicapper-South
Craig Saunders – AYC
Stephanie Sweeney - BBSA
Andy Armstrong – CCV, proxy for HYC
Pat Seidel – CYC, PSA
Mark Burrows – HHSA
Eric Crawford – Handicapper, TAYC
Randy Richter – Handicapper, PHRF Representative to CBYRA, YCCSC
Christian S - Handicapper
The above attendees were checked-in. It was determined that a quorum of the membership was present for the meeting.

Call to Order:

The meeting was called to order by President Roger Coney at 10:30.

President's Report – Roger Coney

I thought at the beginning of the year, it was going to be another relatively quiet year. I was happily incorrect. We were very busy and we had a number of initiatives both internally and externally.

Overall, we had a significant number of boats obtain certificates and our winter and spring were quite busy rating boats and issuing certificates. We issued 301 two-year certs, 109 one-year certs, and 162 one-year cruising certs. Of the 162 issued cruising certs, 99 were issued to yachts with a valid PHRF cert, a net gain of 72, or 10% growth. I believe this is our primary job and we were very successful this year and have been emerging from the pandemic well. We also made changes to our system to improve our ability to handicap boats and some that were needed to issue Cruising certs.

Our initiative on introducing a Cruising Class, approved at last year's meeting, published on the website, and announced at the annual CBYRA meeting. We'd hoped for a few minutes at that meeting to describe it and encourage clubs to include it in their races, particularly those with a



PHRF of the Chesapeake, Inc.

distance or “government mark” courses. Another good option is pursuit start races similar to CRAB and Hospice Cup. Unfortunately, we were not given the opportunity to present. Nonetheless we encourage some of the events we were aware of to include a Cruising Class and score entries in that class for boats that hold a Cruising Class Certificate.

Although in general PHRF has not sponsored or conducted events, at least in my 5 years as part of the organization, we did sponsor an event last year to emphasize Cruising Class. As a delegate for EYC, I also encouraged and obtained an opening for the Cruising Class in some of the events. I will continue to reach out to encourage its inclusion.

I feel we should, as delegates, reach out to our race committees and encourage inclusion of the Cruising Class in events where it makes sense. These could include Down the Bay, Miles River, Oxford (Spring and Fall), Cambridge, Solomons, Baltimore, Rock Hall, Hospice and CRAB, and other regattas that have a course that is not a windward/leeward short course. Hopefully this outreach will increase opportunities.

We also spent a good deal of time reviewing sail cloth and sail size and its effect on performance. Mayo Tabb has been our technical lead on this and will present his findings and recommendations and request to change the rules at the annual meeting. This was a thoroughly researched and broadly discussed topic and I feel we have come to some very sensible conclusions and recommendations.

Lastly, to continue to grow the Cruising Class, the board feels that the free status for the certificates should be extended for a second year. Incidentally, I noticed that several certificates have been paid for. We'll refund the money if this is agreed.

I was of the opinion that we should consider raising our fees but some extreme cost cutting, part of which was enabled by the pandemic has kept our budget intact this year and I think we should start considering ways to increase our revenues in 2024. Although we have a “war

chest”, I feel and have always operated my business and divisions of businesses to a profit or non-profit as appropriate. I believe we should strive to keep PHRF from eroding our reserves through unplanned spending. This means in my mind we need to improve the definition of how we would use our reserves and some process that we should use to do so. This should possibly be an effort for a committee of board members and delegates to consider.

We also performed a number of administrative housekeeping actions, including updating the Bylaws, with changes from the past several years and are posting them to the web site. We have more cleanup to do and I hope to work with our board to get these changes/updates made/posted this coming year.

High Point. High Point scoring has been a challenge for PHRF since I've been a member of the board. It has been a completely manual effort. The number of boats and number of events have exceeded all other divisions. This year I started by working to make CBYRA High Point uniform for all divisions within CBYRA. This effort is still underway but is stalled. Our representative to CBYRA has been in communication with them to move forward. I did at the



PHRF of the Chesapeake, Inc.

beginning of the year recommend a process and define requirements for a system to support scoring for all divisions. I hope this coming year we can obtain a much more workable system than what we have now.

There are several new items that have just emerged which need to be addressed this coming year, several which will require modifications to the system we use. These include adding additional information to our database and modifying/creating new reporting and interactive screens on the system.

I look forward to this coming year and its challenges and opportunities.

Respectfully Submitted,
Roger Coney
President, PHRF of the Chesapeake

Northern Bay Vice President's Report – Nelson Pemberton

In 2022 much of my time was spent on the launch of the new Cruising Class. This included working with the other Board members to create rules and structure for the fleet, getting the fleet included in as many races as possible, and helping arrange and participate in a seminar put on by CBYRA discussing how PHRF, ORC, and ORR, each have unique features. (PHRF being the only system using “observed performance” as one of the factors in a boats rating.)

As the VP for the Northern Bay, I also attended handicapper's meetings. This gave me the opportunity to see firsthand how the handicapper boards evaluate each application, work with new and returning members, and assign ratings.

For 2023, I plan to continue working on building participation in all fleets within PHRF, but with some emphasis on the Cruising Class. This will include participation in the CBYRA planning

meeting to help get our message out to the OA's, improving communication to the members, and working directly with as many OA's as possible.

On communication with the members, I plan to send out regular newsletters letting members know what PHRF is doing and what regattas are coming up in which the members might want to participate.

I will work with the Board to improve our process for High Point scoring and improve participation in High Point events, review and update the website, and help new and existing members understand the proper way to measure and improve their boats to compete in PHRF.

Nelson Pemberton
Vice President, Northern Bay,
PHRF of the Chesapeake



PHRF of the Chesapeake, Inc.

Southern Bay Vice President's Report – Mayo Tabb

I was a spring addition to a vacant Southern Bay VP spot so did not appear on the 2021 Nomination Slate or on the PHRF Web Site. I have been the FBYC Delegate and Handicapper since the 1990's and raced a J-109 with A-sails for 10 years and for the past decade a Farr-Dickerson 37 with Symmetrical spinnakers.

My primary focus for the last two years was developing the Cruising Class. The concept was to increase participation in our sport especially for a class for family and more casual racing. The concept was like boats racing like boats for the typical cruiser versus racer. The key determinators are actual sail area to displacement ratio and sail cloth material. The sail area to displacement ratio is based upon actual genoa size not the tradition 100% foretriangle. The sail material is traditional woven Dacron or polyester laminate that may include Spectra as used for larger cruising boats which are typically white in color. Advanced sails built of Kevlar or carbon typically yellow or black are not allowed. The Web Site Application process was modified so to make issuing Cruising Class certificates easier for both the applicant and Handicapper.

The basic rules were established at last year's Delegate Meeting and slight revisions in sail cloth after many discussions with Handicappers and Sailmakers are proposed for this year's vote. Overall, the program has been a success with 162 out of 792 certificates being cruising class or 20%. Of these about half are new PHRF members and the other half boats with existing certificates requesting a Cruising Class certificate

However, we have significant challenges with the Cruising Class. There are four different groups offering "Cruising Class" racing: ORC Cruising (mainly Annapolis area), CRCA (mainly Baltimore area), Local Yacht Club Informal Cruising Class and the new entrant PHRF Cruising Class. Racing on the Bay can really only support one Cruising Class. The key advantages of PHRF Cruising Class are its ease and low cost of getting a rating along with a strict requirement to keep out race boats.

Since our system was not up and working until spring, we missed getting in on the race schedules for most Clubs. The key challenge for the Delegates is to get the Cruising Class starts into the Sailing Instruction for the 2023 race season. I would recommend starting with Cruising Class non-Spinnaker and then add Cruising Class Spinnaker when the demand warrants. I could also see Cruising Class Non-Spinnaker replacing Non-Spinnaker at many venues.

Mayo Tabb
Vice President, Southern Bay,
PHRF of the Chesapeake

Treasurer's Report – Jim Raper

The 2022 Financial Report and the Proposed 2023 Budget are attached in a separate file.



PHRF of the Chesapeake, Inc.

US Sailing Report – Bruce Bingman

This was an active and transitional year for US Sailing. Late last year, new sports-oriented executives were introduced to revitalize the organization. This was Alan Ostfield as CEO and Andrew Clouston who is heading up Programs and Sailor services.

During the year, I attended all seven Board of Director meetings, the three YRA Committee meetings and the three Offshore Committee meetings (via Zoom). There will be one more Board meeting and one more Offshore meeting prior to the end of the year. The next YRA Committee meeting will be at the US Sailing Forum in February 2023 in Sarasota which I plan to attend in person. While there I also plan to meet with Jim Teeters (Director of Offshore) and Matt Gallagher (Chair of Offshore Committee) to discuss various issues related to ORR, PHRF and ORR.

President Rich Jepsen and the Board of Directors focused on the following areas during the past year:

Due to several settlements arising from on the water incidents over the past few years, the umbrella liability insurance for the Board of Directors and Officers was reduced and the overall liability coverage for Certified Race Officers, Instructors and Coaches was not renewed. US

Sailing recognized that this raises many issues, especially where a Yacht Club or Event insurer does not provide sufficient coverage to protect the Race Officials. US Sailing is continuing to work on this issue. It is important that all yacht clubs, sailing clubs, associations and local/community sailing centers review the provisions and current level of their liability coverage.

In the Race Administration area, the Basic Race Management Seminar has been fully updated in on-line format and a number of classes have been successfully administered. The first two of the newly on-line formatted Advanced Race Management Seminars have been successfully run and the next one in the Chesapeake area will be held in February of 2023. The primary student text for the Basic Race Management Seminar, "Join the Race Committee Team" was published in June and is available on the website to members as a member benefit.

Alan Ostfield noted that five new hires joined the Offshore Department. These included: Jim Teeters as the new Offshore Director, Chris Tutmark as the new Chief Measurer, Sydney Hough, as the new office coordinator, and two interns to assist with certificate processing and improving communication and techniques between the various PHRF groups in the country. This includes work to update and reissue the compilation of base ratings for each major PHRF group in the country (The Red, White and Blue Book – last issued in 2017). As of September, about 400 ORR certificates and almost 900 ORC certificates have been issued. In addition, US Sailing is teaming with the Royal Yachting Association to update and move all Portsmouth services to an on-line format. Matt Gallagher, Offshore Committee Chair, presented changes to better align the duties and responsibilities of the Offshore Committee and the current US Sailing offshore office. These changes make the Offshore Division a full separate division of US Sailing and to re-name it the Offshore and Technology division. These changes are expected to significantly enhance the ability of the Offshore and Technology Division to support the sailing



PHRF of the Chesapeake, Inc.

community, especially in the area of handicap rules. A Memorandum of Agreement (MOA) between US Sailing and the USCG was endorsed which outlines how the USCG will recognize the US Sailing Safety at Sea Program as the National Standard for the purpose of training and certifying nearshore, coastal, and offshore sailboat racers and cruisers in the United States.

Alan Ostfield and CFO, Heather Monoson, gave an update on the new format being used to develop the budget at the most recent Board meeting. Heather presented the latest financial report which show positive balances. Treasurer, John Schoendorf noted that a new audit firm has been secured. As part of the overall budget and control efforts, it became apparent that in many areas, the office, staff departments and divisions do not align with the volunteer divisions and committees. A Task Force was assembled consisting of board members, staff, and volunteers to develop a plan to improve the structure.

Hannah Meyer was hired as Membership Director and is tackling the question of “Why should I join US Sailing?” She introduced a presentation “Membership Value Proposition which listed current and proposed benefits as well as various strategies to improve membership. Merrill Allen was hired as Marketing Communications Director. The IT department is continuing its efforts to improve the website and member services with both staff and volunteer effort.

Diversity and re-alignment of the organizational structure to improve the diversity at every level of our sport is a key goal of US Sailing. World Sailing and the IOC are both pushing hard for full

gender equality in all aspects and at every level of the sport for both athletes and officials. As a part of this effort, Capt. Donald Lawson (from Baltimore), was named chair of the Diversity, Equity, and Inclusion Committee (DEI). Starting at the highest level, updating of the onboarding process for new Board members now incorporates DEI training in the required “Boardspan” training to comply with USOPC requirements.

As the National Governing Board (NGB) for an Olympic Sport, US Sailing is required to have various levels of athletes on the BOD and many of the working committees. Clerc Cooper, Chair of Sailor Athlete Council (SAC), and her committee worked throughout the year to classify sailor athletes under the new definitions (10 yr, 10 yr + and Actively Engaged) and identify and/or place them on selected committees in order to be compliant with the USOPC requirements. The Sailor-Athlete council can appoint athletes to committees if necessary to meet the requirements.

Paul Cayard, Executive Director US Olympic Sailing, presented updates on the development efforts throughout the year including updates on the progress of the most promising US team members. There will be an all-team camp in December with the goals of training and unifying effort.

The next Sailing Leadership Forum was announced and will be held at the end of January 2023 in St. Petersburg. This meeting presents the opportunity for clubs, YRA's, vendors and other sailing-oriented organizations to interact with each other in person. There are presentations on all aspects of sailing including safety, race management, youth programs, waterfront management and many other areas given in a multi-session format over three days. The Forum



PHRF of the Chesapeake, Inc.

has effectively replaced the Annual Meeting as the place for in-person contacts. Many of the committees as well as the BOD will be holding meetings at the Forum.

A number of other items were discussed during the year including:

- The President's Award was given to Clark Chapin for his many years of service as chair of the By-Laws Committee
- The Organizations finances are on track. Although revenues are less than projected, careful monitoring and management of expenses has resulted in keeping on track with the original financial projections.
- The new BOD members elected at the Annual meeting are: Henry Brauer, Stan Honey, Marie Rodgers and Shelia Tolle.
- The Gender ID Policy was discussed and a task force to review was approved.
- A new prescription was developed to state the US Sailing Policy on barring participation of Russian and Belarus athletes.
- John Pearce reported on efforts of the Youth Racing Task Force and Jill Nosach with the assistance of Chris Childers gave a presentation on the plans for matching the Siebel Sailors \$5 million matching grant.

Respectfully submitted,
Bruce Bingman,
CBYRA/Area C and PHRF delegate to US Sailing

Northern Bay Chief Handicapper's Report - Dan Trammell

The Northern Bay Board of Handicappers held monthly meetings from January through October in addition to a joint meeting with the Southern Bay Board of Handicappers in March.

All of our meetings were virtual except for one which was held in person. We were able to conduct much of our business by email. I hope to have more in-person meetings to enhance our discussions in the coming year.

We issued the majority of valid certificates within a week of the application date when they were simple renewals with no missing data or errors. If the applications were missing information the

local handicapper contacted the applicant which delayed the issuance of the certificate. Applications that were delayed for any reason were all handled at the next monthly meeting.

In a few instances where the local handicapper was informed that the applicant needed the rating before the next scheduled meeting, we issued a provisional rating and confirmed or modified it at the next meeting. We also processed a handful of requests along with the fee for expedited processing.

We worked with the administration to make a few tweaks to our database system and have a couple more in the hopper for next year. At this point the system is working well and is accurate and dependable in issued or reissued certificates.



PHRF of the Chesapeake, Inc.

During the year we handled about a dozen appeals and about the same number of new (to the Chesapeake Bay) boats. PHRF of the Chesapeake has over time rated more classes of boats than any other PHRF fleet under US Sailing.

Our handicappers continually make on-the-water observations of the fleet and review race results to confirm our ratings or see if a change is indicated. 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 the race organizers.

We also recommend scoring using time-on-time (TOT). That tends to make results fairer over a wider wind range during the race. The results are obtained simply by multiplying the elapsed time by the time correction factor (TCF) for each boat. The formula for the TCF is:

$$\text{TCF} = 650 / (550 + \text{PHRF rating}).$$

The example of the TCF for a boat rating 111 is:

$$\text{TCF} = 650 / (550 + 111) = 0.9834.$$

It has been my pleasure to serve as the chief handicapper of the Northern Bay Board of Handicappers. The depth and breadth of knowledge of the handicappers continues to amaze me. We hope to continue issuing fair and reasonable ratings for the fleet in the coming year.

Dan Trammell,
Chief PHRF Handicapper
Northern Chesapeake Bay

Southern Bay Chief Handicapper's Report - Alan Bomar

The Southern Bay Handicapper Board processed renewals and new certificates in 2022. We made some rating adjustments by Handicapper Appeal and evaluated and made appropriate adjustments by some Competitor/Owner Appeals. There was a significant influx of new "Cruising Class" certificates.

The "cruising ratings" are typically equivalent to the boat design core S so they are straight forward to process to issue the certificate. The work to issue the certificate is primarily validating sail materials and sail area to displacement ratios are in accordance with the definitions for the cruising class.

I want to encourage members to submit rating appeals for those ratings that sailors believe are not correct. The boards appreciate appeal observations and details. Be mindful that each boat's rating assumes that the boat is impeccably prepared across the hull, the sails and equipment and that the crew work is sound.



PHRF of the Chesapeake, Inc.

In 2022, we had some handicapper retirements/resignations in the Southern Bay. We are looking for individuals who would like to join the Southern Bay Handicapper board. Please be encouraged to make recommendations as it is sailors that make up the Handicapper Boards. Last, I want to thank Dan Trammel and his Handicapper Board for their support and cooperation. I want to thank my 2022 board including Rusty Burshell, Christian Schaumloffel, Mayo Tab and Jim Raper. I also want to thank Mike Dale who retired in 2022 after many years of service to PHRF of the Chesapeake.

The Southern Bay Handicapper Board looks forward to our joint meeting in March 2023.

Alan Bomar,
PHRF of the Chesapeake
Southern Bay Chief Handicapper

Proposals for the 2022 Annual Meeting

1. Proposed change to Headsail Rating Adjustments - Many cruising boats are delivered with stock sails that are nominally stated as 110% or 140% and thus fail to qualify for our credits which have the limits of 109% and 139%. This proposal is to make our rules more cruiser friendly and move those break points to 110 and 140%.

10. Headsail Rating Adjustments. Boats designed for the use of overlapping headsails may receive a credit when the LP measurement of the largest headsail is less than **140%** of J. The penalty for headsails exceeding 155% of J has not changed. Generally, the adjustments will be as follows:

1. LP up to **110%** - 6 sec/mi. credit.
2. LP between **111% and 140%** - 3 sec/mi. credit.
3. LP between **141%** and 155% - 0 sec/mi. (No Credit)

There was a motion to approve the proposal, it was seconded. The delegates voted to approve the proposal.

2. Proposed change to Requirements for Roller Furler Credit

17.3 Requirements for Roller Furler (RF) Credit

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, with LP of less than **110%** of J.

There was a motion to approve the proposal, it was seconded. The delegates voted to approve the proposal.



PHRF of the Chesapeake, Inc.

3. Proposed changes to Requirements for Roller Furler Credit – These changes will bring the slightly different RFA and Cruising Class Sail standards into a common standard and reflect advancement in sail cloth technology. At the same time to prohibit race sail use while helping and promoting racing among typical cruisers.

17. Requirements for Roller Furler (RF) Credit

Delete this paragraph:

~~17.2 RF headsails must be constructed totally of woven Polyester (Dacron) material exclusive of reinforcing head/clew/tack/reef material (this includes that the woven Polyester (Dacron) can NOT have any reinforcing or strengthening achieved through laminating, molding, or other advanced sail development techniques) and all RF sails must have a 4.0 oz minimum woven UV cover present on both the leech and foot.~~

Add this paragraph:

17.2 RF headsails must be constructed totally of woven material, must have a 4.0 oz minimum woven UV cover present on both the leech and foot that completely covers the sail when furled.

Add **Bold** wording to this paragraph:

5. Roller Furling Genoa/Jib Adjustments. Roller furling credits may be given if a roller furling sail meets material guidelines and has UV protection on the leech and foot **that completely covers the sail when furled.** A credit of 9 seconds per mile may be given **for a sail of totally woven construction** if the roller furling drum is located wholly above deck level. A credit of 6 seconds per mile may be given **for a totally woven construction** if the roller furling drum is located at or below deck level. Roller furling headsails built of a laminated material having continuous woven **or non-woven** taffeta **on both** outer skins and have a woven leech and foot cover of at least 4oz UV protected woven material **that completely covers the sail when furled** with the roller furling drum located wholly above deck level may be given a credit of 3 seconds.

Cruising Class Sails:

Delete this paragraph:

~~Headsails and Mainsails must be constructed of woven Dacron, woven Dacron/Spectra blend or laminated Dacron/Polyester with woven or non-woven skins on both sides. Carbon, Technora, Kevlar and other advanced materials are not permitted.~~

Add this paragraph:

Headsails and Mainsails must be constructed of totally of woven or laminated Polyester(Dacron,Pentex) and/or PE (Spectra, Dyneema) material not containing any Carbon, Aramid(Technora, Kevlar), Vectran and other advanced material.

There was a motion to approve the proposal, it was seconded. The delegates voted to approve the proposal.



PHRF of the Chesapeake, Inc.

4. Cruising Class Certificates:

The proposal is to offer FREE Cruising Class certificates for this coming 2023 season. There is a need for more organizing authorities to offer starts at their events. And to clarify, the owner of a boat with a valid Cruising Class certificate is a member of PHRF of the Chesapeake.

There was a motion to approve the proposal, it was seconded. The delegates voted to approve the proposal.

5. Rating Certificate Pricing:

The certificate pricing shall be as follows:

- 1-season certificate will cost ~~\$25.00~~ **\$30.00**,
- 2-season certificate will cost ~~\$35.00~~ **\$40.00** before April 1st,
- 2-season certificate will cost ~~\$40.00~~ **\$50.00** after April 1st.

Discussion explained that the intent was to no longer offer the discount for the 1-season certificates. Further discussion included a small increase in the certificate prices to balance the proposed budget. There was a motion to approve the revised proposal, it was seconded. The delegates voted to approve the revised proposal.

6. Combine B and C Fleets: From the floor, the delegate from BBSA proposed that the B and C fleets be combined in all regions on the bay. Combining the fleets would make it less of a burden on the organizing authority to decide when to combine the fleets when participation is low in either fleet.

Discussed of the proposal did not show support for this change. There was a motion to vote on the proposal, it was seconded. The delegates voted to not approve the proposal.

7. Vote to Approve the 2023 Budget: The budget was amended to include the additional income from the certificate pricing increase. The amended budget is attached.

There was a motion to approve the amended budget, it was seconded. The delegates voted to approve the amended budget.



PHRF of the Chesapeake, Inc.

8. 2023 PHRF Class Splits.

The following splits are proposed for 2023. The regional delegates must vote to approve these splits, or any changes, for 2023.

Region	Class	Proposed 2023 Splits
III AW	A0	up to 025
III AW	A1	026 to 070
III AW	A2	071 to 109
I, II, III SE	A	Up to 109
I, II, III AW, III SE	B	110 to 148
I, II, III AW, III SE	C	149 and up
III PR	Spinnaker	All
IV North	A	Up to 099
IV North	B	100 to 460 151
IV North	C	461 152 and up
IV South	A	Up to 099
IV South	B	100 to 151
IV South	C	152 and up
All Regions I-III	Sport Boat	All
All Regions I-IV	Cruising Class (CCS & CCNS)	All
All Regions I-IV	Short-Handed	All
All Regions I-IV	PHRF N	All

The discussion for the Class Splits included aligning the Region IV North and South splits for B/C to be the same. The revised splits are shown above. There was a motion to approve the revised Class Splits, it was seconded. The delegates voted to approve the Class Splits.

Election of 2023 PHRF Officers

The delegates must vote to elect the officers of PHRF of the Chesapeake. The slate of officers for 2023 was provided by the nominating committee. The slate of proposed officers are as follows:

President – Roger Coney
VP Region I-III – Nelson Pemberton
VP Region IV – Mayo Tabb
VP of Outreach – Pat Seidel
Treasurer – Jim Raper
Secretary – Glenn Harvey

The delegate from CYC, Pat Seidel, nominated himself for president. Self-nomination is not allowed. Upon further discussion, it was proposed to nominate Pat Seidel to a newly created position as Vice President of Outreach to improve communications with the membership.



PHRF of the Chesapeake, Inc.

There was a motion to approve the revised slate of officers, it was seconded. The delegates voted to elect the revised slate as the 2023 Officers of PHRF of the Chesapeake.

Appointments for 2023 by the President

US Sailing Representative to US Sailing Offshore Council
To be determined

PHRF Representative to CBYRA – Randy Richter
Randy Richter accepted the position for 2023.

Northern and Southern Bay Scorers
To be determined.

At large representatives to High Point committee
To be determined.

Fleet Captains:
*Roger Coney is seeking volunteers for Fleet Captains for all classes.
Please contact the president or vice presidents if you are interested in volunteering to be a fleet captain.*

Appointments for 2023 by the Vice-Presidents

Chief Handicapper, Northern Bay – Dan Trammell
Dan Trammell accepted the position for 2023.

Chief Handicapper, Southern Bay – Alan Bomar
Alan Bomar accepted the position for 2023.

Adjournment: *At 14:30, there being no further business, there was a motion to adjourn. The motion was seconded and the delegates voted to adjourn the meeting.*

Respectfully Submitted,
Glenn Harvey
Secretary