

Suggested 2017 Fleet Policy and By-Law Changes

Submitted to

PHRF of the Chesapeake

Board of Delegates

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By Marc Briere
President

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1 Suggested Change #1 –PHRF Corinthian Class Redefinition

With the failure of our Corinthian class and the success of CRCA and CHESSS in attracting membership and ever-increasing participation, we need to consider a fundamental change to our philosophy of a class of our fleet for cruising boats. In accordance with the prime objective of the PHRF of the Chesapeake, “to promote the sport of handicap racing of sailing yachts for the exclusive enjoyment of its members”, propose we create a PHRF Cruising Class the mirrors our successful Shorthanded Sailing Class. Request the approval of a framework for a Cruising Class where our handicappers provide initial handicaps, but the rules, class and subclass management and administration operate as a separate legal entity (e.g. CRCA). There are three unique requirements for a successful Cruising Class.

- Separate “Cruising” certificates that are not permissible in non-cruising class PHRF racing.
- Our handicap boards will listen to and adjust consideration for Cruising Class ratings, which will very likely differ from considerations for our non-cruising class ratings. This will be a work in progress and will have to evolve but the going in position is one of true collaboration with a principle focus on both fairness and participation.
- The Cruising Class can either operate as a subclass integral to the PHRF of the Chesapeake (as was the consideration for the current Corinthian class) or as a separate legal entity (like CHESSS) that uses our special cruising certificates to evolve a fleet of true cruising boat racers.
- Additional Cruising Class rules and refinement of these proposed changes will need to occur as we develop this class. Delegate approval for these changes will be accomplished in a tele-commute format, as needed, prior to the annual delegate’s meeting.

1.1 Changing the definition in the PHRF Fleet Policies

1.1.1 Current Corinthian Class Definition

Change from - *Beginning in 2009, PHRF approved a Corinthian class for true “dual purpose” boats. Boats must conform to the following criteria to race in the PHRF Corinthian class, when offered by the Race Instructions:*

***PHRF Corinthian Class.** These rules establish a set of requirements for true “dual purpose boats” oriented to racing with family and friends and eliminating the “arms race” present in the unlimited classes. It is the responsibility of the skipper to ensure that their boat meets both the letter and the intent of these rules in a Corinthian manner.*

- *Boats must have a design date no newer than 4 years prior to the date of the competition.*
- *The number of crew allowed is limited to the number of fixed berths on the boat (berths listed as “doubles” count as 2 berths). Children under the age of 14 are not counted towards the crew limit.*
- *No more than two Group 3 sailors are allowed and no Group 3 sailor is allowed to helm except in an emergency or unless they are at least a 50% owner of the boat.*
- *No carbon or Cuban fibers are allowed. There is no material restriction for storm sails. No Code 0 sails are allowed.*
- *Boats are limited to one new sail per year. Storm sails do not count towards this restriction.*
- *The boats must be wet sailed with conventional bottom paint applied. Haul outs are limited to two per year. Bottom cleaning by diving is allowed within the spirit of the rule.*
- *All normally installed equipment including doors, tables, stoves, head equipment, floorboards, cushions, etc. must be carried in their normal position while sailing.*

- *Boats must have an upwind 100% Sail Area to displacement less than 24.0 and a downwind Sail Area to Displacement less than 65 using the largest spinnaker.*
- *Boats must have a valid PHRF of the Chesapeake handicap. This may be converted to a TCF (Time Correction Factor) and used to calculate a corrected time using a time-on-time formula when sailing in the PHRF Corinthian Class as noted in the Sailing Instructions. When sailing in "pursuit" type races (where the handicap allowance is taken before the start), PHRF time-on-distance scoring will be used.*

1.1.2 Proposed Cruising Class Definition

The PHRF Cruising Class Guidelines contain general policies, additional rules, and rating adjustments.

GENERAL POLICIES

- a. Cruising Class Rules and Adjustments are set forth in PHRF of the Chesapeake Rules.
- b. The Cruising Class Rules and Adjustments provide uniform guidelines for race organizers and class organizers who wish to establish a separate cruising class in a race or regatta.
- c. Cruising Class Rules and Adjustments are NOT for use by cruising boats who wish to join the non-cruising class PHRF fleet classes to compete against conventional, non-cruiser rated PHRF boats
- d. Boats designed primarily for racing should not be permitted to receive cruising rating certificates and should not be allowed to enter cruising or non-spinnaker cruising class races.
- e. Marine Industry Racers (MIR) should not be permitted to sail aboard any boat in the cruising or non-spinnaker cruising classes.
- f. Unless amended by the Sailing Instructions, motoring is prohibited from class prep through the finish of the race

1.2 Changing the Class Definition in the Class Splits section of the Fleet Policies

1.2.1 Current Corinthian Class Definition

Beginning in 2009, PHRF approved a Corinthian class for true "dual purpose" boats. Boats must conform to the following criteria to race in the PHRF Corinthian class, when offered by the Race Instructions:

PHRF Corinthian Class. These rules establish a set of requirements for true "dual purpose boats" oriented to racing with family and friends and eliminating the "arms race" present in the unlimited classes. It is the responsibility of the skipper to ensure that their boat meets both the letter and the intent of these rules in a Corinthian manner.

- Boats must have a design date no newer than 4 years prior to the date of the competition.
- The number of crew allowed is limited to the number of fixed berths on the boat (berths listed as "doubles" count as 2 berths). Children under the age of 14 are not counted towards the crew limit.
- No more than two Group 3 sailors are allowed and no Group 3 sailor is allowed to helm except in an emergency or unless they are at least a 50% owner of the boat.
- No carbon or Cuban fibers are allowed. There is no material restriction for storm sails. No Code 0 sails are allowed.
- Boats are limited to one new sail per year. Storm sails do not count towards this restriction.
- The boats must be wet sailed with conventional bottom paint applied. Haul outs are limited to two per year. Bottom cleaning by diving is allowed within the spirit of the rule.
- All normally installed equipment including doors, tables, stoves, head equipment, floorboards, cushions, etc. must be carried in their normal position while sailing.
- Boats must have an upwind 100% Sail Area to displacement less than 24.0 and a downwind Sail Area to Displacement less than 65 using the largest spinnaker.

Boats must have a valid PHRF of the Chesapeake handicap. This may be converted to a TCF (Time Correction Factor) and used to calculate a corrected time using a time-on-time formula when sailing in the PHRF Corinthian Class as noted in the Sailing Instructions. When sailing in "pursuit" type races (where the handicap allowance is taken before the start), PHRF time-on-distance scoring will be used.

1.2.2 Proposed Cruising Class Definition

PHRF of the Chesapeake will follow the successful approach to a true Cruising PHRF class following the successful approach in other regions. The focus of this class is to attract true "single purpose, cruising" yachts to the racecourse. It has historically been very difficult to create a Cruising Class set of rules that both effectively stops

high-performance yachts with some amenities from entering in to the Cruising Class in order to easily win races and also encourage true Cruising Yachts to leave their slips and enter the racecourse. The Board of Handicappers and the Cruising Class leaders will use this broad criteria to filter racers and high performance “racer-cruiser” yachts out of the Cruising class. The final determination if a yacht will receive a “Cruising Class” PHRF certificate lies with the Board of Handicappers who will work closely with the Cruising Class leaders to maintain the integrity of this class:

PHRF Cruising Class. These rules establish a baseline of requirements for true “single purpose cruising yachts” oriented to racing with family and friends and eliminating the “arms race” present in rest of the PHRF classes. It is the responsibility of the skipper to ensure that their boat meets both the letter and the intent of these rules in a Corinthian manner.

- a. No Group 3 sailors should race in Cruising Class, and no Group 3 sailor is allowed to helm except in an emergency.
- b. No Kevlar, carbon or Cuban fiber laminate or modern non-laminate low stretch sails are allowed. There is no material restriction for storm sails. No Code 0 sails are allowed.
- c. Boats are limited to one new sail per year. Storm sails do not count towards this restriction.
- d. The boats must be wet sailed with conventional bottom paint applied. Haul outs are limited to two per year. Bottom cleaning by diving is allowed within the spirit of the rule.
- e. Boats must have a “full cruising interior” as designed and manufactured. All factory design / installed equipment including doors, tables, stoves, head equipment, floorboards, cushions, etc. must be functional and carried in their normal position while sailing.
- f. Boats must have an upwind 100% Sail Area to displacement less than 24.0 and a downwind Sail Area to Displacement less than 65 using the largest spinnaker.
- g. Yachts may use symmetrical or asymmetrical spinnakers.
- h. Boats must have a valid PHRF of the Chesapeake “Cruising” handicap certificate.
- i. Free-flying headsails (i.e., gennakers, cruising spinnakers, asymmetrical spinnakers, traditional symmetrical
- j. spinnakers, etc.) are not permitted in the Non-Spinnaker Cruising Class.
- k. Headsail systems must be of cruising design, with hanked-on or roller furling headsails. Foils, except when part of an operable furling system are not permitted.
- l. Dual headsails with whisker poles are permitted.
- m. The length of an effective whisker pole is 1.4xJ.
- n. Autopilots and windvanes are permitted unless otherwise restricted by the sailing instructions.
- o. Mizzen staysails are not permitted, unless the boat is entered in a designated cruising spinnaker class.
- p. If motoring is permitted, the skipper must record both the position of the boat and the time at which the motor was started, and the position of the boat and the time at which the motor was turned off. In order for a boat to be considered a finisher, this information must be presented to the Race Committee as specified in the Sailing Instructions.

2 Suggested Change #2 –Fleet Policies Cruising Class Addition

2.1 Suggested Fleet Policy Addition –

This section is suggested to be placed after “Boat Design” and before “Multihull Ratings” Paragraphs.

Cruising Class Ratings. PHRF Cruising Certificate ratings are handicaps based on the speed potential of the yacht, and determined using measurement parameters supplemented by observed performance for this type of cruising yacht or a comparable type/model/series of cruising yacht. It is the intent of PHRF cruising handicaps that any well-equipped, well maintained, and well sailed cruising yacht has a good chance of winning. Handicaps are adjusted as needed on the basis of the yacht’s performance so that each well sailed cruising yacht has an equal opportunity to win. This is the fundamental concept. PHRF cruising 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. Each skipper is expected to maintain consistently in the boat and crew’s performance in order to place well.

3 CBYRA Sanctioned Race Eligibility change – Need to add requirement for CBYRA membership in order to race in sanctioned events.

Current Fleet Policies do not include CBYRA membership as a requirement to participate in CBYRA sanctioned PHRF events. We need to update our fleet policies information to the CBYRA for their 2017 electronic yearbook publication.

3.1 Current Fleet Policy Eligibility Paragraph

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.”

3.2 Proposed Fleet Policy Eligibility Paragraph

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 and be a member of CBYRA in good standing.”.

4 Fleet Policy Change – Need to expand the definition and applicability of “special event” ratings to include club-level, non-sanctioned races.

Current Fleet Policy only talks to PHRF issuance of “special event” rating certificates but does not define Special Event. The fee for the special event certificates is also incorrect in the current fleet policies. PHRF of the Chesapeake has issued special event ratings and certificates at a discounted rate to promote participation by cruising yachts and visiting boats.

4.1 Current Fleet Policy Special Event Paragraph

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. 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 require the same fee as a regular PHRF valid certificate and will be valid for only the single event.

4.2 Proposed Fleet Policy Special Event Paragraph

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.

5 By Law Change – Need to remove the explicit and implied limitation that the Board of Delegates only meets annually and that management decisions of the association happens at the annual meeting.

Section 4.1 of our ByLaws states that this associated is managed by the Board of Delegates. Yet section 4.4 limits the participation and interaction of the Board of Delegates to an annual meeting. It also limits the notification period. Other sections limit our exchange of information for proposed changes to 30 days prior to the annual meeting. These limitations are based on face-to-face meeting requirements with no telecommute or teleconference capabilities, no internet, no social media, no digital survey or voting system. These limitations are hurting our organization and don't allow us to be an agile organization that recognize and react to or predict and adjust to changes in our membership, opportunities for growth and corrections where we have made mistakes or with new information changed our decisions.

5.1 Section 4.4 Changes

5.1.1 Current Article IV Bylaw section 4.4

Section 4.4 - The Board of Delegates shall meet annually in November of each year and shall meet on other occasions upon call of the President. Time and place of each annual or special meeting shall be fixed by the President and not less than ten days written notice of the time and place of each meeting shall be given to all members of the Board by the Secretary of the Association. 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."

5.1.2 Proposed Article IV Bylaw section 4.4

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 the Vice Presidents. No less than ten days 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 this 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.

5.2 Section 4.5 Changes

5.2.1 Current Article IV Bylaw section 4.5

Section 4.5 - At meetings 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 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.

5.2.2 Proposed Article IV Bylaw section 4.5

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.

5.3 Section 5.1 Changes

5.3.1 Current Article IV Bylaw section 5.1

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. No person shall hold more than one office at the same time except that one person may hold the offices of Secretary and Treasurer.

5.3.2 Proposed Article IV Bylaw section 5.1

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, 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.

5.4 Section 5.7 Changes

5.4.1 Current Article IV Bylaw section 5.7

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 the Annual Meeting of the Board of Delegates.

5.4.2 Proposed Article IV Bylaw section 5.7

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 by the Board of Delegates at a quorum meeting or collaboration.

5.5 Section 5.9 Changes

5.5.1 Current Article IV Bylaw section 5.9

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.

5.5.2 Current Article IV Bylaw section 5.9

Section 5.9 -The Executive Committee shall make editorial changes to the by- laws and fleet policies to ensure continuity in the Yearbook and on the association website.

6 By Law Change – Need to remove the limitation delegates approve changes in class splits at the annual meeting.

While changes to class splits do occur between racing seasons, there is no reason for there to be a limitation that it occur in a face-to-face meeting in November. This could be shared with the delegates electronically and the votes tallied and reported.

6.1 Section 4.4.1 change

6.1.1 Current Article IV Bylaw section 4.4.1

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 at the Annual Meeting. Any changes in the Class splits for the Class, Region, or a Sub- region that are announced to the membership 30 days in advance in the Newsletter, in a written notice of the meeting or in a general membership mailing 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. 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.

6.1.2 Proposed Article IV Bylaw Section 4.4.1

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 for will be announced to the membership and published on the association website 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 for a Class, Regional, or Sub-Regional meeting that was 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.

7 By Law Change – Need to remove the limitation that only the secretary or executive secretary explicitly or implicitly possess and be the exclusive instrument to manage the intellectual property of the association.

This is a limitation based in pre-internet association activities and management. It limits the flexibility of the Board of Delegates, Executive Committee and Board of Handicappers to execute our functions concurrently, expeditiously and economically. Our current website has the ability to automate how we manage memberships, manage and generate rating certificates, process payments, manage and report on membership fees, blast information to Delegates and Membership on the website and via email. It also allows role based data management of our website content and documents in a very intuitive, user-friendly manner that does not require special software programming or website development skills.

7.1 Section 5.4 change

7.1.1 Current Article IV Bylaw section 5.4

Section 5.4 - The Secretary of the Association may, but need not, be a member of the Board of Delegates. He, she shall have custody of the records of the Association and shall maintain a list of handicapped 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.

7.1.2 Proposed Article IV Bylaw section 5.4

Section 5.4 - The Secretary of the Association may, but need not, be a member of the Board of Delegates. He, she 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, updating the content of the association website, 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.

7.2 Section 7.3 change

7.2.1 Current Article IV Bylaw section 7.3

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.

7.2.2 Proposed Article IV Bylaw section 7.3

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.

7.2.3 Current ByLaws Article 3.1 paragraph

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 Secretary.

7.2.4 Proposed ByLaws Article 3.1 paragraph

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.

7.2.5 Current ByLaws Article 3.2 paragraph

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 Secretary*

7.2.6 Proposed ByLaws Article 3.2 paragraph

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 the Executive Committee

7.2.7 Current ByLaws Article 5.9 paragraph

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.*

7.2.8 Proposed ByLaws Article 5.9 paragraph

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 Website.

7.3 Fleet Policy change

7.3.1 Current Valid List paragraph

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 secretary maintains the official list of current handicaps.*

7.3.2 Proposed Valid List paragraph

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 maintain the official list of current handicaps.

7.3.3 Current Appeals paragraph

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 secretary.*

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8 By Law Change – Need to remove the limitation that we must have two chief handicappers allowing a single chief handicapper to preside over our handicapping activities, if necessary.

Currently, our by-laws require us to have two chief handicappers. There is no provision to allow a single chief handicapper to preside over both handicapping boards should we have a lack of volunteers to be chief handicapper in order to staff both positions. This section also has the limitation of change linked to an annual delegates meeting.

8.1 Section 6.1 change

8.1.1 Current Article IV Bylaw section 6.1

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

8.1.2 Proposed Article IV Bylaw section 6.1

Section 6.1 - The Regional Vice Presidents shall appoint Chief Handicappers for their respective regions, to be approved by the Board of Delegates: one from Region IV and one from the remaining regions as defined by CBYRA. If the association cannot staff 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 the Board of Delegates Meeting or Collaboration for review and discussion prior to the Executive Committee initiating a vote to accept.

8.2 Section 6.2 change

Remove the limitation linked to an annual delegates meeting for a decision.

8.2.1 Current Article IV Bylaw section 6.2

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 Annual Meeting.

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 Annual Delegates Meeting for review.

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