

PHRF of the Chesapeake, Inc.

P.O. Box 1856

Edgewater, Maryland 21037

443-699-0868

October 5, 2017

Delegates to PHRF of the Chesapeake,

The annual Board of Delegates meeting will be held on Saturday, 4 November 2017, at the Hilton Garden Inn in Fredricksburg, VA.

Please contact the Secretary on the PHRF phone at 443-699-0868 or via e-mail to phrf@kristany.com no later than October 27th, if you plan to be at the meeting, so that I may inform the restaurant of the number attending.

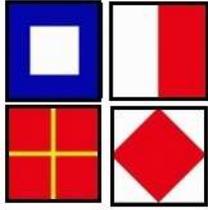
The meeting will begin promptly at 10:30am. Please arrive early and allow time to sign-in. Delegates must sign in prior to the meeting so that a quorum for voting may be determined. If you are unable to attend this year's meeting, a proxy may represent your club. You must do this in writing, and the proxy must bring a copy of the proxy assignment letter to the meeting. The letter must identify (by name) the proxy, who must also be a current member of PHRF of the Chesapeake. Clubs with five (5) or more 2017 members of PHRF are eligible to appoint delegates. Clubs having less than five (5) members are represented by the Vice President of the region in which the club is located.

Please review the enclosed agenda, and proposals for the meeting. If you plan to present new proposals, or counter proposals, to those enclosed, please notify me at 410-495-7672 or via e-mail, not later than 27 October, so that you may be scheduled into the agenda. I request that you bring copies (approximately 25) of any proposals not on the enclosed agenda for the other delegates and to be published in the minutes.

If you have any questions, please contact me at 410-495-7672 or via e-mail. I look forward to seeing you at this year's meeting.

Marc Briere
President
president@phrfchesbay.org

Encl: Agenda and Proposals for the 2017 Annual Meeting



PHRF of the Chesapeake, Inc.

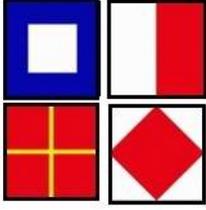
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**Agenda for 2017 Annual Board of Delegates Meeting
4 November 2017**

- 1000 Begin Check In
- 1030 Call to Order and Roll Call
- 1100 President's Report (Marc Briere)
- 1115 Treasurer's Report (Jim Raper)
2017 report
2018 budget
- 1130 US Sailing Report (Bruce Bingman)
- 1145 Chief Handicapper Reports (Randy Richter & Alan Bomar)
- 1200 Executive Secretary Report (Glenn Harvey)
- 1210 Scorer's Report (John Blais)
- 1220 LUNCH BREAK
- 1300 New Business:
See attached proposals
(Must vote on the 2018 Class Splits and the Fees for rating certificates at this meeting)
- 1500 Election of Officers for 2018
- 1515 Appointments for 2018 by the President
 - Chief Handicapper, Northern Bay
 - Chief Handicapper, Southern Bay
 - US Sailing Representative to Offshore Committee
 - PHRF Representative to CBYRA
 - Executive Secretary
 - Northern and Southern Bay Scorers
 - Webmaster
 - At Large Representatives to High Point Committee
 - PHRF Fleet Captains
- 1530 Adjourn



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Proposals for the 2017 Annual Meeting

1. Proposed changes to Article III, Section 3.1 of the By-Laws:

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~~ **Committee**.

2. Proposed changes to Article III, Section 3.2 of the By-Laws:

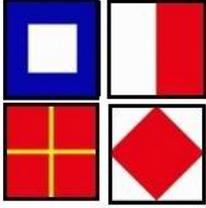
Non-Certificate Member Any person who is a member of CBYRA or a club belonging to CBYRA and who has held a PHRF certificate for five years is eligible for membership in this Association upon written application in form approved by the Executive ~~Secretary~~ **Committee**.

3. Proposed changes to Article IV, Section 4.4 of the By-Laws:

The Board of Delegates shall meet **at least** annually in ~~November of each year and shall meet on other occasions upon call of the President~~ **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.** ~~and not~~ **No** less than ten days ~~written notice of the time, and place~~ **and teleconferencing** 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. **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.**

4. Proposed changes to Article IV, Section 4.4.1 of the By-Laws:

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~~ **prior to the next racing season.** Any **Proposed** changes in the Class splits **will be** for the Class, Region, or a Sub-region that are announced to the membership **and published on the Association web site** 30 days in advance ~~in the Newsletter, in a written notice of the meeting or in a general membership mailing~~ **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-



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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.

5. Proposed changes to Article IV, Section 4.5 of the By-Laws:

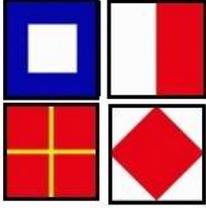
At meetings **or collaborative decisions** of the Board of Delegates each Delegate shall have a number of votes equal to the number of members of this Association belonging to the club which appointed him/her. Delegates representing a majority of the total number of such votes shall constitute a quorum 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.

6. Proposed changes to Article V, Section 5.1 of the By-Laws:

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.

7. Proposed changes to Article V, Section 5.4 of the By-Laws:

The Secretary of the Association may, but need not, be a member of the Board of Delegates. He, she shall ~~have custody of~~ **administrate and manage** the records of the Association and ~~shall maintain a list of handicapped boats.~~ **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.**



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8. Proposed changes to Article V, Section 5.7 of the By-Laws:

The day-to-day decisions affecting the PHRF of the Chesapeake shall lie with the Executive Committee, composed 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 **at a quorum meeting or collaboration.**

9. Proposed changes to Article V, Section 5.9 of the By-Laws:

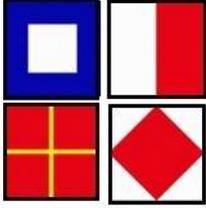
The ~~Executive Secretary shall, at the direction of the~~ Executive Committee **shall** make editorial changes to the by-laws and fleet policies to ensure continuity in the Yearbook **and the Association web site.**

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

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 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 ~~Annual Meeting~~ **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 ~~Annual Delegates Meeting~~ **Board of Delegates meeting or collaboration** for review and discussion prior to the Executive Board initiating a vote to accept.

11. Proposed changes to Article VI, Section 6.2 of the By-Laws:

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~~ **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 ~~Annual Delegates Meeting~~ **Delegates meeting or collaboration** for review.



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

The Executive Secretary ~~Committee~~ shall ~~maintain~~ **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.

13. Proposed addition to the Fleet Policies:

Add paragraph **Cruising Class Ratings** after **Boat Design** paragraph.

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.

14. Proposed change to Fleet Policies, paragraph **Valid List** :

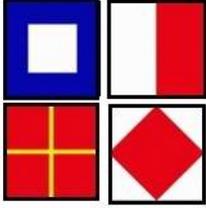
Valid List The Valid List is the official list of current handicaps of all boats rated by the Board of Handicappers. It is kept current throughout the year, and posted weekly on the PHRF of the Chesapeake web site. For members specifically requesting to participate in the subscription program, the valid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

15. Proposed change to Fleet Policies, paragraph **Eligibility**:

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.**

16. Proposed change to Fleet Policies, paragraph **Special Event Ratings**:

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**



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

17. Proposed change to Fleet Policies, paragraph **Appeals**:

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~~ **Executive Committee**.

18. Proposed change to Fleet Policies, **Corinthian Class**:

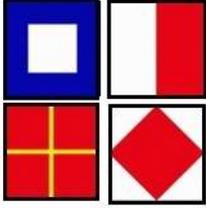
Change name from Corinthian Class to **Cruising Class**. Delete Corinthian Class definition, replace with Cruising Class definition.

~~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.~~

- ~~1. Boats must have a design date no newer than 4 years prior to the date of the competition.~~
- ~~2. 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.~~
- ~~3. 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.~~
- ~~4. No carbon or Cuban fibers are allowed. There is no material restriction for storm sails. No Code 0 sails are allowed.~~
- ~~5. Boats are limited to one new sail per year. Storm sails do not count towards this restriction.~~
- ~~6. 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.~~



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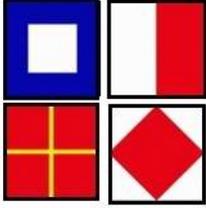
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- ~~7. All normally installed equipment including doors, tables, stoves, head equipment, floorboards, cushions, etc. must be carried in their normal position while sailing.~~
 - ~~8. Boats must have an upwind 100% Sail Area to displacement less than 24.0 and a downwind Sail Area to Displacement less than 65 using the largest spinnaker.~~
 - ~~9. 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.~~

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.

- 1. No Group 3 sailors should race in Cruising Class, and no Group 3 sailor is allowed to helm except in an emergency.**
- 2. 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.**
- 3. Boats are limited to one new sail per year. Storm sails do not count towards this restriction.**
- 4. 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.**



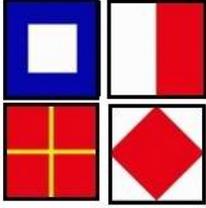
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5. Boats must have a “full cruising interior” as designed and manufactured. All factory design / installed equipment including doors, tables, stoves, head equipment, floorboards, cushions, etc. must be functional and carried in their normal position while sailing.
 6. 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.
 7. Yachts may use symmetrical or assymetrical spinnakers.
 8. Boats must have a valid PHRF of the Chesapeake “Cruising” handicap certificate.
 9. Free-flying headsails (i.e., gennakers, cruising spinnakers, asymmetrical spinnakers, traditional symmetrical spinnakers, etc.) are not permitted in the Non-Spinnaker Cruising Class.
 10. 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.
 11. Dual headsails with whisker poles are permitted.
 12. The length of an effective whisker pole is 1.4xJ.
 13. Autopilots and windvanes are permitted unless otherwise restricted by the sailing instructions.
 14. Mizzen staysails are not permitted, unless the boat is entered in a designated cruising spinnaker class.
 15. 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.
19. Proposed change to Fleet Policies, **Class Splits**:
- Change brief description of the Corinthian Class to brief description of the Cruising Class.
- The PHRF Cruising Class Guidelines contain general policies, additional rules, and rating adjustments.



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General Policies:

1. **Cruising Class Rules and Adjustments are set forth in PHRF of the Chesapeake Rules.**
2. **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.**
3. **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.**
4. **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.**
5. **Marine Industry Racers (MIR) should not be permitted to sail aboard any boat in the cruising or non-spinnaker cruising classes.**
6. **Unless amended by the Sailing Instructions, motoring is prohibited from class prep through the finish of the race.**

20. Proposed change to Fleet Policies, **Corrected Time:**

Add the following sentence:

Circular Random (CR) ratings shall be used for scoring sanctioned events, except at events where the CBYRA Drop Mark courses are utilized.

21. Proposed changes to Equipment Safety Requirements:

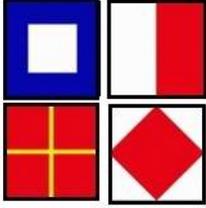
Summary:

1. Delete categories Ocean and Coastal
2. Add category "CB plus" for night and off-shore races within 20 miles of the mouth of CB
3. Update existing categories CB and "Near Shore"

Proposal:

1. The categories Ocean and Coastal in the PHRF Safety Equipment requirements list are never used and more importantly should never be used. Instead the categories 1-3 from the Off-shore Special Regulations (OSR) within World Sailing (sailing.org) should be used or amended versions of them.

2. PHRF category "CB plus" for Night races and races past the Chesapeake Bay bridge tunnel (CBBT) into the Atlantic within VHF range which includes the Chesapeake Light 20 nm from the CBBT. The closest VHF receiver is 13 nm on Cape Henry and a repeater on the CB Light itself. The category CB covers 95% of the proposed "CB plus". Every skipper has the inescapable responsibility for the safety



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of the crew and the additional requirements are moderate in view of racing area. Additional safety equipment is up to the skipper just as the option to retire. The race organizers can add or remove requirements in the NOR and SIs as well.

1.0.5 Overall

CB Night Races and day races in the approaches of Chesapeake Bay, where rescue is likely to be quickly available.

3.1.4 Personal

Each crewmember shall have a safety harness and compatible safety tether not more than 7 feet (2 m) long.

3.2.1 Deck Safety

A boat shall carry jack lines with a breaking strength of at least 4500 lb. (20kN) which allow the crew to reach all points on deck (connected to similarly strong attachment points) in place while racing.

3.3.2 Navigation Lights

A boat shall have a second set of navigation lights that comply with U.S. Coast Guard requirements and which can be connected to a different power source than the primary lights.

3.7.1 Man Overboard

A boat shall carry a Life-sling or equivalent man overboard rescue device equipped with a self-igniting light stored on deck and ready for immediate use.

3.33.1 Mainsail Reefing

A boat shall have a mainsail reefing capable of reducing the luff length by at least 10%.

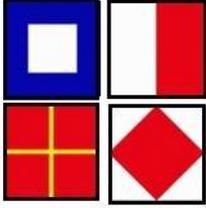
3. It came to my attention that in category CB the following updates are highly recommended:

2.4.10 Lifelines

Remove the grandfathered permission of coated lifelines before March 2008. 10 years was plenty of time.

3.1.4.1 Personal

Finally OSR has removed the quick disconnect (snap-shackle) requirement on the tether. The pros for the snap-shackle are far outweighed by the cons. The knife is your quick disconnect. There is a long email communication since 2004 with the



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OSR committee and myself. If you don't trust the experts of OSR don't Duct-tape the snap-shackle.

4. The liability disclaimer at the end of the Safety Equipment requirements list should read like this:

The skipper of each yacht has the inescapable responsibility for the safety of the crew and vessel. PHRF, organizing yacht club or association, race committee, their officers and agents do not accept responsibility for loss of life or injury to participants or others, or for the loss of or damage to any vessel in any way, or from any cause during this race or related activities.

22. Changes to High Point and Distance Series Scoring Rules:

Add the following sentence to paragraph 5: **Sanctioned races with Pursuit style starts shall not be counted towards a boat's High Point or Distance Series score.**

Add the following sentence to paragraph 11: **Boats scored as DNS or DNC shall not be counted as a beaten boat.**

Add paragraph 13:

13. Awards for High Point and Distance Series Champions will be dependent upon the number of qualifiers in each section, as follows:

1st Place – 2 qualifiers

2nd Place – 4 qualifiers

3rd Place – 6 qualifiers

4th Place – 9 qualifiers

Additional awards for each set of 3 qualifiers.

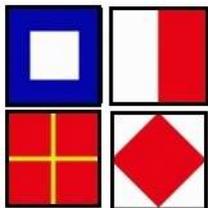
23. Changes to Effects of Boat Modifications on Ratings:

Add paragraph K:

Dry-sailed Boat Adjustments. Boats that are not permanently berthed in a wet slip shall receive a penalty based on the boat LOA as follows:

LOA less than 32 feet = -3 seconds per mile.

LOA greater than 32.1 feet = -6 seconds per mile.



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24. 2018 PHRF Class Splits. The following splits are proposed for 2018. The regional delegates must vote to approve these splits, or any changes, for 2018.

Region	Class	Proposed 2018 Splits
III AW	A0	up to 047
III AW	A1	048 to 077
III AW	A2	078 to 109
I, II, III SE	A	Up to 109
I, II, III AW, III SE	B	110 to 145
I, II, III AW, III SE	C	146 and up
III PR	Spinnaker	All
IV North	A	Up to 109
IV North	B	110 to 160
IV North	C	161 and up
IV South	A	Up to 109
IV South	B	110 to 163
IV South	C	164 and up
All regions I-IV	Sport Boat	All
All regions I-IV	Non Spinnaker	All
All regions I-IV	Corinthian	All

Election of 2018 PHRF Officers

The delegates must vote to elect the officers of PHRF of the Chesapeake. The nominations provided for 2018 officers are as follows:

- President – Marc Briere
- VP Region I-III – Roger Coney
- VP Region IV -- John Blais
- Secretary/Treasurer – Jim Raper

Appointments for 2018 by the President

- Chief Handicapper, Northern Bay
- Chief Handicapper, Southern Bay
- US Sailing Representative to US Sailing Offshore Council
- PHRF Representative to CBYRA
- Executive Secretary
- Northern and Southern Bay Scorers
- At large representatives to High Point committee
- Fleet Captains