



PHRF of the Chesapeake, Inc.

Annual Delegates Meeting December 2, 2023

Northern Bay Vice President's Report – Nelson Pemberton

2023 was a busy year. The Board of Directors supported Jim Raper as he worked diligently to put the organization's books into order and build a sustainable system for the organization to move into the future. We also recognized that the website was outdated and not able to be used to its fullest potential and began a multi-year effort to update the website. This happened while launching an Outreach program including three PHRF Championships; this was mostly due to the hard work of our new Outreach VP. I will continue to help improve and support these accomplishments in 2024. Below are some of my thoughts about our 2023 accomplishments and my 2024 goals.

Updating the Website - The current website is limiting in our ability to communicate to members. Member emails and phone numbers need to be captured which can be used throughout our mission. After much consideration, the Board has decided to make the necessary changes to the website, to get better information on where members live and, more importantly, where they sail. After the changes are made to the website, it will take two years to tally the information. Fixing the website is at the core of achieving our goals.

High Point Scoring System - In 2023, we committed to working with CBYRA on a High Point scoring system. This work is in the final stages and hopefully will be up and running in 2024. If we can improve our website, we should be able to post High Point results as the events take place.

Outreach - In 2023 we created the position of Outreach VP. The VP (Pat Seidel) created the PHRF Championships, worked with CBYRA on a joint seminar series on the Racing Rules of Sailing presented by Dave Perry, wrote articles which appeared in Spinsheet Magazine, worked with CBYRA and OAs to promote PHRF events. Pat in his position should oversee how we communicate with our members, including making the much needed, changes to the website.

PHRF Championships - There were three PHRF Championships held in 2023. The concept was and will be in the future to have events in the Northern, Southern, and middle Bay. It is my plan to continue to support and promote these events. The locations of these may be moved from year to year to better serve the PHRF community.

Unaffiliated Members - One item that has been discussed extensively, is how to represent the unaffiliated members. These are members that don't align themselves with a Yacht Club that has a Delegate or are members of a club that has fewer than 5 PHRF members. Currently the VPs from the Northern Bay and Southern Bay represent them based on their location.

The concern is primarily the Northern Bay. At last count there were approximately 110 unaffiliated members (votes) represented by the Northern VP (me). I am also the delegate for Daingerfield Island Sailing Club (DISC) on the Northern Potomac. There are about 40 members in that club. If voted together that represents about 16% of the total votes. They do not have to be voted together.



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In 2024, I hope to come to a resolution on how to fairly represent the unaffiliated members. Suggestions range from adding new delegates, redistributing the votes among the 3 VPs, do nothing and amend the Bylaws to formalize the method currently in place. Over the next two years we will hopefully be compiling the data needed to make a final decision. Whichever method is chosen, the person representing those members needs a way to communicate with them to decide how to cast votes on key issues. The website could facilitate this.

Establishing a Cruising Class - One of the most successful PHRF Championship events was the Cruising Class race at Stingray Point. This was a great effort by Mayo Tabb and Fishing Bay Yacht Club to get participants out for the event. Even though this represents what motivated members of a large yacht club can do, it should not be the model for how to build the Cruising Class or PHRF due to the amount of manual effort. We have extended the “free” certificates for the Cruising Class for 2024 in an effort to build participation, but the plan is to get them to the same fee, or an adjusted fee by 2025.

A working PHRF website would provide a central location to generate interest by sending out notices, schedules, and results to our membership, and a continued partnership with CBYRA and their database to build events throughout the Bay Area.

PHRF is the largest class sailing under the CBYRA umbrella. We have established a good working relationship with them and should continue to build on that. They have a large data base and a good communication system to stay in touch with their members.

Support the PHRF System – Mayo Tabb has always been the lead on new sail materials and what PHRF needs to do to stay relevant. PHRF needs to remain the best rating choice for all boats, old and new. I hope with his other duties he can continue to keep PHRF on track.

Chief Handicapper for the Northern Bay - One of my other duties is to nominate a Chief Handicapper for the Northern Bay, that job has already been made easier by Dan Trammell's decision to return for another year.

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

Southern Bay Vice President's Report – Mayo Tabb

The Southern Bay PHRF activity was highlighted by our two big events, Southern Bay Race Week (HYC) and Stingray Point Regatta (FBYC) plus many local regattas. Participation was up compared to previous events. The new PHRF Southern Championships held concurrent with SBRW for the PHRF Classes and at Stingray for the Cruising Class. The Cruising Class is slowly taking hold and, in many cases replacing the PHRF non-spinnaker classes. At Stingray we had 17 boats register making it the largest class with 12 showing up to race. The key is that it had a separate course and reaching type legs as cruising boats have real issues going hard on the wind. Both the PHRF Championships and Cruising Class are new and it will take time for them to grow and become more mainstream. The Southern Bay Cruising Trophy should move around and not be tied to any particular venue.



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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 strict requirements to keep out race boats.

One of my main activities is refreshing our PHRF rules regarding how we rate boats which are in three different areas- Definitions, Rules and Credits. In some cases, there are conflicts between sections and how handicappers apply them. Working with both Boards and several revisions I put together a single section combining all three. Being in one section versus three, it will be easier for all to find the applicable rules. Slight conflicts and obsolete sections have been removed. We define Genoa as less than 50% mid-girth and Spinnaker as greater than 75% mid-girth but don't define 50-75% sails which are becoming more widespread. A new section called Code sail has been added with the technical requirements copied from Asymmetrical Spinnaker which they closely follow. The intention was not to incorporate any significant changes and have them voted individually by the Delegates as several are being proposed.

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

Vice President of Outreach – Pat Seidel

At the 2022 PHRF of the Chesapeake Annual General Meeting the delegates approved the addition of a new VP position, VP of Outreach. I was nominated and approved for the position and have served in that capacity for 2023.

What did PHRF of the Chesapeake do in 2023? In one word ... LOTS!!!

Webinars - For the winter/early spring start of the season, PHRF of the Chesapeake teamed with CBYRA to present an amazing webinar series by Dave Perry on the tactical use of the Racing Rules of Sailing. A tremendous four-part series that was perfectly timed just prior to the 2023 season. Watch for more of the same in 2024 with multiple webinars that will be free for all PHRF of the Chesapeake members/current handicap ratings.

PHRF of the Chesapeake Regional Championships - Let's call it like it is ... PHRF is the largest class on the Chesapeake ... not by a little but by a magnitude. When you touch racers from Hampton, VA to Havre de Grace, MD, it's a no brainer to host regional PHRF Championships. So, we did. We started with the Southern Bay and teamed with the Southern Bay Race Week in early June. What a tremendous success. Perpetual trophies the size of Montana that will be maintained by the host yacht clubs and keeper trophies for the podium boats. Pretty sweet!!! A warm thank you to Jack Pope and the McCarthy's. See Y'all in 2024!!!

We did the same gig in July for the PHRF of the Chesapeake Mid-Bay Championship. This time PHRF teamed with Southern Maryland Sailing Association and Screwpile Lighthouse Challenge as a Platinum sponsor. Full page Spinsheet ads dominated the racing pages prior to the



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regatta. Attendance was good but not having a local hotel in Solomons for crews had an impact. Good news – for 2024 we anticipate that the former Holiday Inn will be back and able to support out of town boats like we all have seen in the recent past. This will be a must attend for 2024.

Labor Day saw Fishing Bay Yacht Club teaming with PHRF of the Chesapeake to host the Stingray Point Regatta. This was also the first PHRF Cruiser Southern Bay Class Championship and we saw 16 boats entered. Shut the front door!!!! Jim Keen's Southern Maryland Sailing Association Gran Soleil 40, Dauntless took the bullet in Cruising 1 with 1-1-1 and Paul Cole's Jeanneau/Sunmagic, Annalise crushing Cruising 2 with again 1-1-1. If you think PHRF Cruiser's are sailing with a glass of Dom Perignon in one hand and caviar with Gray Poupon in the other ... come out and watch your head spin.

The regional Championship Series wrapped up in the Northern Bay with Glenmar Sailing Association cosponsoring with Maryland Yacht Club. PHRF of the Chesapeake was a primary sponsor for the event along with CBYRA. I raced the Series in PHRF B with my Capri 30, Hell Below ... it's a submarine thing. Competition was spectacular with my bestest friend, Michael Johns and team racing Witch's Flower along with Tom Calvert and Dave Kozera racing S2 9.1s. No holds barred. We raced each other like Lasers. Michael took the bullet and Hell Below one point behind. If you want some serious kick ass racing you need to wedge this regatta in your schedule.

Spinsheet - We dropped several articles in Spinsheet but we need more. Quarterly is the target. Communication is so, so important.

2024 Priorities:

1. Webpage & Communication. This is a priority. It HAS to be more than a website to renew/apply for a handicap. This is my priority #1 for 2024. Send me your thoughts on what you would like to see on the webpage. I was thinking of a monthly column that would rotate to include:
 1. A Note from the Pres
 2. What Keeps the Handicappers Up At Night
 3. High Point Updates
 4. What else?
2. High Point Results. We are working with CBYRA to develop an app that will update High Point scores after a regatta is completed. We are close and will keep everyone informed of the status. We should all know how we are standing with High Point.
3. PHRF Championships. We had a great first year and will do more to make it even better in 2024 with enhanced communication. What else can we do to make it better?
4. PHRF Cruiser Class. Stingray Point Regatta showed that PHRF Cruisers can be a dominant class and are as competitive as any PHRF class. We HAVE to get this message out to our fellow cruisers.



PHRF of the Chesapeake, Inc. Looking forward to a better 2024 and let me know your thoughts.

Pat Seidel
Vice President of Outreach, PHRF of the Chesapeake

Treasurer's Report – Jim Raper

The 2023 Financial Report and the Proposed 2024 Budget are attached in a separate file.

US Sailing Report – Bruce Bingman

US Sailing BOD Items - Year to date, both income and expenses are running below original projections and are showing a loss. The largest loss is in the area of Olympic operations driven primarily by the loss of several major Olympic donors and smaller donors not fulfilling pledges. As of the present, there has been little positive interest in sponsoring the Olympic Trials (in Miami in January) and the US Sailing development office is continuing to solicit bids. Aero Vanti, who had provided sponsorship for the US Sailing Championships this year (including the recently completed Offshore Championship using the Navy 44's) has now terminated their sponsorship. A strategic planning meeting was held to determine key strategies for 2024.

Membership continues below goals, particularly in the area of renewals. The membership office will begin testing renewals by mail to see if response is better than with electronic notices. They are also testing issuance of printed membership cards including any certifications held by members.

The Offshore office has been primarily focused on certificate issuance of various measurement handicap certificates. To date 766 ORC club, 380 ORCi, 295 ORR and 86 IRC certificates have been issued. With the ORC worlds coming to Newport in 2024, the office expects to issue about 1800 total certificates next year. As a result of the expected increased need, the office will have several measurer training classes early next year to increase the number of certified measurers. It was also noted that ORC has begun to apply increased effort in the area of older (pre-2005) boats to improve their competitiveness. US Sailing continues to recommend use of PHRF without complex wind indexing for entry and club level competitions both for an ease of competitors to understand and ease of local clubs to use correctly. The office is also planning a "Roadshow" to better explain the rules and how they should be used by local committees. The office continues to solicit input from local areas and will assist them in application of empirical handicapping.

In the areas of race administration and judging, there are a few seminars remaining through the end of 2023 and calendars are already beginning to schedule training seminars in 2024. The seminars are now a combined on-line/classroom format that allows an increase in scope of the material covered. US Sailing has now posted the Race Officials/Organizing Authority Connection Board which allows member officials to register and member organizations to find officials for their events.

The NSPS forum will be held February 1-3, 2024 in Savannah with focus areas in community sailing development, on-water safety, fundraising, coaching and managing youth development.



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In other areas, the Siebel Sailors program has paused to regroup following restructuring of the funding with the local sailing centers with a small working group to determine the best ways to introduce new sailors to the sport. The Junior Olympics continue to be a bright spot with events throughout the year being sold out and the US Sailing Youth Team will compete in the 2023 Youth Worlds in Brazil in December.

The World Sailing Annual meeting is currently ongoing and will vote on a number of minor rule and measurement rule tweaks that are expected in preparation for the Olympic year (2024). Note that there will be a completely new update to the rules following the Olympics that will be in place for the next quad (2025-2028).

The Pan-Am games were recently completed with Annapolis sailor Allan Terhune winning gold in the Lightning fleet and the rest of Team USA winning six additional medals in other fleets.

Regional Sailing Association Meeting Recap - Andrew Clouston, VP of US Sailing presented an update of finances, membership, and services. He noted that 450 volunteers serve on over 35 committees. Matt Hill, Director Race Administration presented the new tool to connect officials and clubs. The committee Terms of Reference were ready except for final edits and will be presented to the US Sailing Board.

The current Secretary, Helen Horton has submitted her resignation and voting is underway on her successor. Betsy Allison, Director of Adult Programs discussed the US Sailing desire to increase communication between the RSA's and the US Sailing Championship Committees to improve competition and attendance at the adult championships. Two areas were highlighted: 1. The need for matched fleets of "conventional" small boats (as opposed to "Sport Boats"); 2. Better advertisement and communication of the championships.

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

PHRF Representative to CBYRA – Randy Richter

In 2023, CBYRA continued to provide services to the yacht racing community to improve the quality of racing and the quantity of racers.

Quality was improved by supporting the training of 180 race officers. Nine classes were provided in Judging, Basic Race Officer and Advanced Race Officer curriculums. Additionally educational Zoom seminars were offered featuring such sailing luminaries as Jahn Tihansky, Dave Perry and Dave Dellenbaugh for the owners, skippers and crew of racing yachts.

Quantity was enhanced by supporting 20 juniors with grants to travel to distant regattas as these enthusiasts will become life-long participants in the sport. CBYRA also supported the inclusion of women into the sport by supporting a Chesapeake Bay team at the Thayer Regatta, supporting the J105 Women's Regatta and supporting the 2V2 Women's Event.

CBYRA also provided a grant to a racer attending the recent Pan Am games which resulted in the first gold medal for a USA participant in over a decade.



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CBYRA membership has grown to approximately 740 members over the last several years,

which has enabled the programs detailed above to become a normal reality.

PHRF and CBYRA have shared contact information this year, enabling improved communications to both organization's sailors. In short, both organizations continue to work diligently to get sailors off the dock and out on the race course.

Randy Richter

PHRF Representative to CBYRA and CBYRA Handicap Class Chair

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 conducted much of our business by email which was convenient especially early in the year when we had far too many applications to consider at a single monthly meeting. We hope to have more in-person meetings in the coming year to discuss handicapping issues as they arise.

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 promptly processed somewhere north of a dozen 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.

During the year we handled about a dozen appeals brought by either the boat owner or by the local handicapper 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. In one case this year after making on-the-water observations and receiving updated displacement information, we realized that we had mis-rated three new and very similar boats. Both the NB and SB Boards of Handicappers agreed to make slight adjustments in their ratings with respect to each other and with respect to the fleet. The ratings of these boats now appear to be correct. This is a huge advantage that PHRF has over other rating systems.

It has been my pleasure to serve as the chief handicapper of the Northern Bay Board of Handicappers. I continue to be impressed by the depth and breadth of knowledge of the handicappers on the committee. We hope to continue issuing fair and reasonable ratings for the

fleet in the coming year.



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Dan Trammell,
Chief PHRF Handicapper Northern Chesapeake Bay

Southern Bay Chief Handicapper's Report - Alan Bomar

The Mission - I believe we are offering fair sailing on the Chesapeake Bay. several discussions of PHRF of the Chesapeake and how we work to offer fair and competitive sailing. I found these discussions were well received and I am willing to join any club to share my perspective as the Southern Bay Chief Handicapper. I even met with the sailing organizations on the Albemarle Sound in North Carolina to discuss how PHRF of the Chesapeake Bay develops fair and competitive sailing.

Sustainability - In the Southern Bay, we are growing our younger ranks with Doug Bird, Dan Montgomery and Robert Williams joining the ranks of Rusty Burshell, Christian Schaumlöffel, Mayo Tabb and Jim Raper. I express my appreciation for the Southern Bay team in helping me process rating assignments, reviewing appeals and addressing modifications.

Leverage IT Tools - In 1996 or so, I stopped stuffing envelopes and emailed the handicapper minutes. This started a move that greatly reduced PHRF of the Chesapeake cost and led to our current database where certificates can be processed for ratings within minutes of their submittal. We need to continue growing these tools each year. For 2024, I would like to see the delegates support a budget to create a "secure" area where the handicapping boards can capture the processing of new rating assignments, appeals and modifications. This would move the handicapper decisions from "MS word" or pdf files to a database that can be used in future discussions. It is PHRF of the Chesapeake's next IT growth opportunity.

Use the Appeals Process - I encourage the delegates to share with their boat owners that appeals are the way to have your rating, or your competitor's rating evaluated. It is important to communicate that ratings are based on near excellent boat preparation and how one presents their boat on the race course is very important in performance and results.

Support Learning/Teaching New Sailors - I thank CBYRA and PHRF of the Chesapeake in offering educational opportunities with the likes of Dave Perry and Dave Dellenbaugh. Even with extensive racing experience, I find these lectures valuable. Educational opportunities are very important for "new to racing" sailors. Make it free with a PHRF of the Chesapeake certificate. I encourage the delegates to continue to support this Outreach mission. (I must figure out how to add video to my presentations.)

Thank you for the Board's trust in me to execute PHRF of the Chesapeake's mission.

Alan Bomar,
PHRF of the Chesapeake Southern Bay Chief Handicapper



PHRF of the Chesapeake, Inc. Proposals for the 2023 Annual Meeting

1. Proposed Corrections to PHRF of the Chesapeake Equipment Rules and Rating Adjustments:

The rules covering PHRF ratings are embedded into 3 sections – Definitions, Sail Equipment and Boat Modifications. Over the years slight conflicts have crept into these sections, the way handicappers apply them does not exactly match the wording and certain sections have become obsolete. The intention is not to change any specific requirements just to make them easier to understand and in the Website revision they will be in one section not in three separate sections.

All three sections would be replaced by the section below. Additions are shown with bold italics. Deletions are shown with a strikethrough.

Section I – Equipment Rules and Rating Adjustments • Definitions

PHRF ratings are expressed in seconds per mile to be deducted from elapsed time to produce corrected times. The higher rating indicates the slower boat. PHRF time allowances are not related to other systems. PHRF ratings are made on the assumption that:

1. The spinnaker pole length is equal to "J"
2. For boats with spinnaker poles or bow sprits JC shall be equal to
 1. 1) For standard or oversize poles JC is the distance from the mast to the end

of the pole
 2. 2) For bow sprits JC is the distance from the mast to the sail attachment point on the bow sprit which equal J plus BS.

i. BS is the distance from the forestay to the attachment point of the bow sprit.

c. The symmetrical spinnaker maximum luff length is .95 times the square root of "I" squared + "JC" squared ,

4. The asymmetrical spinnaker luff length shall be between 1.0 and 1.1 times the square root of "I" squared + "JC" squared,
5. The spinnaker maximum width is 180% of "JC",
6. The genoa LP maximum is 155% of "J",
7. The ratio of asymmetrical spinnaker mid-girth width to foot length shall be not less than .80. The mid-girth to foot ratio shall determine the sail classification:
 1. 1) 50% or less – Genoa
 2. 2) 51% to 74% - Code

PHRF of the Chesapeake, Inc. 3) 75% to 100% - Spinnaker

8. Sail Area on PHRF certificates is defines as $J \cdot I / 2$ plus $E \cdot P / 2$. Sail area (actual) is defined as $(J \cdot I / 2) \cdot LP$ plus $E \cdot P / 2$
9. Displacement on PHRF certificates is the brochure weight or if the Handicapper Board believes the weight to be incorrect a weight of base boat on a standard measurement protocol such as ORC, IMS or ORR may be used.
10. The boat is in racing condition and has a folding or feathering propeller, or a retractable outboard motor.

Adjustments are made to the base rating if assumptions a thru j are violated. • Sail and Equipment limitations and credits

a. Headsails - distinctions between jibs and spinnakers.

1. 1) A headsail is defined as a sail that is within the fore triangle or is attached at the base of the foretriangle. It can be either a spinnaker, asymmetrical spinnaker or a jib.
2. 2) Distinction between spinnakers and jibs. A sail shall not be measured as a spinnaker unless the midgirth is 75% or more of the foot length and the sail is symmetrical about a line joining the head to the center of the foot. No jib may have a midgirth measured between the midpoints of luff and leech more than 50% of the foot length. Headsails with mid-girths, as cut, between 50% and 75% shall be handicapped on an individual basis.
3. 3) Asymmetrical spinnakers shall conform to the requirements of these specifications.

b. Definitions of jibs

1. 1) A jib/genoa is defined as any sail, other than a spinnaker that is to be set within the fore triangle or is attached at the base of the foretriangle. In any jib the midgirth, measured between the midpoints of the luff and leech shall not exceed 50% of the foot length nor shall the length of any intermediate girth exceed a value similarly proportionate to its distance from the head of the sail.
2. 2) A sailboat may use a luff groove device provided that such luff groove device is of constant section throughout its length and is either essentially circular in section or is free to rotate without restraint.
3. 3) Jibs may be sheeted from only one point on the sail except in the process of reefing. Thus quadrilateral or similar sails in which the sailcloth does not extend to the cringle at each corner are excluded.

c. Measurement of jibs

1. 1) Longest perpendicular of jibs (LP) shall be measured on the perpendicular from the luff (outside edge of the sail or rope) to clew (intersection of edges of sail).
2. 2) LP shall be the largest such dimension found on the jibs carried on board.

d. Limitation on jibs

- i. In jibs 117% or smaller LP.
 - ii. No limit on length.
 - iii. The number of battens is limited to four, which must be arranged with approximately equal spacing between head and clew.
1. 1) No clew boards may be used on jibs.
 2. 2) No headboards may be used on jibs.
 3. 3) Battens may be used only if:
 4. 4) The distance, measured on the surface, between the midpoint of the foot and the midpoint of the luff shall not exceed 55% of the length of the leech.
 5. 5) Headsail sheeting to the boom shall be allowed provided the sheeting point is not further aft on the boom than E plus six inches. This shall be marked if such sheeting is to be used by a red band one (1) inch wide. The forward edge of the band will define the limits of the sheeting approved.
 6. 6) In no case shall the sum of the LP of the headsail and the distance measured from the forward end of J to the tack of the sail be greater than the sailboats rated LP.

e. Definitions of symmetrical spinnakers

1) For measurement as a symmetrical spinnaker, a sail must have the following characteristics:

- i. Luff and leech must be of equal length.
- ii. The sail must be symmetrical, in shape and construction, about a line joining the head to the center of the foot.
- iii. The midgirth shall not be less than 75% of the foot length.
- iv. The sail is flown in front of the forestay.

f. Measurement of symmetrical spinnakers

1. 1) Spinnakers shall be measured with such tension as will remove wrinkles across the line of measurement. The measurer will sign the sail indicating the date of measurement, and the maximum length of luffs and maximum width, and his approval of all other requirements.
2. 2) Spinnaker Maximum Width (SMW) shall be at the foot or across the body of the sail, measured between points on the luffs equidistant from the head.
3. 3) Spinnaker Luff (SL) shall be the greatest length of spinnaker luff and leech measured around the edges of the sail. Where stiffening is used to extend the angles at the tack or clew of spinnakers beyond an included angle of 110 degrees, the greatest

g. Limitations of symmetrical spinnakers length of any such stiffening in the foot of the sail, measured from the clew, shall be added to the luff length to determine SL.

4. 4) Spinnaker Foot (SF) shall be a distance from tack to clew measured in the shortest path on the surface of the sail.
5. 5) Spinnaker Midgirth (SMG) shall be the distance between the midpoints of luffs measured in the shortest path across the sail.
1. 1) Choice of Asymmetrical, Code, Symmetrical, or all types of spinnakers, shall be made at time of application or renewal and may be changed once during the sanctioned racing season.
2. 2) Spinnakers shall be sheeted from only one point on the sail.
3. 3) Battens shall not be used in spinnakers.
4. 4) Spinnaker Luff (SL) shall not exceed .95 times the square root of $(I^2 + JC^2)$ without penalty.
5. 5) Spinnaker Maximum Width (SMW) The Spinnaker girth and foot shall not exceed 1.8 times JC without penalty.
6. 6) Adjustable leech lines are not permitted on spinnakers.
7. 7) Spinnaker pole length shall not exceed 100% of J without penalty.

h. Asymmetrical Spinnakers

1. 1) Choice of Asymmetrical, Code, Symmetrical, or all types of spinnakers, shall be made at time of application or renewal and may be changed once during the sanctioned racing season
2. 2) The sail is flown in front of the forestay.
3. 3) Unpenalized luff (ALU) shall be no greater than 1.1 times the square root of $(I^2 + JC$
 $* (SPL\%/100))^2)$
4. 4) Unpenalized foot (AF) shall be no greater than $(JC * (SPL\%/100) * 1.8)$. SPL% shall include extendible bowsprits. The Spinnaker girth and foot shall not exceed 1.8 times JC without penalty.
5. 5) For sails with less than 85% mid-girth that may be subjected to a penalty because of a short luff, a pennant may be fitted to the tack of the sail to meet the 105% guideline with the provision that no

Cunningham is used to shorten/tighten the luff of the sail while it is flying. E. For sails with less than 85% mid-girth, the sail is subject to a penalty if:

- i. The luff is less than 105% of the length of the hypotenuse of the triangle in which the spinnaker is set.
- ii. The sail has a cunningham that is used to shorten/tighten the luff of the sail while it is flying.
- iii. The bowsprit is tensioned.

6) Asymmetrical spinnakers with foot length of 180% of J may be tacked forward of the forestay attachment point on bow roller, prod etc. up to 10% of J without a rating adjustment.

i. Code Sails

1. 1) Choice of Asymmetrical, Code, Symmetrical, or all types of spinnakers, shall be made at time of application or renewal and may be changed once during the sanctioned racing season.
2. 2) The sail is flown in front of the forestay.
3. 3) Unpenalized luff (ALU) shall be no greater than 1.1 times the square root of $(I^2 + JC^2)$
4. 4) The Spinnaker girth and foot shall not exceed 1.8 times JC without penalty.
5. 5) For sails with less than 75% mid-girth that may be subjected to a penalty because of a short luff, a pennant may be fitted to the tack of the sail to meet the 105% guideline with the provision that no Cunningham is used to shorten/tighten the luff of the sail while it is flying.
6. 6) For sails with less than 75% mid-girth, the sail is subject to a penalty if:

The luff is less than 105% of the length of the hypotenuse of the triangle in which the spinnaker is set.

- ii. The sail has a cunningham that is used to shorten/tighten the luff of the sail while it is flying.
- iii. The bowsprit is tensioned.

7) Code sails with foot length of 180% of J may be tacked forward of the forestay attachment point on bow roller, prod etc. up to 10% of J without a rating adjustment.

j. Measurement of Mainsails

1. 1) Foot of mainsail (E) shall be the length measured along the boom, of the foot of the sail taken from the aft face of the mast to the aftermost position to which the sail is permitted to extend. Where this latter point is inside of the boom end, it shall be located by the inner edge of a one inch band around the boom.
2. 2) Mainsail hoist (P) shall be the measured length of the hoist of the sail. It is the distance along the after side of the mainmast from the highest level to which the head of the sail may be set to the lowest position of the tack. The highest point shall be taken at the top of the highest sheave used for the main halyard, or to the lower edge of a one inch band around the mast. If a sliding goose neck is used, measurement is to be made with the boom at the extreme bottom of the slide unless the lowest sailing position of the foot is marked by the upper edge of a one inch band around the mast.

3) Mainsail Headboard (MH) shall be the maximum fore and aft dimension from the luff of the main, projected if necessary, to the extreme aft edge of the leech measured across the widest part of the headboard.

k. Limitations on Mainsails

1. 1) The number of battens in any mainsail or mizzen shall be limited to seven (7) for all sailboats. Batten spacing shall be approximately equal between headboard and clew.
2. 2) The maximum mainsail headboard (MH) dimension shall not exceed 4% of E or .5 feet (6 inches).
3. 3) Rated without adjustment are One Design mainsail girths, or IMS maximum default girths as per the table below:

- i. MGT (7/8 leech) = 0.22*E
- ii. MGU (3/4 leech) = 0.38*E
- iii. MGM (1/2 leech) = 0.65*E
- iv. MGL (1/4 leech) = 0.90*E

l. Mizzen

m. Mizzen Staysails

- 4. 4) Loose-footed mainsails are permitted only when they are the regular mainsail normally used for the sailboat. When a loose-footed main is used the spare mainsail must also be loose-footed.
- 5. 5) Spare mainsails are not permitted to be carried on board with the expectation of improved performance, as for varying weather conditions or points of sail, but rather a second mainsail can only be carried on board as a bonafide spare for emergency use.

- 1. 1) The measurement procedures for mizzen shall be the same as for mainsails.
- 2. 2) The limitations for mizzen shall be the same as for mainsails.

- 1. 1) Sheet leads may be to hull or rail and to mizzen boom, but they may not be sheeted to any other spar or outrigger.
- 2. 2) Mizzen Staysails must be 3-cornered (head, tack, and clew). The tack or tack pennant must be secured abaft the point of intersection of the face of the mainmast with the deck and also must be secured no higher than a rail cap, deck, or cabin top.
- 3. 3) No mizzen staysail may be carried set on a sloop rig flying from the backstay.

- 1. 1) A blooper that is flown with a spinnaker must be no longer on the luff than the head stay. A tack pennant not to exceed 2.5 feet can be added. A blooper must be tacked to the stem fitting on the bow.
- 2. 2) The midgirth measured between the midpoints of the luff and leech, shall not exceed 50% of the foot length nor shall the length of any intermediate girth exceed a value similarly proportionate to its distance from the head of the sail.
- 3. 3) The distance, measured on the surface of the sail, between the midpoint of the foot and the midpoint of the luff shall not exceed 55% of the length of the leech.
- 4. 4) The LP can be no longer than the largest declared headsail.

o. General Equipment Limitations

- 1. 1) Sailboats shall race as rated with at least all the equipment and furnishings supplied as standard equipment by the manufacturer. A sailboat which has altered or removed bulkheads, permanently attached furniture, or structural interior components shall be considered a custom sailboat. Drawers, headliners, cabinet and locker doors, steps, ladders and engine enclosures shall remain in place as supplied as standard equipment for a sailboat not to be considered a custom sailboat. Passageway doors, cushions, dining tables and carpet are specifically exempted and are alterable or removable provided all the special regulations for safety requirements are met.
- 2. 2) See current engine limitations.
- 3. 3) Use of Stored Energy:

- i. Swing or canting keels and centerboards moved by the use of stored energy are allowed if the boat retains self-righting ability with the keel or centerboard in any allowed position and if this is an original design feature of the boat. Sails and running rigging are allowed to be adjusted using stored energy; however, use of stored energy for this purpose may affect the rating. This changes RRS 51 and RRS 52 to allow use of stored energy to move a swing or canting keel (dead weight) or centerboard on a boat that has been designed for use of this appendage
- ii. Sails and running rigging are allowed to be adjusted using stored energy; however, use of stored energy for this purpose may affect the rating. This changes RRS 52 to allow use of stored energy to adjust running rigging.

p. Crew Limitations

Sailboat LOA(ft.) Max. Crew

18.00 to 22.50 5 22.51 to 25.00 6 25.01 to 27.50 7 27.51 to 30.00 8 30.01 to 33.00 9

33.01 to 36.00 36.01 to 39.00 39.01 to 42.00 42.01 to 45.00 45.01 to 48.00 48.01 to 51.00 51.01 to 54.00 over 54.00

10

11

12

13

14

15

16

Add 1 for each 4ft

Children 14 years and under do not count against crew limitation.

NOTE: ODR (One Design Rating) rating certificates will have crew limitations as established by the national One Design class rules.

q. Non-Spinnaker Limitations

(Applies to both single and double headsail classes, except where noted)

1. 1) The maximum length of a spinnaker pole (whisker pole) that may be used without penalty shall be equal to J. If the spinnaker pole (whisker pole) is adjustable, a red color shall be visible if the pole is extended beyond its rated length. The spinnaker, whisker or similar device to hold the sail outboard must remain attached to the mast except when jibing.
2. 2) The non-spinnaker headsail shall meet all PHRF jib regulations. No part of the luff of a jib shall be more than 4% of the length of the luff away from the measured perpendicular to a straight line drawn from its halyard exit to the point on the sailboat to which it is tacked. The use of asymmetrical spinnakers and Code sails is prohibited in the non-spinnaker class.
3. 3) All other sail and equipment rules applicable to spinnaker classes apply to non- spinnaker classes. The double headsail class allows the concurrent use of more than one headsail while racing. For the single headsail class, only one (1) headsail may be used at a time while racing, except for cutter rigs flying

headsails in the normal configuration. Two (2) headsails may be flown during a sail change, which must be completed in a seaman-like manner.

4. 4) The non-spinnaker mizzen staysail shall be in compliance with the mizzen staysail section of these specifications, and other than sheeting requirements, shall meet PHRF jib definitions and limitations.

r. Requirements for Roller Furler (RF) Credit

1. 1) The RF genoa/jib must be tacked above the RF drum and have the head (or pennant) secured to the bottom of the upper swivel at all times while racing except while changing the genoa/jib and be capable of being completely furled on the headstay between the drum and upper swivel.
2. 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.
3. 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. When these conditions have abated, it is permissible to hoist the standard RF headsail for that sailboat.
4. 4) If a second jib or genoa is flown, it need not conform to 17.2, but shall never be flown without the roller furling jib or genoa set and flown during downwind legs.
 - i. The RF mainsail must be furled on a drum and spindle mechanism mounted within the mast or boom extrusion. RF mainsails with full-length battens that furl within the boom will receive a reduced credit. RF mizzen sails shall comply to the same requirements as the mainsail. RF mainsails equipped with air battens shall not have their pressure adjusted during the race.
 - ii. No credit will be given for roller reefing booms, where the mainsail is rolled around the boom.

s. Unconventional Craft

1) Boats that fall outside of the above established guidelines must meet the standards set by the Board of Handicappers.

• Boat Modification Rating Changes:

a. Rig Adjustments. Guidelines for ratings adjustment due to rig changes are based on percent change to the calculated Sail Area (SA). SA includes 100% foretriangle and mainsail area, including mainsail roach. SA Actual includes foretriangle based upon genoa overlap and mainsail area, including mainsail roach.

1) Guide for I alone, J alone, I & J together, or I & P together.

- i. Adjustment = 3 sec/mi for up to 2% change
- ii. Adjustment = 6 sec/mi for over 2% up to 4% change
- iii. Adjustment = 9 sec/mi for over 4% up to 6% change
- iv. Adjustment = 12 sec/mi for over 6% up to 10% change
- v. Adjustment = 15 sec/mi for over 10% up to 15% change

- i. Adjustment = 3 sec/mi for up to 5% change
- ii. Adjustment = 6 sec/mi for over 5% change

2) Guide for P alone, E alone, or P & E together (affecting main only):

3) Replacement of a yacht's mast with a new mast differing from the original mast in manufacturer, extrusion section, standing rigging, or design, shall cause the yacht to be designated a 'MOD' and individually rated based upon observed performance. Changes to running rigging or backstay adjuster type shall not constitute a modification.

4) Sail configurations other than listed above shall be evaluated as to legality and penalized as determined by the Handicapper Board.

b. Spinnaker, Pole, and Bow Sprit Adjustments.

Symmetrical and asymmetrical spinnakers may be used on the same yacht as requested by the owner at the time of application or renewal of the boat's rating, in accordance with fleet policies. A boat choosing to race with both types of spinnakers is subject to a rating penalty for using both types of spinnakers to be determined on a boat by boat basis by the Board of Handicappers.

1) GUIDE FOR SYMMETRICAL SPINNAKERS AND POLES. No penalty is imposed for the use of symmetrical spinnakers, provided they do not exceed the guidelines defined in the 'Standard Sail and Equipment Guidelines.' These guidelines apply to the largest spinnaker, if more than one is used. These guides are almost always applied as shown. Combinations not shown are considered unusual and must be evaluated by the Board of Handicappers.

- i. Spinnaker Pole Length (SPL) alone; penalty of 3 sec/mi per 10% above unpenalized maximum, not to exceed 6 sec/mi.
- ii. Spinnaker girth (G), or maximum width, alone; penalty of 3 sec/mi per 5% above unpenalized maximum, not to exceed 6 sec/mi.
- iii. Spinnaker luff length (SL) alone; penalty of 3 sec/mi per 5% above unpenalized maximum, not to exceed 6 sec/mi.
- iv. Combined SPL and G penalty, if both match each other (i.e., G is 180% of SPL); penalty of 3 sec/mi for each 5% increase of SPL over 100% of J.
 - i. Asymmetrical Luff (ALU) penalty of 3 sec/mi for up to each 3% variation (+ or -) from unpenalized size range.
 - ii. Asymmetrical Foot (AF) penalty of 3 sec/mi for up to each 3% addition to unpenalized maximum.
 - iii. Code Sails - Mid Girth to Foot (AMG/AF) ratio between 51-74% penalties will be assessed based on:

2) GUIDE FOR ASYMMETRICAL SPINNAKERS, CODE SAILS, POLES AND BOW SPRITS. No penalty is imposed for the use of asymmetrical spinnakers, provided they do not exceed the guidelines defined in the 'Standard Sail and Equipment Guidelines.' These guidelines apply to the largest asymmetrical spinnaker, if more than one is used.

a) The displacement, S/A, and hull shape of the boat subject to penalty.

b) The size of the headsail and spinnaker the boat is rated

with.

iv. Extended spinnaker poles or Bow Sprit (BS) for boats not factory equipped:

a) Penalty of 3 sec/mi for up to 25% increase over J

b) Penalty of 6 sec/mi for 26% to 50% increase over J

c) Penalty for over 50% increase over J shall be evaluated by the Board of Handicappers.

c. Engine Rating Adjustments.

The rating differential between boats of the same type, one powered by an inboard motor, and the other by an outboard, may vary from 3 to 6 seconds per mile. The actual adjustment depends on the size, weight, and design configuration of the boat. Six (6) seconds per mile is normal. Boats rated without an auxiliary engine shall have a penalty adjustment of 3 or 6 seconds per mile.

d. Roller Furling Genoa/Jib Adjustments.

Roller furling credits may be given if a roller furling sail meets the Roller Furling Credit Requirements:

1. 1) A credit of 9 seconds per mile may be given if the roller furling drum is located wholly above deck level.
2. 2) A credit of 6 seconds per mile may be given if the roller furling drum is located at or below deck level.
3. 3) A credit of 3 seconds per mile may be given if roller furling headsails built of a laminated material having continuous woven taffeta outer skins and have a woven leech and foot cover of at least 4oz UV protected woven material with the roller furling drum located wholly above deck level.

e. Propeller Rating Adjustments.

Credits to ratings may be provided for various types of fixed bladed propellers based on the type, number of blades, and the propellers 'exposure'. The actual adjustment depends on the size, design, number of blades, and exposure as installed in the particular yacht. Evaluation of the design of the propeller will depend upon the intended purpose being primarily to propel the yacht under power (i.e., a cruising design). The recommended guidelines are:

1. 1) Credits of 12 sec/mi for 3 bladed solid prop on exposed shaft.
2. 2) Credits of 9 sec/mi for 2 bladed solid prop on exposed shaft.
3. 3) Credits of 9 sec/mi for 2 or 3 bladed solid prop on outboard fixed in well.
4. 4) Credits of 9 sec/mi for 3 bladed solid prop in an aperture.
5. 5) No credits are recommended for any propeller on a retracting outboard motor, 2 bladed solid propellers in an aperture, retracting propeller shaft or any 2 or 3 bladed feathering or folding propeller, whether installed on an exposed shaft or in a hull aperture.

6) A credit of 3 sec/mi for a bow thruster in an open tunnel.

g. Mainsail Roach Adjustments.

Mainsail roach exceeding the values listed in paragraph 10C of the Standard Sail and Equipment Specifications by up to 5% may receive a -3 sec/mi adjustment. Excessive girth mainsails may be adjusted -6 sec/mi or more depending on the amount of increased girth. In addition, handicappers may review headboard size and if the headboard exceeds 6 inches, or .04E, whichever is larger, an adjustment may be applied.

h. Stored Energy Adjustments.

If stored energy is used to help in adjustment of sails, rigs, or to otherwise enhance performance, a rating adjustment may be applied.

i. Roller Furling Mainsail Adjustments.

Roller furling mainsail credit may be given if the mainsail can be furled on a drum and spindle mechanism mounted within the mast or boom extrusion.

1. 1) A credit of 6 seconds per mile may be given for mainsails that furl within the mast.
2. 2) A credit of 3 seconds per mile may be given if the mainsail does not have battens.
3. 3) A credit of 3 seconds per mile may be given for mainsails or mizzens with full-length battens that furl within the boom. Roller furling mizzen sails may be given a credit of 3 seconds per mile.
4. 4) For Air Battens - the pressure in the air battens shall not be adjusted during a race.
5. 5) Roller reefing boom, where the mainsail is rolled around the boom, is not eligible for a rating credit.

j. 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. 3) LP between 141% and 155% - 0 sec/mi. (No Credit)
4. 4) LP over 155% - 6 sec/mi. penalty.

Note: Boats designed for non-overlapping jibs are not eligible for this credit.

• Circular Random (CR)

The circular random rating (CR) is an adjustment applied to the "Valid Rating" (VRTG) which is determined for sailing windward/leeward courses as they sail on courses incorporating reaches. It is the assumption of PHRF of the Chesapeake that some boats are inherently more likely to perform better on reaches than W/L legs, and other boats are likely to perform more poorly during non-W/L legs.

The CR adjustment is intended to mitigate those differences, and is a sum of the credits and penalties. The following characteristics and their interaction are considered in determining the CR credit/penalty which reflect the different speed potential when sailing on mixed courses including reaches versus strictly windward/leeward courses.

1. Waterline Assumptions - short waterline lengths sail slower and longer waterline lengths sail faster than average boats on reaches
2. Sail Area/Displacement (100% foretriangle) Ratio (SA/D) Assumptions – Heavy boats sail slower than light boats on reaches.
3. Headsail Assumptions – Boats with large overlap headsails (155%) sail faster on reaches than boats with lesser overlap sails (100%).
4. Asymmetric spinnakers and Code Sail Assumptions – Boats with these types of sails sail faster on reaches.

Adopted with Technical Committee authorized to make technical corrections and updates – see. Website for latest version with updates.

2. Proposed PHRF Region Re-Organization:

To better balance the regions, Regions 1 and 2 would be combined into a new Region 1 which would be north of the Bay Bridge. Region 3 would be the Annapolis area. Region 2 would be the Maryland Eastern Shore and Southern Maryland (Solomons and Potomac). Region 4 North and Region 4 South would remain.

The regions were set years ago and Region 3 has grown way larger than any of the rest.

Region

Membership

Current Proposed 67 104

37 124

341 217

1

2

3

Unassigned 1,2,3 188

4

Unassigned 4

178 178 26 26

A concerted effort should be made in each region to find an individual to serve as Delegate for the unattached members. As it will take time to get these changes into the certificates we will have a transition period of two years for the certs to work through. The Handicappers should know who the active racers are in the un-assigned groups and we should be able to

coerce a Delegate out of the group to attend one meeting a year.

The unassigned members is quite a large group would be better served with 4 of their own delegates versus two VP's which don't have much connection to them casting their votes.

Proposed Region Reorganization:

CLUB CURRENT REGION

CYCoP 1 GSA 1 HDGYC 1 NERYC 1 RYC 1 BCYA 2 MRSA 2 PSA 2 RCRA 2 YCCSC 2 AYC 3AW EYC 3AW HNSA 3AW
NASS 3AW PCRC 3AW SCC 3AW SSA 3AW SSC 3AW WRSC 3AW DISC 3PR CYC 3SE ESSA 3SE MRYC 3SE SMSA 3SE
TAYC 3SE DYC 4N FBYC 4N RRYC 4N YPRCC 4N BBSA 4S CCV 4S HYC 4S OPCYC 4S PBC 4S YRYC 4S

DELEGATE NEW REGION

A J Gregg 1 Michael Johns 1 Rick Hanson 1 Ewe Mewes 1 Scott Kirwin 1 Mike Mullarky 1 Pat Seidel 1 Randy
Richter 1 Craig Saunders 3 Roger Coney 3 Mark Burrows 3 Dan Trammell 3 Jon Opert 3 C Rogers 3 Heidi Bay 3
Nelson Pemberton 2 Pat Seidel 2 Paul West 2 Marc Briere 2 Eric Crawford 2

4N Mayo Tabb 4N Anker Madsen 4N Rob Williams 4S Greg Cutter 4S Greg Cutter 4S RLOld 4S

Adapted as new Regions and PHRF to update CBYRA as to new regions.

.3. Proposed Revision to 3 Second Roller Furling Credit:

The current credit of +3 for laminated roller furling sails has become obsolete.

Key things to remember that are stated elsewhere in our regulations are:

1. Only the RFA credit sail and a sail of less than 110% that also meets the RFA credits are the only sails that can be flown.
2. Except in double-headsail classes, a second sail of any construction can be used as long as a sail meeting the requirement for the RFA credit is flown at the same time
3. Sails must be capable of being furled completely on the furling system.
4. The sails have at least a 4 oz. UV protected woven material protecting leach and foot when furled.

The key aspect is that woven taffeta skins have all but disappeared and replaced with non- woven skins such as Liteskin. Except the cruising North 3di do not have a skins but should qualify.

“Roller furling headsails built of a laminated material having continuous woven taffeta outer skins, and have a woven leech and foot cover of at least 4oz UV protected woven material with the roller furling drum located wholly above deck level may be given a credit of 3 econds.”

All-out race sails made of Carbon and Technora are being supplied with Liteskins so if they would qualify if leach covers were added. Unless advanced fibers are excluded. For boats with 155% the two sail restriction would not make this a good approach but with 100% jibs as many new boats now are equipped this could be viable and would be a loophole.

The below paragraph addresses these issues and is proposed to replace the current

paragraph.

“Roller furling headsails built of a laminated film material having continuous woven or non-woven outer skins on both sides constructed exclusively of Polyester or PE material and have a woven leech and foot cover of at least 4oz UV protected woven material with the roller furling drum located wholly above deck level may be given a credit of 3 seconds. The filmless North 3di 330 and 370 qualify but any construction containing Carbon, Kevlar, Technora or similar fibers does not qualify.”

Adopted with Technical Committee to make updates as new clothes come on the market. See website for latest updated version.

4. Proposal to Increase Headsail Size Allowing Battens:

PHRF of the Chesapeake “Sail Equipment & Limitations” limits headsail size with battens to 117% of LP. The proposal is to increase the headsail size to 135% of LP.

Points to consider:

1. Benefits of headsail battens:

1. 1) Extends sail life,
2. 2) Adds structure to leach of sail; reduces leach flutter,
3. 3) Can increase sail roach leading to increased sail area for a boat. This proposal

recommends a limit on headsail size to 135% of LP versus 140% to deter

skippers from trying to manipulate the rule for increased sail area.

2. Limitations of headsail battens:

1) Makes headsail changes & stowing much more difficult,

2. 2) Battens add weight aloft,
3. 3) Battens can make tacking more difficult.

c. It does not appear that this limitation is used in any other PHRF Region. ORC and ORA

do not limit headsail batten lengths and several one design rules allow much larger headsail battens. By limiting headsail size to 117% of LP, we decrease the number of skippers who can race in PHRF Chesapeake. The writer of this has raced the last 4 years under VPP handicaps systems because of this limitation but would prefer to be able to race PHRF 100% of the time going forward.

d. The following are various postings online from sailmaker websites and individuals using headsail battens:

1. 1) The big benefit of battens in a headsail is that they reduce flutter on the leach, which significantly increases the longevity of the sail (Catastrophic failures on headsails has been the leach failing in some way). They do also allow the sailmaker to add more area to the sail high up which also increases power.

2. 2) Using leech battens being orientated parallel to the forestay (vertical) allows the sail to furl well. And makes a sail which is a little larger, and most importantly, a much better shaped aerodynamic wing.
3. 3) Battens in the leach are to support the leach to stop fluttering. This is completely different to battens in a mainsail used to hold out a roach (outward curve) of the leach. Battens will keep the after part of the sail nice and flat.

5) The battens are nice in terms of adding to the life of the sail by distributing leech loads and damping flogging. The sail appears to have a better flying shape.

This proposal is to change the limitation on the use of battens in headsails from 117% of LP to 135% of LP. This change will allow more skippers with headsail battens to race in PHRF and to extend the life of their sails.

With self-tacking jibs.... they are a pain to rig, it really needs a calm day, because the battens have to be inserted as the sail is hoisted. Not really a problem when cruising, but it could be a pain if you wanted to do a rapid sail change.

Adopted with Technical Committee to make updated corrected language. See website for latest updated version.

5. PHRF Class Flags/Pennants:

Recently, 2 new class flags/pennants were added for the Cruising Class racers. This proposal is intended to codify the flags/pennants for all PHRF classes as follows:

PHRF A0
PHRF A/A1
PHRF A2
PHRF B
PHRF C
PHRF N
CHESSS
Cruising Class Non-Spinnaker #8 Pennant
Cruising Class Spinnaker 2nd Substitute Pennant

#0 Pennant
#9 Pennant
#2 Pennant
#6 Pennant
#7 Pennant
#5 Pennant
3rd Substitute Pennant

Adopted – see website for latest version



PHRF of the Chesapeake, Inc.

6. Cruising Class Certificates:

The proposal is to offer FREE Cruising Class certificates for this coming 2024 season. There is a need for more organizing authorities to offer Cruising Class starts at their events. And to clarify, the owner of a boat with a valid Cruising Class certificate is a member of PHRF of Chesapeake.

Adopted

7. Rating Certificate Pricing:

There are no increases to the rating certificate prices for 2024. The certificate pricing shall be as follows:

1-season certificate will cost \$30.00

2-season certificate will cost \$40.00 before April 1st, 2-season certificate will cost \$50.00 after April 1st.

Adopted

8. 2024 PHRF Class Splits.

PHRF of the Chesapeake Region IV South class splits require updating to better reflect the boats racing in the region.

Background - In the 16 race Southern Bay Distance Race Series (SBDRS), only one boat in PHRF C has qualified for the award for the last 3 years. There are not enough boats in the current PHRF C fleet. If the proposed B/C rating split had been in effect for the last 3 years, at least 3 boats would have qualified in both PHRF C and in PHRF B. The proposed class split will improve the competition in the region and it will reflect the boats that consistently race in Region IV South.

The following class splits are proposed for 2024. The regional delegates must vote to approve these splits, or any changes, for 2024.

Region	Class
III AW	A0
III AW	A1
III AW	A2
I, II, III SE	A
I, II, III AW, III SE	B
I, II, III AW, III SE	C
III PR	Spinnaker
IV North	A
IV North	B
IV North	C
IV South	A
IV South	B
IV South	C
All Regions I-III	Sport Boat
All Regions I-IV	Cruising Class
All Regions I-IV	Short-Handed

All Regions I-IV

Proposed 2024 Splits

up to 025 026 to 070 071 to 109 Up to 109 110 to 148 149 and up All

Up to 099 100 to 160 161 and up Up to 099 100 to 151 140 152 141 and up All

All

All

PHRF N All

Adopted



PHRF of the Chesapeake, Inc. Election of 2024 PHRF Officers

The delegates must vote to elect the officers of PHRF of the Chesapeake. The slate of officers for 2024 was provided by the nominating committee.

The slate of proposed officers are as follows:

President – Mayo Tabb

VP Region I-III – Nelson Pemberton VP Region IV – Greg Cutter

VP of Communication – Pat Seidel Treasurer – Jim Raper

Secretary – Glenn Harvey

Appointments for 2024 by the President

US Sailing Representative to US Sailing Offshore Council PHRF Representative to CBYRA

Northern and Southern Bay Scorers

At large representatives to High Point committee

Fleet Captains

Appointments for 2024 by the Vice-Presidents

Chief Handicapper, Northern Bay – Dan Trammell appointed by Nelson Pemberton Chief Handicapper, Southern

Bay – Alan Bomar appointed by Greg Cutter

Adjournment

Thank you for attending! Have a great holiday and a happy new year! 'Laissez Les Bon Temps Rouler'

Glenn Harvey

Secretary