

PHRF REORGANIZATION

The USYRU and the CYA are becoming involved with the PHRF system. Their involvement is more by way of record keeping than to control it seems. In consideration of this and as a realization that our organization has suffered from inefficiencies it is reasonable that we take a look at our structure.

The PHRF-LO organization is based upon the Pacific Northwest model. Without concern for that particular group I would like to consider our structure and its vagaries.

At present membership in PHRF-LO is the responsibility of the yacht clubs. Each member club may send two representatives, one named a "delegate" the other a "handicapper", to any general meeting. The Annual Meeting consists actually of three meetings, a plenary session followed by concurrent meetings of the Board of Delegates and the Council of Handicappers. There is no follow-up plenary session in the structure though one was activated on the spot at the unofficial A.G.M. in Kingston in early 1983.

Other than the AGM there has generally been a spring gathering of the handicappers. But for chance meetings there tends to be little other communication. Items have been decided by mail. The decision to buy the computer was actually a reversal of a decision made at the AGM - a reversal concocted not in a meeting but through person/person phone calls. Attempts at solving protests have not been particularly successful though a policy has finally been put in place. Certain individuals, as is almost inevitably the case in organizations such as these, end up being the core of the organization. To think of PHRF-LO without Jack Schneider or Fred Hubble is to view a failed organization - which PHRF-LO is not.

My feeling is that the structure of PHRF-LO can be considerably streamlined. We must start from a consideration of the purposes and needs of the organization.

PHRF-LO is an organization whose sole purpose is to handicap Lake Ontario racers considering certain characteristics, racing conditions, precedents in other areas and other relevant rating material. There are needs to receive and colate information such that the rating is kept relevant, to disseminate rating information to clubs and to individuals, to collect fees, to decide upon policy issues and to report to

parent bodies such as the USYRU and the OSA/CYA.

To meet its purpose the organization needs a handicapping policy.

To meet needs there must be club representation feeding information to a central body and that same representation receiving information from the central body and communicating it as necessary to individual boat owners. There must, therefore be a chief handicapper and a club representative. There must be meetings of knowledgeable people to review ratings. The Spring Meeting of Handicappers meets this need. There needs to be a group able to respond to rating protests. The structure has been defined. Personnel are necessary so there can be a Rating Protest Committee. To pay costs incurred and collect fees there must be a Treasurer. Further, traditional executive positions - President, Vice-President and Secretary should probably exist. However, specific responsibility and job descriptions must be laid out.

The organization, to fulfil its needs could be as laid out below:

PRESIDENT

VICE-PRESIDENT

SECRETARY TREASURER CHIEF HANDICAPPER

PROTESTS/APPEALS

INDIVIDUAL CLUB REPRESENTATION

The individual club representatives are the club handicappers. It is their task to administer the PHRF-LO at the local club. Policy matters would be discussed at an Annual General Meeting held at a site varying from year to year. Furthermore there would be a scheduled "spring" meeting in late February or March, attended by all members (executive included). The protest appeals committee would meet as necessary.

The president would be responsible for setting up meetings, communicating with club representatives, except as done by the chief handicapper, and communicating with National Authorities. The vice-president would share the president's

job and might be from the country (US or Canada) not home of the president. This would facilitate better dealings with National Authorities, for example. This presidential, vice-presidential team could also communicate with other PHRF groups.

The treasurer would receive club fees and, from the chief handicapper, individual fees. The secretary would be the centre for communications and minute-taking.

Chief handicapper would handicap boats as they applied and mail out certificates. Monies sent by or on behalf of applicants would be transferred to the treasurer.

Club handicappers are described earlier.

This organization would streamline and speed-up communication. It would also lessen the number of people involved making it easier for clubs to be properly represented. It is my feeling that PHRF-LO would benefit as would all the boat owners it services.

I would propose that the necessary rewriting of the By-laws be undertaken to facilitate such a reorganization and that either a telephone survey or a mailed ballot be used to confirm them. In this way we overcome the need to call together delegates from around the lake to meet for a single vote at the 1984 AGM.

Respectfully submitted,

Ross Cameron,
Vice-President