



PHRF San Diego

P.O. Box 6748, San Diego CA 92166

e-mail: www.phrf/sandiego.org

Minutes of the San Diego PHRF Handicapping Board Meeting

Monday July 14th, 2003

Officers Present

Marty McGee	Fleet Chairman
Mike McGinty	Fleet Vice Chairman
Alec Oberschmidt	Fleet Roster Secretary
Warren Gross	Fleet Treasurer
	Fleet Handicapper
	Fleet Measurer/Scorer
Gary Jorgensen	Fleet Secretary
Mike Kirk	Data Systems Officer
Brian Hull	Immediate Past Fleet Captain
Steve Rock	Big Boat Advisor, <i>ex officio</i>

Area G Handicappers Present

Jim Pendleton	CCYC
Don Prince	CRA
Neil McGuinness	CYC
	CVYC
	MBYC
Curt Snyder	NYCSD
	PLYC
	SDYC
	SGYC
David Babcock	SWYC

Guests Present	Name	Club	Boat Name
	John Voigt Jr.	CRA/SDYC	<i>Zig Zag</i>
	John Voigt Sr.	CRA/SDYC	<i>Zig Zag</i>
	Mark Wyatt	Axolotl	<i>SSYC</i>
	Jim Barber	CRA	<i>Ventivore</i>
	Bob Randall	CRA	<i>Jezebel</i>
	Carolyn Sherman	SWYC/CRA	<i>Sea Maiden</i>
	Lee Pearse	CRA	<i>Tenacious</i>
	Charlie Cavallino	CRA	<i>Shillelagh</i>
	Cliff Thompson	SDYC	<i>Super Gnat</i>
	Michael Roach	SWYC	<i>Poco Loco</i>

- 1) Call to order at 7:00 (Marty)
- 2) Review of June minutes

- a) No second reading on Harbor 20's – postponed for 3 months until more data available
- b) Approved with modification

New Ratings

- 3) Beneteau 35s5 *Poco Loco* (56194)
 - a) Base LA rating is 120
 - b) The boat measures as a stock boat
 - c) Mike Roach (owner) presented information on the race history of the boats (built in the late 80's), including the fact that the owners abandoned racing them when the rating was moved down to 120 (from 135 originally, with 129 the last local rating)
 - d) Warren pointed out that 132 is the highest we can go
 - e) Don pointed out that 129 was the last local rating for the boat
 - f) Warren recommends 132 across
 - g) Motion passes 6-3 for 132 across
 - h) Marty will check to see if a second reading is needed (since boats were previously rated at 129)
- 4) Ericsson 380 *Peregrine Spirit* (46953)
 - a) The Ericsson 380 is basically an Ericsson 38 with a shorter keel
 - b) The Ericsson 38 rates 117/117/117
 - c) Warren suggests 123/117/111 (buoy/RLC/OWC) since the boat has a short keel
 - d) Steve pointed out that the keel is a wing, and fairly high drag, so 123/117/117 might be a better rating
 - e) Motion passes unanimously at 123/117/117

Second Readings

- 5) Schock 35
 - a) Warren reports SoCal base rating is 72 across, and the local rating has been 69 across for a while
 - b) In the first reading, PHRF SD recommended moving the rating to 66 across
 - c) Area B has had them at 66 across for some time
 - d) The boat rates 66 at Key West and in Detroit
 - e) Don repeated his presentation from May, and included results from Frazee, south bay, and beer cans
 - f) Cliff Thompson (*SuperGnat*) presented his letter to the board about the work done on his boat this year (the right things to make his boat fast) and the history of the Schock 35 ratings, and feels that changing the rating is penalizing the good Schock 35 crews and not correctly handicapping the boats
 - g) Charlie Cavallino (*Shillelagh*) seconded those comments
 - h) New motion and second for 66/66/66 again
 - i) Motion carries 6-5 in secret ballot
- 6) C&C 32 *ZigZag* (46698)
 - a) Local rating of 168 across, 156 across in SoCal
 - b) Owner presented a lot of data on the boat, including a letter of reference from a competitor defending the rating
 - c) Warren presented data from Ken on how the boat has done, showing a fairly small winning percentage in PHRF in 1999 – no data more recent
 - d) The boat has done very well in CRA and beer can races, and competitors have waited until now (with a few PHRF races done) to bring up the rating, although no CRA or south bay data from the past three years was presented

- e) Motion to table until next month
 - f) Motion to table passes 6-3
 - g) PHRF (Warren) will pull data for next meeting; CRA asked to provide CRA race result data on the boat for the past 2 years
- 7) *Ventivore* (40646)
- a) In first reading, moved to 57/66/69 (from current 51/57/57)
 - b) Don presented information about sails: Most sails (except for a jib top) date from at least 2 years ago, and he mentioned that the boat just won in south bay with those sails
 - c) In Del Rey the boat carried an offset of -9 when it sailed up there (in more wind)
 - d) Jim (owner) pointed out that three sail makers have sailed with him to look at sails and all have said that the sails look fine, although the boat lacks a light/medium #1
 - e) Jim also presented data on the boat's performance in light wind versus competition (poor) and in heavy (better)
 - f) Warren makes a motion for 54/66/69
 - g) Motion passes with one no vote
- 8) *Falcon* (56055)
- a) First reading resulted in a recommended new rating of -27/-30/-30
 - b) Warren motioned for -27/-30/-30 and seconded
 - c) Motion passes unanimously

Rating Reviews

- 9) Prop change for *Lady Anne* (42840)
- a) No change in rating
- 10) *Swan 53 Mistress* (?)
- a) Owner would like an adjustment
 - b) Warren reports that there are many variations on this model boat, and Warren needs the certificate to make a fair comparison, so would like to table this until next month
 - c) Motion to table
 - d) Tabled until next month
- 11) David Cattle requested information on the J-105 ratings
- a) Don explained it via email
 - b) The national boat now allows an 89 m2 kite, but they've always allowed that kite in SoCal so the local rating already takes that into account
 - c) Mike Kirk will put this together and email out so we can post as an addendum with the minutes (included below)

Officers reports

- 12) Vice chair (Marty)
- a) PHRF SD probably will not have representation at the SoCal meeting Wednesday unless there's a volunteer (Warren reports that most of the SoCal committee is in Hawaii, so he doesn't feel the meeting will happen)
 - b) Bylaws fixes were made by Ken Gust and Mike Kirk and are updated on the web site
 - c) Letters were sent to every club asking that they provide a non-spinnaker start (although that has not always happened)
- 13) Treasurer (Alec)
- a) \$11,800 in the bank

Other Business

- 14) Alec reports that Staghound is actually 12' 4" draft, 12' 5" beam, slightly different from originally reported – Certificate needs to be amended
- 15) Adjourned at 9:20

Addendum: Clarification on J-105 rating

July 18-20, 2003 J-105 email discussion

David Cattle requested a clarification of the J-105 One Design ratings and allowable spinnakers. He did not request an actual rating review. The following are the actual emails between David and Don Prince with [cc:s](#) to Warren Gross, Al Poindexter and Mike Kirk. At the July 2003 PHRF San Diego Board meeting, this discussed and suggested that this document be added to the July minutes.

I have confirmed as of July 18, 2003, only J-105 ODs are racing in San Diego. The San Diego J-105 OD ratings are 90/84/84 as listed on the web site. As listed on the PHRF SoCal web site, the J-105 PHRF ratings are 78/72/66 and the J-105 OD ratings are 90/84/84. There are no area adjustments for either.

- Mike Kirk
Data Systems Officer
PHRF San Diego

From Fri Jul 18 17:33:10 2003
Date: Wed, 18 Jun 2003 13:00:14 -0600
From: "Cattle, David J - (LAX)"
To: mkirk@ucsd.edu
Subject: J 105 OD Rating

Mike,

Please could you bring this up for me?

I've been down this path a little way before but it seems I did not get all the way there.

The J 105 is rated at 78/72/66 in PHRF trim according to PHRF SoCal and in accordance with the minutes of meetings at PHRFSD back in 2001.

In August of 2001 the 105 owners requested a OD rating for PHRF. The rating for OD at the time was 87/81, however the board gave them 90/84/84, for reasons not fully given in the minutes. There was apparently a discussion that the non spin offset was 18 secs/mile, and this could be a preface I suppose to speed loss due to a small assym.

Subsequent to my enquiries in March this year it was confirmed to me by Don Prince that the 105's race One Design with a full size asymmetrical (110ms?) and not the 89 m2 kite as indicated by the original class rules.

I cannot find a 105 in the PHRFSD list that has a current PHRF rating, they all went to OD

My question is this. If the J105 PHRF rating is still 78/72/66 (per SoCal March 03) and the only difference between the PHRF trim and the OD trim is now the size of the headsail, why such a rating break for a smaller headsail?

David Cattle
Blackadder

From dbprince@cox.net Fri Jul 18 17:33:41 2003
Date: Wed, 18 Jun 2003 13:16:18 -0700
From: Donald Prince <dbprince@cox.net>
To: "Cattle, David J - (IRV)"
Cc: "Warren Gross (E-mail)" <WARRENGSD@aol.com>,
"Al Poindexter (E-mail)" <alp@alpoindexter.org>,
Mike Kirk <mrk@coast.ucsd.edu>
Subject: J105 ratings

Dave,

This is in reply to the below copied e-mail.

The J105 sails with a 110m2 kite in PHRF form. The OD kite in SoCal, and now nationally is 89m2 (National OD was previously 77m2).

The rating of 78/72/66 (which I haven't verified, your numbers) would be with 155% headsail and 110m2 kite and sails of high tech materials, no boat minimum weight "float lines" and no maximum crew weights.

The OD boats need to conform to J105 OD class rules. Small headsails (they use a strange way to measure but basically 102%) 89 m2 kites, and strict limits on sail materials (read HEAVY compared to what one would use for "real" racing), roller furling, Float lines (some of the early boats have close to 800# weight in the bilge to meet the float lines) and crew limits of either maximum crew weight or number of crew. The OD rules also stipulate that the boats carry such things as fenders, dock lines, boat hook, bucket, radar reflector, bosuns chair, GPS etc. Oh and also the boats must have 1/2 tank of fuel minimum!

As you can see the OD rules require the OD boats to be heavier with less crew and less sail than the PHRF boats are allowed. Whether it is worth 15 sec/mile...?? From personal experience I can tell you that under 10kts they need much more time. 12-16kts they probably work pretty good and over 16kts it would be even. Remember that these boats can only have one set of sails. Try sailing your boat with the #3 up in light air sometime. Now remember that their #3 is cut fuller to work in the light air so when the wind does come up they are sailing around with basically a blown out #3. Either way it is no fun.

By the way, The non-spin offset is a calculated number derived from a formula of rig dimensions. It is not determined in any way by the PHRF board.

Hope this helps some, Don

From [Dave Cattle](#) Fri Jul 18 17:33:59 2003
Date: Fri, 20 Jun 2003 11:58:11 -0600
From: "Cattle, David J - (LAX)"
To: Donald Prince <dbprince@cox.net>
Cc: "Warren Gross (E-mail)" <WARRENGSD@aol.com>,
"Al Poindexter (E-mail)" <alp@alpoindexter.org>,
Mike Kirk <mrk@coast.ucsd.edu>
Subject: RE: J105 ratings

Hi Don,

Does it help? some. I am just questioning the math. We all sail with fenders, dock lines, boat hook, bucket etc, it's not a big deal.

As far as sailing with the #3, I do it quite a lot outside of racing and I find it pretty effective. Since in our conditions almost everyone is flying a #1 all the time, a #3 cut for light air is still going to be good and actually point pretty well when used in 12 knots, instead of a #1. Adjusting the sail for different wind strengths is not a problem, sure its cut deeper, but the draft is going to be controllable to where you want it.

Was the 90/84/84 rating with the 89m2 kite or was it based on the older 77m2? When was the change implemented ?(no mention of size or of SoCal OD specific in minutes).

I am just seeking clarification that 18 secs/mile is "reasonable" for the difference in trim.

David Cattle

From dbprince@cox.net Fri Jul 18 17:36:21 2003
Date: Fri, 20 Jun 2003 13:01:32 -0700
From: Donald Prince <dbprince@cox.net>
To: "Cattle, David J - (LAX)"
Cc: "Warren Gross (E-mail)" <WARRENGSD@aol.com>,
"Al Poindexter (E-mail)" <alp@alpoindexter.org>,
Mike Kirk <mrk@coast.ucsd.edu>
Subject: Re: J105 ratings

The 90/84/84 rating was with the 89m2 kite. As stated, SoCal J105 OD rules (and several other areas) have always used the 89m2 kite. It was only the "National" rules which used the 77m2 kite. The individual areas could choose kite size but for the National Championship it was to be 77m2. Enough areas had chosen 89m2 that they changed the National rules to match the majority. This did not affect the local scene as this area has always had the 89m2.

To justify the 18sec/mile (good luck in justifying any rating logically!) try this.

Working backwards if you were to increase spin area by 20% (89m² to the full PHRF allowable size of 110m²) would result in about a 9 to 12 sec hit. So use 9 sec. Reduce/increase from a 102% headsail to the max allowed PHRF 155% (reduction of 30+% headsail area) 6sec/mile Restrictions on light sail materials, roller furler, crew weight, equipment etc compared to PHRF allowable 3sec/mile. Obviously strict PHRF does not allow credits but some advice/info can be gained from other areas cruising classes experiences.

As for your statement that everyone sails with fenders, docklines, boathook, etc. I know of no competitive small boats sailing with this much gear onboard (ok, maybe 1 fender and bare minimum on dock lines) and most of the other boats I know sail as light as possible. SoCal Phrf just changed the rules to allow the removal of the v-berth cushions as "everybody" was already removing them illegally. We are in a light air area. Any performance advice you read says to keep the boat as light as possible.

I think on the J105 rating that the 90/84/84 was like all initial ratings, just a guess. If the results show a need to change the rating someone should file a rating review form with race results. Currently looking at the results locally I don't see a problem. Certainly they are not even coming out consistently for PHRF events. In the CRA monthly club races, Jim is doing well but not winning all of the races. (You also need to consider that "Jim" is sailed by the people from one of the rental fleets on SD Bay, They seem to understand the Bay very well). In the CRA Beer Can series the J105s have yet to win a race. Figure the odds when over half the fleet is a J105. Is their rating incorrect? maybe. Is any one boat's rating correct? Who knows? As you know PHRF tries to get it close and then adjust to "observed performance". Have you observed the performance of the J105OD boats to consistently be better than their rating? If so file a rating review and submit the race results.

Don

From [Dave](#) Cattle Fri Jul 18 17:36:38 2003
Date: Fri, 20 Jun 2003 14:38:03 -0600
From: "Cattle, David J - (LAX)"
To: Donald Prince <dbprince@cox.net>
Cc: "Warren Gross (E-mail)" <WARRENGSD@aol.com>,
"Al Poindexter (E-mail)" <alp@alpoindexter.org>,
Mike Kirk <mrk@coast.ucsd.edu>
Subject: RE: J105 ratings

I am not going to drag this out, I requested a clarification and you have provided it.

My observations are that at least in CRA races I have not observed any outstanding crew work, in fact I don't think I have seen a J105 round the windward mark first more than once all year, even though they are scratch boats by a large margin. Once they get round the windward mark going down they are gone, and bay knowledge does not come in to play. Upwind in the typical conditions and with light crew they are very well suited and I don't see a weakness there.

I don't count beercans, mostly because a) I also do badly in beercans!, and b) the 105's are racing each other.

I am not filing a rating review but I do think that in the typical weekend conditions they are very favorably rated. Since they never do w/l I cannot make any comments there.

David Cattle