



PHRF SAN DIEGO

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Regular Board Meeting Agenda Monday June 13, 2011 – 7:00PM

1) The meeting was called to order by Fleet Chair Castle Phelps at 7:02 PM

2) Board, Handicapper & Guest Attendance: (everybody introduced themselves)

Castle Phelps / Fleet Chair
Mike Riddle / Vice Chair & acting Roster Secretary
David Cattle / Chief Handicapper -absent
Curt Snyder / Scorer
Walter Shaffer / Secretary
Chris Bennett / Data System Officer - absent
Mike Roach / Past Chair
Joe Saad / Public Relations
Bill Quealy / Roster Secretary - absent

Handicappers Present: Mark Wyatt for PLYC, Carolyn Sherman for SWYC

Guests: Matt Anderson & Scott Gillen representing the COL30SY Mosh Pit, Andrew Picel representing his FT "TBD" (Sail No. 101) and Tom Hirsch representing Flying Tiger Boats generally.

3) Handicapping:

A) Rating Reviews:

i) Second reading for Mosh Pit, a Columbia 30SY with sail No. 56605 owned by Matt Anderson and currently rated 78/66/60. The guests left the room and an abbreviated discussion along the same lines as the May meeting ensued (including the Fleet Secretary's noting that the owner of the other San Diego based Columbia 30 had been notified of the action contemplated and invited to attend the second reading or provide other input) leading to a motion to take Mosh Pit to 84/72/66 (+6 across) but leave them in class 2. There was some discussion as to whether we can leave them in class 2 as their RLC rating would take them into class 3, but the board resolved that we can indeed do so. 2nd reading so we leave them as per the first motion in May: MSP to adjust +6 across the board to 84/72/66 and leave them in class 2. Matt re-entered the room and Fleet Chair castle Phelps informed him of the board's decision, noting that Mosh Pit can thereafter petition to enter into class 3 should he desire, with Matt noting that he might very well do so in the future.

ii) **“TBD”, a Flying Tiger 7.5 with sail No. 101 owned by Andrew Picel** and currently rated 87/69/60. Andrew Picel spoke and related that there are only 5 FT7.5s in the US. Andrew went through a good amount of documentation on race results, none of which was vs. FT10 and showing terrible results with the current ratings. Andrew then continued with a demonstration of changes in placings with ratings adjustments of +12 and +18 across the board showing that with these adjustment the 7.5 begins to finish in the middle of the pack. Tom Hirsh then spoke up and commented that the FT7.5 “is a terrible light air boat barely hanging with 30 yr. old 30 footers” and suggested that the FT7.5 go to class 3 so we can see how he does vs. boats of well-known and established speed potentials. Prior Fleet Chair Michael Roach asked for a comparison vs. the Melges 24 and Tom Hirsch said the “M24 is much faster in lighter airs” and that he is “hesitant to beat up on a boat he trying to sell (market)” but that “the reality is the FT7.5 has to sail 10 degrees higher for same boat speed downwind”. Tom also related that in his opinion upwind the M24 is sailed flatter and that the 7.5 needs hiking straps and “can’t hang”. Tom went on to remark that the FT7.5 is most like the J-105 and there followed some examination regarding this statement. The guests then all left the room, at which the board began discussion by noting that one problem is how to assign them into a class - due to the performance factor of 3 or greater they do not fit into class 3 or class 4! General agreement that the issue here is the appropriateness of rating bands being constrained by the actual participation of similar boats. Discussion then focused on the PF and grouping according to a hybrid of PF/RLC? Just about everybody present made note of some anomalous aspect of placing them in any class. Fleet Chair castle Phelps remarked that we will not be adjusting class breaks for the FT7.5 but they can petition to be put into a different class. The Fleet Chair then asked “where are we on this?” as it was a very confusing puzzle. According to some communication the Chief Handicapper (not present at the meeting) had recommended a ratings adjustment of +9/+12/+12. Prior Fleet Chair Mike Roach recommended just looking at the new recommended rating of 96/81/72 but not the class they should be in at that rating but Fleet Measurer Scorer Curt Snyder remarked that he can’t vote until he knows what class they will go into. Acting Roster Secretary Mike Riddle agreed with this observation and then there was a motion to leave them in class 2 at the new rating as a first reading, but they can petition to move a new class. MSP at 96/81/72 and staying in class 2. It was then noted that under the current rules for class breaks the FT7.5 does not fit into class 2 or class 3, only into class 4 or maybe 5. It was agreed that PHRFSD will need to have a class break committee. Tom & Andrew then re-entered the room and were informed of the board’s decision. Fleet Chair castle Phelps encouraged Tom Hirsch to join the board and be on the Class Breaks Committee.

B) Rating Changes: nothing to report

C) New Boats:

i) **“Sea Dart” a Pearson Ensign 22 with Sail no. 257 and owned by John Chambers.** The Chief handicapper recommended 274/274/274. Motion to rate him at 273 across instead as the handicap should be divisible by 3. The board examined his beer can series results, lots of discussion as to whether a rating that slow is correct, but after consulting several sources the board concluded it was indeed correct. SWYC handicapper Carolyn Sherman noted that the

boats finishing in front of him in the beer can series were all well prepped. MSP at 273 across.(motion was amended to reflect an OWC rating of -999 as the vessel has no lifelines)

ii) “Ceci”, an Islander Freeport 36 with sail No. 97115 and owned by David White. The Chief Handicapper had recommended 180/180/180. Temporary Provisional certificate was issued for MB>OS, OS>SD races, but he apparently did not start. MSP at 180 across

iii) “Raven”: a NEB built Tripp 43 with sail No. 52643 and a prospective owner in the person of Dwight Greene. This boat is being bought out of Chicago; Dwight sent along some supporting documentation showing how he thinks the boat fits much better in class 3 than class 1. (current PHRFSD class breaks state that +9RLC or greater is class 3) The boat’s current certificate from Chicago shows a base rating of +12 but -3 for an OS pole & -3 for a carbon mast for a final rating of +6. Narragansett Bay PHRF shows the Tripp 43 rated as +9 in “OD” configuration. This boat has a carbon mast which, if we accept either the Chicago or Narragansett Bay base ratings, takes it from either +9 or +12 to either +3 or +6 and into class 1. The Chief handicapper, absent for this meeting, recommended +18 across in an email to the acting Roster Secretary. The question arose should we tell him that the board would be inclined to rate him at a certain number but also tell him his rating will be within 6 of that if he brings it here? The board spent a lot of time looking at data & history, other similar boats in class 3 and finally MSP at +15 across.

D) SOCAL Boats: nothing to report

E) Change Notifications: nothing to report

F) Outstanding Actions:

i) “Aseael II” a Hunter 33TRM with sail No. 1433 and owned by Steve Bair. This boat was carried over from the May meeting. PLYC handicapper Mark Wyatt gave a detailed account of his exam of the boat including several high resolution photos showing different aspects of the boat. Mark related that his measurements indicate this is the larger rig (taller mast & longer boom).of the H33. The Chief Handicapper had recommended a rating of 141/138/138. A question arose as to whether the recommended rating had been intended for the 33TR and it was allowed that it was. The board examined & discussed all the photos and discussed the ins & outs of the rig dynamics on this boat, then MSP to rate the boat 141/138/138 provisionally only. This rating includes the adjustment for the existing 3’ bow sprit and should be indexed as a H33TRM due to it’s being a modified tall rig. Also, the PHRFSD certificate will be issued only after a US Sailing sail No. is obtained.

ii) “Simplicity” a C&C 41CB with a sail No. of 51167 and owned by James & Whitney Wriston. We are still awaiting certification of the maximum foresail by a sail maker. This boat will be dropped from the agenda until receipt of that certification.

iii) **“Sunrise” a Beneteau Oceanis 37 with sail No. 56807 and owned by Michael Kirk.** Per the Chief Handicappers recommendation to adjust handicap -3/-9/-6 from rating of 117/111/111 to a new rating of 114/102/105 with no pole or sprit allowed at the new rating, the board had voted electronically since the last meeting. Board noted & approved.

iv) **“Siren” a Jeanneau 441 with sail No. 70053 and owned by Lake McQuire.** There was some confusion as to whether the board had previously voted to rate him 93/90/90 or 81/78/78. The board confirmed they had intended to rate this boat as 93/90/90, and directed the Fleet Secretary to amend the draft minutes to reflect that intention.

G) Other Boat/Handicap Issues/Reviews:

The Cortez racing Association directed a question to PHRFSD as to what is the PHRF Board's perspective on applying the non-spinnaker offsets? The board discussed this and responded that PHRF does not mix spinnaker & non-spinnaker boats and that PHRFSD did away with non-spinnaker offsets because they did not work; a course either advantaged or disadvantaged a boat based upon the course sailed and that boats which are non-spinnaker (like Stars, or the Harbor 20) do not give up anything for going non-spinnaker while boats which can have a spinnaker but chose to race w/o a spinnaker do give up something on their rating. It was also noted that classes of boats that don't have a spinnaker in their specs should not be allowed to race non-spinnaker against boats that can have a spinnaker but choose to race w/o a spinnaker in a non-spinnaker class.

Business Meeting:

- 1) Approve agenda; this was done
- 2) Read and approve minutes from the May meeting. With the exception of the language relating to “Siren” the May meeting minutes were likewise approved.
- 3) Vice Chairman and Treasurer Michael Riddle gave the treasurers report.

Old Business:

The By-Laws Committee, comprised of Fleet Chair Castle Phelps, Vice Chair Mike Riddle & SWYC Handicapper Carolyn Sherman reported some good progress; the committee will continue to communicate via email on issues that need to be addressed and come forth with improved by laws.

SWYC handicapper Carolyn Sherman asked if there was a rule against random leg courses for the Ed Cotter series? Answer is no, SWYC can do whatever they want for the Ed Cotter as well as a general consensus was that people seem to prefer random leg courses.

The board next decided to address the issue of perhaps modifying the class breaks. A Class Breaks Committee was set to be comprised of Fleet Secretary Walter Shaffer, SWYC handicapper Carolyn Sherman and Past Fleet Chair Michael Roach with the Fleet Secretary serving as the chair. These members decided to meet at 6 pm before each monthly PHRFSD meeting. It was noted that the July PHRFSD meeting will occur but there may not be a quorum. The CBC will meet at 6 pm that same day, regardless

1. Standing Reports:

- a. Roster Secretary, William Quealy - absent
- b. Chief Handicapper, David Cattle - absent
- c. Data Systems Officer, Chris Bennett - absent
- d. Public Relations, Joe Saad - Joe is still handicapped with no access to the email database.
- e. Measurer/Scorer, Curt Snyder - will email scores & updates
- f. Fleet Secretary Walter Shaffer announced that he invited CCYC Sail Fleet Captain Steve Bowman to attend the PHRFSD monthly meetings as the CCYC handicapper. The Fleet Secretary said he will also inquire of SGYC if they have a party interested in being the SGYC handicapper.
- g. Fleet Vice Chairman, Mike Riddle – discussed the PHRFSoCal meeting will be in Long Beach and that he will cover it. The SDAYC meeting will be hosted by NYC at the CCYC; Carolyn Sherman volunteered to attend on behalf of PHRFSD.
- h. Past Fleet Chairman, Mike Roach - no report.
- i. Chairman, Castle Phelps recounted that he spoke with NYC regarding the Quicker-Tarantino and improving on RC work. He suggested they move the race to later in the year as PHRFSD does not care when the QT occurs.

Meeting adjourned around 10:15 or so.