

PHRF San Diego  
PHRF Southern California – Area G  
P O Box 6748  
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[www.phrfsandigeo.org](http://www.phrfsandigeo.org)

Agenda for the Regular Board Meeting Tuesday, September 11, 2018 - 1800/6:00PM at SWYC

- PHRF San Diego Business Meeting
- 1800: Call to Order
- Roll Call:
  - Additional attendees:
- Confirm Quorum – *A quorum is constituted by the presence of 50% (5 of 10) of the filled positions of Fleet Officers.*
- Read & approve Minutes from previous meeting and Agenda for tonight (both posted to web site)
- Treasurer's report:
- RATIFY E-VOTES - NONE
- OLD BUSINESS
- 1. NEED UPDATE – PHRF SD One Design List all boats so listed on the U S Sailing List of One Design Classes – see below - Additional Information to the Agenda
- 2. NEED UPDATE - One Design boat is modified to become not One Design – Chris Bennett has added this to the FAQ page on the web site – Needs rewording – Keith Ericson suggests wording changes - – see below - Additional Information to the Agenda
- 3. NEED UPDATE - The PF formula – see below - Additional Information to the Agenda
- 4. Class Breaks Subcommittee – Keith Ericson offers a notice to ask for comments from the membership – see below - Additional Information to the Agenda

- NEW BUSINESS
- 1. Annual Meeting
- 2. Yearly Class Championship Series and Racing Rule 82 – see email from Keith Ericson below
- 3. From Roster Secretary:
  1. Note, in the spirit of getting sail data correct on the boats we rate, I suggest the software or the board come up with upwind sail area and downwind sail area. Currently I look up these numbers and often I think the numbers are wrong, but have no other way to come up with them. SA is not listed on the paper form as of current.
  2. Phone numbers listed, as of right now, the form says Day Tel# and Alt Tel#, but the computer has Work, Cell, Home, I suggest we make the two forms read the same.
  3. The app form, while this may be a small issue, but the picture of the boat obscures the following data, ie: E, P, I, and J. So some people who fill in this data, it may not be clear to read.
- 4. Chief Handicapper presents
  - PHRF SoCal Class Rules
  - **Summary of Changes**
  - Revision 061918
    - Changed Rule 4.6g to allow more flexibility with Temporary Ratings. A Temporary Rating is now effective for 120 days (previously it expired after 90 days), and the Chief Handicapper may, at his or her discretion, renew the Temporary Rating twice (previously it could only be renewed once).
    - Revision 011718
    - The MIR rule (Rule 8) is deleted

- Rule changes that affect ratings will be posted on the website after the Board approves them. They will be voted on by the membership at the annual General meeting, and effective on January 1 of the following year (Rule 1.2)
- Correction to Performance Factor in Section 9 Formulas. The PF calculation itself is not changed. This modification makes public the formula that has been used for years
- Corinthian Adjustments
- STANDING REPORTS
  - Fleet Chairman:
  - Vice Chairman:
  - Chief Handicapper:
  - Fleet Secretary:
  - Roster Secretary:
  - Data Systems Officer:
  - Fleet Scorer:
  - Public Relations:
  - Treasurer:
  - Past Fleet Chairman:
- Next Meeting: Regular meeting October 9, 2018
- Adjourn PHRF San Diego Business Meeting
- 1900 HANDICAPPING BUSINESS MEETING
- Call to Order 1900
- Additional attendees:
- Handicappers:
- Confirm Quorum – *A quorum is constituted by the presence of a quorum of the Executive Board plus representation by a minimum of 3 SDAYC member clubs and a minimum of 3 of the current classes. The Fleet Executive Board can be counted for the purpose of ensuring representation of either the 3 SDAYC member clubs or the 3 classes.*

- RATIFY E-VOTES – NONE
- TEMPORARY RATINGS ABOUT TO EXPIRE - *A Temporary Rating may be provided by Chief handicapper in the event a handicap is requested to race in an upcoming race which will take place before a meeting, and the board is unable to vote on the rating (Prior to race). The request should be email approved or voted on at next board meeting to make permanent.*
- *In the event at a board meeting where an owner has submitted an application, fees are paid, but the Board believes it does not have sufficient data or information to accurately rate a boat, a Temporary rating may be provided with the understanding the owner should submit race results during the three months to show data, to verify the Temporary Rating. Temporary rating may be adjusted after review of results. In the event the data is not provided the temporary rating will be considered expired at the end of 90 days. A new complete application (Minus Fees) will need to be presented to board to have the boat considered again for a PHRF certificate.*

## TEMPORARY RATINGS

**Beneteau First 30 #7181            11/26/18    91    81    81**

**NEW BOATS: 1. Application received by Roster Secretary at least 7 days before meeting. 2. Application complete. 3. Sail number properly obtained from U S Sailing or regionally from SCYA. 4. Dues paid 5. If the yacht is also certified by PHRF SoCal then PHRF SD will also submit to PHRF SoCal an Area G rating.**

### ○ RATING REVIEW

- Nereid, 28590, C&C 115
- OLD BOATS - NONE
- NEW BOATS
- M’Lady, 20862, not a PHRF SoCal boat, not enough info to check sail number

- Herself, 7513, Hunter 326, not a PHRF SoCal boat, has a valid sail number, application does not include ISP or SPL, largest head sail shows 11.8%
- Flipside, USA10, not a PHRF SoCal boat, not enough info to check sail number
- J24, 1049 – incomplete data?

Bubba, Hunter 36, No Sail Number – from Jon Gardner - No pole, No genoa or genoa track, He is getting number from social phrf

- Next Meeting: Regular meeting October 9, 2018
- Adjourn Handicapping Meeting 2112
- AREA G BUSINESS MEETING
- Call to Order
- Roll Call:
- Confirm Quorum – *A majority of the Area Board members are required to form a quorum and to conduct business. All official actions of the Area Board which concern Ratings or Rating Reviews shall be conducted pursuant to Rules 1.5 and 4.5 of the Rules. All other official actions of the Area Board require a majority vote by the members who are present, provided there is a quorum at the time of the vote. Members: David Cattle, Ivan Batanov, and Mike Roach*
- OLD BUSINESS
- NEED UPDATE: Boats that have been reviewed by PHRF San Diego and adjusted relative to Area G ratings since 2016 per Chief Handicapper – *concerning Lady Max, Beneteau 47.7, Secretary to send email to PHRF SoCal to correct this.*
- NEW BUSINESS - NONE
- Next Meeting: Regular meeting October 9, 2018
- Adjourn Area G Meeting

## Additional Information to the Agenda:

### OLD BUSINESS

- 1. NEED UPDATE – from previous meetings: That we add to the PHRF SD One Design List all boats so listed on the U S Sailing List of One Design Classes - <https://www.ussailing.org/competition/small-boat-racing/#one-design> - *Chris Bennett has added a page to the web site entitled “Valid One Design List” but Chris Bennett needs to further be sure all one design boats previously selected by PHRF SD and currently listed in the Instructions for the Membership Application are included in this list. Also Ivan Batanov needs to modify the Membership Application and Instructions on the web site to show a link to this list of one design boats.*
- 2. NEED UPDATE - from previous meetings: Question - If a One Design boat is modified to become not One Design (and therefore leaving that class association) must it get a U S Sailing sail#? – *Any modifications that change the structural configuration of the boat and consequently do not allow it to continue as a One Design shall require a new certificate and a new sail number from U S Sailing (modification of the boat but not necessarily modifications of sails) – Vote: YES 7, No 0, Abstain 0 – Chris Bennett has added this to the FAQ page on the web site – Keith Ericson suggest this wording change - SAIL NUMBER - If a One Design boat is modified to become not One Design (and therefore leaving that class association) must it get a U S Sailing Sail Number?*

Any modifications that change the structural configuration of the boat and consequently do not allow it to continue as a One Design shall require a new certificate and a new sail number from U S Sailing (modification of the boat but not necessarily modifications of sails).

change: a new sail number from U S Sailing

to read: a new sail number from U S Sailing if the boat has been using a one design sail number

- 3. NEED UPDATE - From Chris Bennett: The PF formula - LP is commonly expressed as a % but the definition is really the % \* J. We have used the maximum of 155% and the minimum of 105% as the % of J unless the boat's one design class specified a different size or the boat could not carry the maximum. Some of the boats we have now have different LP from 155 or 105. – *This is an ongoing issue relating to computing PF and showing the*

*correct PF on each boat's certificate and on the overall database. Some boats have missing data or questionable data. Additionally the new formula for PF (which was approved by a vote of the membership) places in question the definition of a sport boat (PF = to or > 4.0) and which boats should be included in the current Class 2. The Sub Committee on Class Breaks will add this to their considerations. No changes to Class Breaks and boat assignments will be considered this year relating to any changes in PF. The ratio of Sail Area to Displacement (SA/DISP) was offered as a better way to define a sport boat.*

4. Class Breaks Subcommittee – Keith Ericson offers a notice to ask for comments from the membership:

#### PHRF SD Membership Survey

We are looking to the membership for your thoughts.

For many years PHRF SD has conducted a year long championship series often called the High Point.

A series of distance races and a series buoy races are chosen and classes are set and awards have been given in each class to the top three boats in distance, buoy and overall.

In more recent years participation has fallen off. In 2017 only 17 boats sailed enough races to qualify in any category. As of this writing there are 189 boats with PHRF SD certificates. 17/189 is less than 9%.

2018 we have set different class breaks and used the same list of races for spinnaker classes that we have used for many years and we have set up a different set of classes and races for non spinnaker boats. So far in spinnaker classes this year only 2 boats are qualified in Class 1 with only 2 distance races not yet sailed and only 9 boats are qualified in Classes 2 – 5 with only 2 distance races not yet sailed and only 3 buoy races not yet sailed. Non spinnaker classes are not yet scored.

So with not too many races remaining only 11 boats are qualified towards any awards this year. 11/189 is less than 6%.

It would appear that PHRF SD is spending a fair amount of volunteer time and membership money on a championship series that is not drawing a fair amount of participation.

Should we continue to have a year long championship series?

If yes, should there be more or less races?

If yes, should PHRF SD set the class breaks or allow the clubs that run the races to set the class breaks for each race?

Some clubs have expressed opinions that PHRF SD setting class breaks makes it difficult to round out a race with participation since often only one or two boats sign up in a particular class but if the clubs could set the classes for each race participation could be more evenly distributed among participants. There is a way to score a long series by using percentage scoring instead of raw number scoring that would allow boats in different classes to be scored after several races against each other.

PHRF SD is proposing a new series of races: 3 buoy regattas and 3 distance races requiring a boat to qualify by sailing in at least 2 buoy regattas or 2 distance races. If boats sail in more than 2 buoy regattas or 2 distance races then only the best 2 would be scored in each category. Distance races now being considered: Cabrillo I, Dennis Conner Around the Coronados, and Little Ensenada. Buoy regattas being considered: Midwinters, Gerry Brown, and Arden. PHRF SD proposes to let the clubs running the races/regattas set the class breaks.

Percentage scoring takes the high point score of each boat and divides it by the number of boats in the race to get a ratio. First place in a 10 boat race would score 10/10. 1st place in a 5 boat race would score 5/5. The series would be scored by adding these ratios. So if a boat had a score looking like 3<sup>rd</sup> of 5 + 4<sup>th</sup> of 7 + 1<sup>st</sup> of 3 that would equal  $3/5 + 4/7 + 1/3 = 8/15$  and the score would be 53.3%. US Sailing has more information on this scoring here - <https://www.ussailing.org/wp-content/uploads/2018/01/Scoring-a-Long-Series.pdf>

It is further proposed that if this championship series is chosen awards would be given to the top 5 boats in distance races, buoy regattas, and overall regardless of classes that the boat actually raced in.

## NEW BUSINESS

2. Yearly Class Championship Series and Racing Rule 82 – from Keith Ericson:

PHRF SD chooses races/regattas to be included in the PHRF SD Yearly Championship Series.

U S Sailing added a Prescription - RRS 82 - to the Racing Rules of Sailing 2013-2017 edition and it continues in the current edition.

In 2017 and 2018 I was unable to enter the Quicker/Tarantino Regatta because NYCSD required me to sign a liability release containing the words prohibited by RRS 82. Now CYC has a similar Liability Release so I can't enter the Crown Cup. In each of these three cases I



have contacted the persons indicated on the NoRs and made them aware of RRS 82. Each person replied that the Liability Release would not be changed before the regatta and I did not enter. In the case of NYCSD the current Liability Release for their summer Wednesday night series does not contain the prohibited words but the change came too late for me to enter the 2018 Quicker/Tarantino.

As PHRF SD chooses these races we are by extension asking our members to overlook RRS 82 to enter these regattas which I think we should not do and I think we should drop these regattas from this year's Championship Series.

Below you will find a discussion by U S Sailing concerning the subject of liability release. It is worth reading because we are often asked to sign such releases in activities we participate in from time to time including those away from sailboat racing.

<https://www.ussailing.org/competition/rules-officiating/racing-rules/indemnification-rule-82/>

<https://www.ussailing.org/news/release-of-claims-and-indemnification-agreements/>

<https://www.ussailing.org/wp-content/uploads/2018/01/Rule-82-Indemnification-Hold-Harmless-4.21.14.pdf>