

PHRF of San Diego (PHRF SD)

1220 Rosecrans ST PMB #149

San Diego, CA 92106

www.phrfsandigeo.org

Agenda for the regular monthly Fleet Executive Board and Handicap Board Meeting Tuesday, September 12, 2023 - 1800/6:00PM at SWYC and online

- FLEET EXECUTIVE BOARD BUSINESS MEETING
- Call to Order 1800
- Confirm Quorum – YES - *A quorum is constituted by the presence of 50% of the filled positions of Fleet Officers.*
- Roll Call
- Fleet Officers:
 - Club Handicappers:
 - Additional attendees:
 - Approve Minutes from previous meeting on web site
 - Treasurer's Report
 - RATIFY E-VOTES - NONE
 - OLD BUSINESS
- Data Systems Officer needs to publish the updated Class Rules since our action last meeting - Fleet Secretary has sent the PDF by email to Data Systems Officer

- Data Systems Officer needs to update “Create Application” on the home page so that the need for a VPP certificate is included. A spot to add a URL is needed but also a copy of the text of the VPP certificate needs to be added to each PHRF SD certificate as the URL can be changed or dropped in the future by ORR or ORC.
- NEW BUSINESS
- Does PHRF SD want to work together with CRA to have a combined Annual Meeting/Holiday Party? 12/11/23
- STANDING REPORTS
 - Fleet Chairman:
 - Vice Chairman:
 - Fleet Secretary:
 - Roster Secretary:
 - Chief Handicapper:
 - Assistant Chief Handicapper:
 - Fleet Scorer:
 - Data Systems Officer:
 - Public Relations: *vacant*
 - Past Fleet Chairman: *vacant*
 - Treasurer:
- Next Regular Meeting: October 10, 2023
- Adjourn promptly before 1830 so HANDICAP BOARD BUSINESS MEETING can begin on time
- HANDICAP BOARD BUSINESS MEETING
- Call to Order 1830
- Roll Call:
- Fleet Officers:

- Club Handicappers:

- Additional Attendees:

- 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. The Fleet Executive Board can be counted for the purpose of ensuring representation of the 3 SDAYC member clubs.*

- RATIFY E-VOTES - NONE

- OLD BUSINESS - NONE

- NEW BUSINESS

- After our action last meeting it appears that a clarification of the Class Rules is needed.

- Fleet Secretary submits a motion to change the Class Rules:
 - Current Class Rules read:

 - 3.6 Boats with VPP rating Certificates will supply them to the Chief Handicapper when applying for a rating Certificate or may be requested by the Chief Handicapper when a Rating Review is appropriate. VPP information will be noted on the rating Certificate. Boats shall be measured by official measurers certified by U S SAILING. Sails shall be measured by trained and certified sailmakers. Valid VPP certificates issued by US Sailing or recognized rating authority are required. Any modification to the hull, appendages, rig, sails and/or equipment carried on board, or to anything that might change the boat's VPP rating invalidates the PHRF SD Rating and must be reported immediately to the Handicap Board.

 - Suggested change to read:

- 3.6 Boats *are required to submit* VPP rating Certificates to the Chief Handicapper when applying for a rating Certificate *and may be required to submit VPP rating Certificates to the Chief Handicapper* when a Rating Review is appropriate. VPP information will be noted on the rating Certificate. *It may be required that* boats shall be measured by official measurers certified by U S SAILING. *Likewise it may be required that* sails shall be measured by trained and certified sailmakers. Valid VPP certificates issued by US Sailing or recognized nation authority are required. Any modification to the hull, appendages, rig, sails and/or equipment carried on board, or to anything that might change the boat's VPP rating invalidates the PHRF SD Rating and must be reported immediately to the Handicap Board.
- It seems we need to modify this part of the Class Rules. The cutoff for Cruising Class Adjustments is a SoCal PF greater than of 2.0. But we have what are apparently cruising boats that have a higher SoCal PF like the boat Big Louise, 61609, Beneteau Oceanis 46.1 Tall
 - Fleet Secretary submits a motion to change the Class Rules:
 - currently reads:
 - APPENDIX F CRUISING ADJUSTMENTS

2.1 Except as provided below, Cruising Adjustments may be made to the Rating of any boat that has a current Rating issued by PHRF SD . **However, a Cruising adjustment is intended to accommodate racers with equipment often found on cruising boats, rather than faster racing boats. As set forth in Rule 3.71 of this Appendix, adjustments for boats with a Performance Factor greater than 1.75 will be less than the amounts set forth in Rule 3.0 of this Appendix, and boats with a Performance Factor greater than 2.0 are not eligible for an adjustment.**
 - suggested change to read:

- APPENDIX F CRUISING ADJUSTMENTS

2.1 Except as provided below, Cruising Adjustments may be made to the Rating of any boat that has a current Rating issued by PHRF SD . **However, a Cruising adjustment is intended to accommodate racers with equipment often found on cruising boats, rather than faster racing boats. As set forth in Rule 3.71 of this Appendix, adjustments for boats with a Performance Factor greater than 1.75 will be less than the amounts set forth in Rule 3.0 of this Appendix, and boats with a Performance Factor greater than 2.0 are not eligible for an adjustment. The Handicap Board may allow boats with a greater than 2.0 SoCal PF to be considered for Cruising Class Adjustments.**

- William Quealy is expected to submit at this meeting the following:
 - *Should submission of VPP in connection with an application for Initial Review under Rule 3.1 and for purposes of clarity, upon renewal of a current PHRF certificate continue to be voluntary.*
 - And
 - *If a VPP certificate is published by ORR or ORC for a One Design Boat sailing in strict One Design configuration, may that certificate be relied upon to comply with Rule 3.1.*
- Fleet Secretary would like to add an item to the agenda for every month through the end of the year that would list recommended PHRF SD ratings for 2024 for boats that have provided VPP ratings.

Something like: *B'Quest, 43513, Tripp 40 has a 2023 PHRF SD rating of 54/51/51 and has submitted a 2023 VPP rating so the Chief Handicapper recommends changing B'Quest's rating for 2024 to light wind ???/??/??, medium wind ???/??/??, high wind ???/??/??.*

- **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 120 days. A new complete application (Minus Fees) will need to be presented to board to have the boat considered again for a PHRF certificate. The Chief Handicapper may, at his or her discretion, renew the Temporary Rating twice.*

- AURORA, 7235, Jeanneau 53 DS, 75/75/72, 10/12/23
- Uplifted, B-Boat 29, 78/69/63, 11/3/23 – note owner submitted some race data
- Staghound, Reichel-Pugh 50-2 -69,-63,-61, 11/3/23
- Hen o'the Sea, **57006**, **Jenneau 349**, 152/152/152, 11/3/23 – submitted some race results on 2/8/23
- Moon Dancer, 7236, Columbia Sabre, 207/207/207, 11/3/23
- Enzo, 8975, Hobie 33, 90/75/72, 11/3/23
- Belle, Jeanneau 349, 154/154/154, 11/3/23 – submitted some race results on 2/8/23
- Celeste Marie, 61501, Jeanneau Sun Odyssey 490, 78/72/72, 11/3/23

- Sundance, 46412, Grand Soleil GS 44, 30/24/23, 11/3/23 – note owner has submitted some race data and reports new measurements of displacement
- Elusive, 7005, Beneteau First 33.7, 135/132/132, 11/3/23
 - Mirage, 28115, Santa Cruz 70, -63/-78/-81, 11/3/23
 - Opportunity, 57214, Beneteau Oceanis 393, 149/143/143, 7/15/23
11/3/23
 - Astra, 87962, Sciomachen 38, 93/93/93, 11/3/23
 - Comfort Zone, Islander 40, 83/81/82, 11/3/23
 - Erasmus, 61537, Nautitech Open 40, 75/75/75, 11/3/23
 - Creative, USA 103, J111, 39/27/21, 11/3/23
 - Komet, Dehler 106M, 147/147/147, 11/3/23
 - Miguelito, 61639, C&C 40-2AC, 98/98/96, 11/3/23
 - Miguelito, 61639, C&C 40-2AC-Mod, 93/90/87, 11/3/23
 - Constellation's Spirit, 77648, Catalina 385, 141/138/135, 11/3/23
 - Tick Tock, 22061, Rocket 22, 102/75/66, 11/3/23
 - Bonair, 37867, Catalina 27IBTall, 204/201/201, 11/3/23
- Good Energy, 60010, Reichel-Pugh 63, -131/-131/-131, 11/3/23
- Cheyenne, 7216, Jeanneau Sun Odyssey 440, 92/87/84, 11/3/23
- Adjudicator, Premier Composites Carkeek 40, -27/-36/-39, 11/3/23
- RATING REVIEW

- Go to this link - <https://docs.google.com/spreadsheets/d/1F1aUibEz7uBzbnn7y--Rf5OJGrXHF00vQWX-vx5Q4ew/edit#gid=1398025280>
- First Reading - Flashheart

| | | | | | | | | | | |
|----------------------|------------------|---------------------|-----|-----------------|--------|--------|--------|--|--|---|
| 9/3/2023 16:12:02 | dcattle@tcco.com | Flashheart 60161 | Yes | David Cattle | 9 0 | 8 4 | 7 5 | I have owned Flash for 2.5 years. During that time we have sailed over 70 races, mostly Random Leg and Offshore and our grand total of podiums is one 1st and two 2nds. We race with most of the same team that were very successful with my previous boat a J/27 Blackadder. We work well | Main 2022 North carbon, 155% H/S 2021 North carbon + unknown age Quantum 105%, Code Zero 2021 North carbon, A2 Quantum 2020, A2 North 2021, A3 Quantum 2020, Heavy Air runner Quantu | Core crew have been with me 15 years, others from 1 - 6 years. We have sailed the boat with pro crew. |
|----------------------|------------------|---------------------|-----|-----------------|--------|--------|--------|--|--|---|

| | | | | | | | | | | |
|--|--|--|--|--|--|--|--|---|------------------------|--|
| | | | | | | | | <p>together (when all there), have good trim and decent crew work. There are admittedly times when we don't have regular crew and this can turn into a shambles (like last Hospice without my bow, pit and trim), but mostly we sail with a good crew, have mainly ok starts, a few not so good and a few excellent, but regardless will get run over upwind.</p> | <p>m, age unknown.</p> | |
|--|--|--|--|--|--|--|--|---|------------------------|--|

The boat just does not like to go uphill, despite all new sails, bottom always cleaned, a kelp cutter and dialed in rig tune. She does go well offwind, the spinnakers are excellent Quantum, now 3 years old, and we have a good range of sails, but she is NOT a Sport Boat, she does not plane, and at #6500 is close to a J/105, which has a larger

| | | | | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|
| | | | | | | | | <p>kite and main. The race we won was a Mission Bay to Oceanside , with near perfect 12 knot just off reach conditions and perfect angle, got a 2nd in a crapshoot Hospice and a 2nd from Oceanside to San Diego where we flew a Code Zero all the way and everyone else in our class used jibs. With Blackadder our J/27 we were podium i'd say 75% of the</p> | | | | | | | |
|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|

| | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|---|--|--|--|
| | | | | | | | | <p>time. Flashheart was Flashpoint on the East Coast and rated a General Purpose 84 in the Chesapeake Bay. A J/100 in Narragansett Bay rates 90 with a 155% H/S and bow tacked spinnaker, she was always sailed with a pro crew - ex Stark Raving Mad. ORR suggests a Flashheart compared to a 155% H/S and bow tacked J100 is 8/mile</p> | | | |
|--|--|--|--|--|--|--|--|---|--|--|--|

| | | | | | | | | | | |
|--|--|--|--|--|--|--|--|---|--|--|
| | | | | | | | | <p>faster RL, 6/mile faster w/l and 10/mile faster offwind, which would equate to 84/82/80. ORC says a J105 OD is around 9/mile slower W/L, 6/mile slower RL and 8/mile slower OW, which would equate to 81/78/76. we do have polars for the boat and I know them very well, they are not necessaril y always right, but we can</p> | | |
|--|--|--|--|--|--|--|--|---|--|--|

| | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | <p>red to Sundan ce USA 46412 which has an OWC of 24 and Minota ur USA48 92 which has an OWC of 27. Both boats have ORC certs and both have faster Offwin d VPPs compar ed to AEOL OS.</p> | | |
|--|--|--|--|--|--|--|--|--|--|--|

- *Second Reading - Siren researched by Chief and Assistant Handicapper currently rated at 93/90/90 recommends 102/96/96 – Vote: YES Unanimous*

| | | | | | | | | | | |
|------------------------------|----------------------------|------------------------------------|-----------------|------------------------------|-----------------|-----------------|-----------------|--|---|--|
| <p>5/17/2023 9:19:43</p> | <p>lakemcguire@mac.com</p> | <p>Sire n / 700 53</p> | <p>Y es</p> | <p>Lake McG uire</p> | <p>18 5</p> | <p>18 5</p> | <p>18 5</p> | <p>We feel this rating reflects the stock sail setup on the boat and age, including the additional weight added for cruising, including water maker, air compressors, cruising toys. All of which are on the boat during CRA Beer Can events. Bottom was last painted in 2021 and</p> | <p>Original stock measured Dacron main and Genoa.</p> | <p>The owner has sailed this boat since 2010. Neither the boat owner nor its crew have any professional history. Most sail racing events have been the CRA Beer Can races.</p> |
|------------------------------|----------------------------|------------------------------------|-----------------|------------------------------|-----------------|-----------------|-----------------|--|---|--|

| | | | | | | | | | | | |
|----------------------|---------------------|---------------|---------|-----------------|-----|-----|-----|--|--|---|--|
| | | | | | | | | | multiple through-hulls were replaced. The bottom is being cleaned once a month and lives in the water. | | |
| 5/23/2023 7:37:57 | lakemcguire@mac.com | Sire 70053 | Y es | Lake McGuire | 185 | 185 | 185 | Standard dacron sails, heavy cruising boat with watermaker, dive compressor, A/C, genset, etc. This thing is a pig. Bottom paint last done in 2016/17 but cleaned every month. | Standard dacron sails from Quantum. Will be new this year but not yet installed. | Very inexperienced crew, most are first time sailors. Myself and one other have been sailing for 10+ years. We aren't even doing a spinnaker this year. | |

| | | | | | | | | | | |
|------------------------------|----------------------------|-------------|----------|------------------------------|--|--|--|--|---|------------------------------|
| <p>7/17/2023 7:41:19</p> | <p>lakemcguire@mac.com</p> | <p>Sire</p> | <p>Y</p> | <p>Lake McG uire</p> | | | | <p>New Dacron sails to stock sizing, reducing sail area.</p> | <p>New stock Dacron sails. Mainsail is the same size. Genoa is smaller and measures out as follows: New Roller Furling Genoa with UV Cover #181841 LU 16.077m LE 15.715m LP 6.510m HB .075 7/8</p> | <p>minimal. No pros.</p> |
|------------------------------|----------------------------|-------------|----------|------------------------------|--|--|--|--|---|------------------------------|

| | | | | | | | | | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-----------------------------|--|
| | | | | | | | | | | | | | | | | | | | .774 | |
| | | | | | | | | | | | | | | | | | | | ³ / ₄ | |
| | | | | | | | | | | | | | | | | | | | 1.517 | |
| | | | | | | | | | | | | | | | | | | | ¹ / ₂ | |
| | | | | | | | | | | | | | | | | | | | 3.113 | |
| | | | | | | | | | | | | | | | | | | | ¹ / ₄ | |
| | | | | | | | | | | | | | | | | | | | 4.858 | |

- REPORTED MODIFICATION - NONE
- 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
- Trinity, 131, Reichel Pugh Custom Cruising Trimaran – US Sailing confirms sail number – Note: these dimensions don't agree, Fleet Secretary has asked the owner to edit J=20.18, MaxHeadsail 100%, HeadsailMeasurement 15.72, owner confirms it should be 78% but application will not allow less than 100 – Chief Handicapper tried to contact owner without results
- OLD BOATS - NONE
- CRUISING ADJUSTMENTS – formerly known as CONFIGURATION ADJUSTMENTS per PHRF SD Class Rules Appendix F - NONE
- Go to this link - <https://docs.google.com/spreadsheets/d/1hlu9djNxgC6N76-Rx4KrRu9G58TOejRIIT4u5xiQQgM/edit#gid=1576636413>
- *First Reading - George Todd presented info about Big Louise – Assistant Chief Handicapper recommends 85/85/85 – Vote: YES unanimous*

| | | | | | | | | | | |
|-----------|------------|-------|-----------------------|----------------|-----------------|---------|-----------------|----------------------|-----|-------------|
| 7/31/2023 | Big Louise | 61609 | 2. Folding/feathering | 100ft to 199ft | Roller - Furlin | No (+0) | Reduced to 110% | So Big Louise is set | Yes | George Todd |
|-----------|------------|-------|-----------------------|----------------|-----------------|---------|-----------------|----------------------|-----|-------------|

| | | | | | | | | | | | |
|--------------|--|--|--|--|--------------------|---|-------------|---------------------------------------|--|--|--|
| 11:57: 46 | | | | | (+1 sec/ mi) | g Heads ail (+3 sec/m i) | sec/ mi) | of J or less (+6 sec/m i) | up as a cruising boat but we are attempt ing to race her. Current ly sail ing in C class beer cans. and we have been last every race and our finish times are 18 to 25 minutes behind and we are normall y lol the very last boat to finish is all fleets. There is | | |
|--------------|--|--|--|--|--------------------|---|-------------|---------------------------------------|--|--|--|

| | | | | | | | | | | |
|--|--|--|--|--|--|--|--|---|--|--|
| | | | | | | | | a basicall y identica l boat to mine in the east coast and their PHRF is 96 and I'm 73 ... that being said my finishes above would not improv ed even at a 96 but it would have at least put us in F spin where we might have been able to finish | | |
|--|--|--|--|--|--|--|--|---|--|--|

middle
of the
pack
and
maybe
not
dead
last
every
race,
we dont
really
expect
to win
with a
boat
that is
26,000
pounds
but it
would
be nice
for my
crew to
not be
dead
last by
20
minutes
every
race.
Very
difficult
to
retain
crew
when
your
are just

| | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | have zero chance. ... we just need a reasonable chance so we have fun.... 1. We have AC & Heat 2. We have a generator 3. We have a water maker 4. upgrade d 80HP Yanmar 5. Two fuel tanks 6. 3 queen beds etc etc.... I have had really | | |
|--|--|--|--|--|--|--|--|--|--|--|

| | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | good people sail with us and it is impossi ble to sail to our polars provide d by Benetea u... they are 15% to 20% faster than the boat can sail.... I cant even do the Old Farts races on Wed because everyon e has large head sails and we are 108 jib.... and that is our | | |
|--|--|--|--|--|--|--|--|--|--|--|

| | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | max and cant go any larger. If I knew this prior I would not have bought the boat such is life.... but sense we do enjoy racing I request an adjustm ent to my current PHRF rating... . | | |
|--|--|--|--|--|--|--|--|--|--|--|

- Next Regular Meeting: October 10, 2023
- Adjourn