

PHRF of San Diego (PHRF SD) Alexander,

1220 Rosecrans ST PMB #149

San Diego, CA 92106

[www.phrfsandigeo.org](http://www.phrfsandigeo.org)

Minutes of 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 1806
- Confirm Quorum – YES - *A quorum is constituted by the presence of 50% of the filled positions of Fleet Officers.*
- Roll Call
- Fleet Officers: *Keith Ericson, Ivan Batanov, Carolyn Sherman, Sarah Alexander, David Cattle, Erik Rogers, Chris Bennett*
  - Club Handicappers: *Carolyn Sherman, Erik Rogers*
  - Additional attendees: *Brad Alberts, El Sueno, SWYC*
  - Approve Minutes from previous meeting on web site - *approved*
  - Treasurer's Report – *not present* - Ivan to talk to Jon about absences
  - 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 working on it*

- 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. – *Data Systems Officer working on it*
- Data Systems Officer needs to prevent automatic renewals that usually begin in November – *Data Systems Officer working on it*
- Data Systems Officer needs to prepare data base to handle new ratings for all boats before 2024 begins likely to include something like: *light wind ???/??/??, medium wind ???/??/??, high wind ???/??/??*. – *Data Systems Officer working on it*
- Special Committee established to discuss details about using VPPs for 2024 PHRF SD certificates: Chris in charge, David, Sarah, Keith, Sandy, Ivan, and Carolyn
- NEW BUSINESS
- Does PHRF SD want to work together with CRA to have a combined Annual Meeting/Holiday Party? 12/11/23 – *Vote: YES unanimous*
- How can we get Club Handicappers more involved? *Chris to add club membership to application and make an automatic notice to Club Handicapper about new applications*
- Rating Multi Hulls – *Fleet Secretary to look at class rules and bylaws concerning dropping multi hulls*
- Nominees for next year’s Board – *Carolyn working on this with likely willing to come back: Carolyn, Keith, Sarah, David, Sandy, Chris, and Erik – saying they want to be on the Board: Brad Alberts and &Greg Price*
- STANDING REPORTS
- Fleet Chairman: *no report*
- Vice Chairman: *no report*
- Fleet Secretary: *no report*

- Roster Secretary: *no report*
- Chief Handicapper: *no report*
- Assistant Chief Handicapper: *not present*
- Fleet Scorer: *no report*
- Data Systems Officer: *no report*
- Public Relations: *vacant*
- Past Fleet Chairman: *vacant*
- Treasurer: *not present*

- Next Regular Meeting: October 10, 2023

- 1830 Adjourn

- HANDICAP BOARD BUSINESS MEETING

- Call to Order 1830

- Roll Call:

- Fleet Officers: *Keith Ericson, Ivan Batanov, Carolyn Sherman, Sarah Alexander, David Cattle, Erik Rogers, Chris Bennet*

- Club Handicappers: *Carolyn Sherman, Erik Rogers*

- Additional Attendees: *Brad Alberts, El Sueno, SWYC*

- Confirm Quorum – YES - *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 ration 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 national 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.

- Vote: YES unanimous
- 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

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*greater than 2.0 SoCal PF to be considered for Cruising Class Adjustments.*

- Vote: YES unanimous
  
- William Quealy submitted by email the following:
  1. Why pay more. Requiring PPV certs from either ORR or ORC is an unnecessary expense without any proof that a better result can be had.
  2. Useless data. The Club and EZ certs do not require verified data even as to key parameters like sail measurements and displacement. No better than the current system, except with the patina of science spread over it.
  3. Piling on. Requiring owners of One Design boats to purchase and submit duplicate certs is especially unwarranted except where the boat is seeking a cert for a non-conforming configuration. One size fits all.
  4. More Cats & Dogs. Finally, by not settling on a single PPV program, either ORR or ORC, the PHRF SD Handicap Board is introducing further uncertainty into the handicapping process. If the goal is to arrive at handicaps which are a “mathematical reality” based on secret algorithms and mfg’s polars, then you should pick one group’s program. You explained that the PHRF SD handicap board will use its own judgment to try to reconcile the two systems without access to either’s proprietary data.
  
- Discuss – no action
  
- 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 ???/??/??.* - tabled

- From Chief Handicapper: discuss how to address ORC vs ORR, they can be markedly different up to about 16 knots, and ORR tends to favor cruiser end of the spectrum. See email sent by Chief Handicapper on 9/7/23. *Move to Special Committee- see above*
- **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 – *change to 12/31/23*
  - Uplifted, B-Boat 29, 78/69/63, 11/3/23 – note owner submitted some race data – *change to 12/31/23*
  - Staghound, Reichel-Pugh 50-2 -69,-63,-61, 11/3/23 – *change to 12/31/23*
  - Hen o'the Sea, **57006, Jenneau 349**, 152/152/152, 11/3/23 – submitted some race results on 2/8/23 – *change to 12/31/23*
  - Moon Dancer, 7236, Columbia Sabre, 207/207/207, 11/3/23 – *change to 12/31/23*
  - Enzo, 8975, Hobie 33, 90/75/72, 11/3/23 – *change to 12/31/23*

- Belle, Jeanneau 349, 154/154/154, 11/3/23 – submitted some race results on 2/8/23 – *change to 12/31/23*
- Celeste Marie, 61501, Jeanneau Sun Odyssey 490, 78/72/72, 11/3/23 – *change to 12/31/23*
- 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 – *change to 12/31/23*
- Elusive, 7005, Beneteau First 33.7, 135/132/132, 11/3/23 – *change to 12/31/23*
  - Mirage, 28115, Santa Cruz 70, -63/-78/-81, 11/3/23 – *change to 12/31/23*
  - Opportunity, 57214, Beneteau Oceanis 393, 149/143/143, 7/15/23 11/3/23 – *change to 12/31/23*
  - Astra, 87962, Sciomachen 38, 93/93/93, 11/3/23 – *change to 12/31/23*
  - Comfort Zone, Islander 40, 83/81/82, 11/3/23 – *change to 12/31/23*
  - Erasmus, 61537, Nautitech Open 40, 75/75/75, 11/3/23 – *change to 12/31/23*
  - Creative, USA 103, J111, 39/27/21, 11/3/23 – *change to 12/31/23*
  - Komet, Dehler 106M, 147/147/147, 11/3/23 – *change to 12/31/23*
  - Miguelito, 61639, C&C 40-2AC, 98/98/96, 11/3/23 – *change to 12/31/23*
  - Miguelito, 61639, C&C 40-2AC-Mod, 93/90/87, 11/3/23 – *change to 12/31/23*
  - Constellation's Spirit, 77648, Catalina 385, 141/138/135, 11/3/23 – *change to 12/31/23*
  - Tick Tock, 22061, Rocket 22, 102/75/66, 11/3/23 – *change to 12/31/23*



- Bonair, 37867, Catalina 27IB Tall, 204/201/201, 11/3/23 – *change to 12/31/23*
- Good Energy, 60010, Reichel-Pugh 63, -131/-131/-131, 11/3/23 – *change to 12/31/23*
- Cheyenne, 7216, Jeanneau Sun Odyssey 440, 92/87/84, 11/3/23 – *change to 12/31/23*
- Adjudicator, Premier Composites Carkeek 40, -27/-36/-39, 11/3/23 – *change to 12/31/23*
- *Leto, Jeanneau Sun Odyssey 409, 57221, 129/132/132, 10/13/23 – change to 12/31/23*
- RATING REVIEW
- Go to this link - <https://docs.google.com/spreadsheets/d/1F1aUibEz7uBzbnn7y--Rf5OJGrXHF00vQWX-vx5Q4ew/edit#gid=1398025280>
- First Reading – Flashheart – current rating 78/69/66 – *discussion - change to 87/78/75 vote: YES unanimous*

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	Main 2022 North carbon, 155% H/S 2021 North carbon + unknown age	Core crew have been with me 15 years, other s from
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								<p>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 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</p>	<p>Quantum 105%, Code Zero 2021 North carbon, A2 Quantum 2020, A2 North 2021, A3 Quantum 2020, Heavy Air runner Quantum, age unknown.</p>	<p>1 - 6 years. We have sailed the boat with pro crew.</p>
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- *Second Rating – Previous meeting: Greg Price presented info about Aeolos - Assistant Chief Handicapper recommends changing OW for M3 (with pole) rating from 12 to 18 and no change to M2 (without pole) – discussion by Board members – Vote: YES 4, No 2, Abstain 1 – this meeting: Chief Handicapper suggests changing M2 (without pole) OW from 18 to 31 and M3 (with pole) from 12 to 27 temporary – Vote: YES unanimous*

7/31/2023 10:50:51	weasel314@yahoo.com	AEOLIOS	Yes	Greg Price	No Change	No Change	28	VPP data does not support my OWC rating of 12 with a SPL and 18 without a SPL. Compared to Sundance USA 46412 which has an OWC of 24 and Minotaur USA4892	I have race sails that are all in good condition or better and less than 5 years	No Pros. We've been racing since 2016
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							<p>weight added for cruising, including water maker, air compressors, cruising toys. All of which are on the boat during CRA Beer Can events.</p> <p>Bottom was last painted in 2021 and multiple through-hulls were replaced. The bottom is being cleaned once a month and lives</p>	<p>nal history. Most sail racing events have been the CRA Beer Can races.</p>
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- 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 – *Ivan Batanov reports RP suggests 75/75/75 – Chief Handicapper agrees – Vote: YES unanimous*
- Ran, Beneteau Oceanis 423, 7506 – sail number confirmed by SCYA – *108/102/102 by consent*
- 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/1hIu9djNxgC6N76-Rx4KrRu9G58TOejRIIT4u5xiQQgM/edit#gid=1576636413>
- *First Reading – Previous meeting: George Todd presented info about Big Louise – current rating 73/73/73 – Assistant Chief Handicapper recommends 85/85/85 – This Meeting: Second Reading - make it temporary 85/85/85 - Vote: YES unanimous*

7/31/2023 11:57:46	Big Louise	61609	2. Folding/feathering	100ft to 199ft (+1 sec/mi)	Roller - Furling Headsail (+3 sec/mi)	No (+0 sec/mi)	Reduced to 110% of J or less (+6 sec/mi)	So Big Louise is set up as a cruising boat but we are attempting to	Yes	George Todd
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								race her. Currently sailing 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 normally lol the very last boat to finish is all fleets. There is a basically identical boat to mine		
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								in the east coast and their PHRF is 96 and I'm 73 ... that being said my finishes above would not improved 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		
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								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		
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								reasona ble chance so we have fun.... 1. We have AC & Heat 2. We have a generat or 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		
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								ble to sail to our polars provided by Beneteau... they are 15% to 20% faster than the boat can sail.... I cant even do the Old Farts races on Wed because everyone has large head sails and we are 108 jib... and that is our max and cant go any larger. If I		
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- 2045 Adjournal