PHRF of San Diego (PHRF SD)Alexander,

1220 Rosecrans ST PMB #149 San Diego, CA 92106 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 reportVice 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
 - 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.

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, Jeaneau 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 27IBTall, 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 Composits Carkeek 40, -27/-36/-39, 11/3/23 change to 12/31/23
- Leto, Jeaneau 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

								I have	Main	Core
								owned	2022	crew
								Flash for	North	have
								2.5 years.	carbon,	been
								During	155%	with
								that time	H/S	me
								we have	2021	15
								sailed	North	year
9/3/20				Davi				over 70	carbon	s,
23		Flashhe		d				races,	+	other
16:12:	dcattle@tcco.c	art	Ye	Cattl	9	8	7	mostly	unknow	S
02	om	60161	S	e	0	4	5	Random	n age	from

Leg and Ognatu 1 - 6 Offshore m year and our 105%, s. grand total Code We of Zero have podiums is one 1st is one 1st and two carbon, boat 2nds. We race with and two carbon, boat with most of the same A2 team that were very successful with my previous m 2020, boat a J/27 Blackadde r. We work well together 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 shappbles				
and our grand total Code of Zero have podiums is one 1st 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 Blackadde r. 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		_	Quantu	
grand total Code of Zero have 2021 saile is one 1st and two carbon, boat 2nds. We race with most of the same team that were very successful with my previous boat a J/27 Blackade r. 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				year
of Zero podiums is one 1st and two 2nds. We and two 2nds. We race with most of the same team that were very successful with my previous boat a J/27 Blackadde r. 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				
podiums is one 1st and two carbon, boat 2nds. We race with Quantu most of m 2020, the same team that were very successful A3 with my previous boat a J/27 Heavy Blackadde r. 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				We
is one 1st and two 2nds. We race with Quantu pro m 2020, crew the same team that were very successful with my previous boat a J/27 Blackadde r. 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		of		
and two 2nds. We race with most of m 2020, the same team that were very successful with my previous boat a J/27 Blackadde r. 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		podiums	2021	saile
2nds. We race with most of the same team that were very successful with my previous boat a J/27 Blackadde r. 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 with pro crew in the pro crew. With my Quantu m 2020, and with pro crew. North 2021, successful A3 With my Quantu m 2020, and all theavy Air runner Quantu m, age unknow n.		is one 1st	North	d the
race with most of the same team that were very successful with my previous boat a J/27 Blackade r. 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		and two	carbon,	boat
most of the same team that were very successful with my previous boat a J/27 Blackadde r. 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		2nds. We	A2	with
the same team that were very successful with my previous boat a J/27 Blackadde r. 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		race with	Quantu	pro
team that were very successful A3 with my previous boat a J/27 Heavy Blackadde r. We runner 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		most of	m 2020,	crew
were very successful A3 with my quantu m 2020, boat a J/27 Heavy Blackadde r. We runner 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		the same	A2	.
successful with my previous m 2020, boat a J/27 Heavy Blackadde r. We runner 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		team that	North	
with my previous boat a J/27 Blackadde r. 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		were very	2021,	
previous boat a J/27 Blackadde r. We runner work well together m, age (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		successful	A3	
boat a J/27 Blackadde r. We runner work well together m, age (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		_	Quantu	
Blackadde r. We runner work well together m, age (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		previous	m 2020,	
r. 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		boat a J/27	Heavy	
work well together m, age (when all unknow there), n. have good trim and decent crew work. There are admittedly times when we don't have regular crew and this can turn into a		Blackadde	Air	
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		r. We	runner	
(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		work well	Quantu	
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		together	m, age	
have good trim and decent crew work. There are admittedly times when we don't have regular crew and this can turn into a		(when all	unknow	
trim and decent crew work. There are admittedly times when we don't have regular crew and this can turn into a		there),	n.	
decent crew work. There are admittedly times when we don't have regular crew and this can turn into a		have good		
crew work. There are admittedly times when we don't have regular crew and this can turn into a		trim and		
work. There are admittedly times when we don't have regular crew and this can turn into a		decent		
There are admittedly times when we don't have regular crew and this can turn into a		crew		
admittedly times when we don't have regular crew and this can turn into a		work.		
times when we don't have regular crew and this can turn into a		There are		
when we don't have regular crew and this can turn into a		admittedly		
don't have regular crew and this can turn into a		times		
regular crew and this can turn into a		when we		
crew and this can turn into a		don't have		
this can turn into a		regular		
turn into a		crew and		
		this can		
shambles		turn into a		
Silanioles		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.
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
Spiniakoro

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
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
Blackadde
r our J/27
we were
podium i'd
say 75%
of the
time.
Flashheart
was
Flashpoint
on the
East Coast
and rated
a General
Purpose
84 in the
Chesapeak
e Bay. A
J/100 in
Narragans
ett 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	
		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

• First Reading: Previous Meeting - Fiddler's Green - Jake Reynolds presented info about Fiddler's Green - Assistant Chief Handicapper will take this info to Chief Handicapper for discussion next month - this meeting: current rating 123/123/123 - owner added a sail drive and a cabin and is using smaller sails - discussion - change to temporary 138/138/138 - no second reading

5/9/2023		Fiddlers Green/		Jake				В
15:30:09	reynolds7633@gmail.com	11	Yes	Reynolds	123	123	123	C

• 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

								VPP data does		
								not support		
								my		
								OWC		
								rating of 12		
								with a		
								SPL		
								and 18		
								without		
								a SPL.		
								Compa red to	I have	
								Sundan		No
								ce	sails	Pros
								USA	that	•
								46412	are all	We'
								which	in	ve
								has an OWC	good condit	bee n
								of 24	ion or	raci
								and	better	ng
7/31/2				Gre				Minota	and	sinc
023				g	No	No		ur	less	e
	weasel314@yah	AEOL	Y	Pri		Chan		USA48		201
51	oo.com	OS	es	ce	ge	ge	8	92	years	6

which
has an
OWC
of 27.
Both
boats
have
ORC
certs
and
both
have
faster
Offwin
d VPPs
compar
ed to
AEOL
OS.

• Second Reading – Previous meeting: Siren researched by Chief and Assistant Handicapper currently rated at 93/90/90 recommends 102/96/96 – Vote: YES Unanimous – This Meeting: to stay with first reading - Vote: YES unanimous

								We feel		The
								this		owner
								rating		has sailed
								reflects	Origin	this boat
								the stock	al	since
								sail	stock	2010.
								setup on	measu	Neither
								the boat	red	the boat
								and age,	Dacro	owner
5/17/2		Sire						includin	n main	nor its
023		n/		Lake				g the	and	crew
9:19:4	lakemcguire@m	700	Y	McG	18	18	18	addition	Genoa	have any
3	ac.com	53	es	uire	5	5	5	al		professio

weight	nal
added	history.
for	Most sail
cruising,	
	racing
includin	events
g water	have
maker,	been the
air	CRA
compres	Beer Can
sors,	races.
cruising	
toys. All	
of which	
are on	
the boat	
during	
CRA	
Beer	
Can	
events.	
Bottom	
was last	
painted	
in 2021	
and	
multiple	
through-	
hulls	
were	
replaced.	
The	
bottom	
is being	
cleaned	
once a	
month	
and lives	
and nvcs	

						in the water.		
5/23/2 023 7:37:5	Sire n 700 53	Yes	Lake McG uire	18 5	18 5	Standard dacron sails, heavy cruising boat with waterma ker, dive compres sor, A/C, genset, etc. This thing is a pig. Bottom paint last done in 2016/17 but cleaned every month.	rd dacron sails from Quant um. Will be new this year but	first time
	Sire n	Yes	Lake McG uire			New Dacron sails to stock sizing, reducing sail area.		minimal.

	res out
	as
	follow
	s:
	New
	Roller
	Furlin
	g
	Genoa
	with
	UV
	Cover
	#1818
	41
	LU
	16.077
	m
	LE
	15.715
	LP
	6.510
	HB
	.075
	7/8
	.774
	3/4
	1.517
	1.317
	3.113
	1/4
	74
	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 *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

						Roller			So Big		
						-		Reduc	Louise		
						Furlin		ed to	is set		
					100ft	g		110%	up as a		
					to	Heads		of J or	cruising		
7/31/2					199ft	ail	No	less	boat but		
023	Big				(+1	(+3	(+0)	(+6	we are		Geor
11:57:	Loui	616	2.	Folding/feath	sec/	sec/m	sec/	sec/m	attempt	Y	ge
46	se	09	3	ering	mi)	i)	mi)	i)	ing to	es	Todd

race her. Current ly 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 normall y lol the very last boat to finish is all flects. There is a basicall y identica l boat to mine		
Current ly 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 normall y lol the very last boat to finish is all fleets. There is a basicall y identica I boat		race
ly 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 normall y lol the very last boat to finish is all fleets. There is a basicall y identica l boat		her.
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 normall y lol the very last boat to finish is all fleets. There is a basicall y identica l boat		Current
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 normall y lol the very last boat to finish is all fleets. There is a basicall y identica l boat		ly
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 1 boat		
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 I boat		in C
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		class
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		beer
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 1 boat		cans.
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 1 boat		and we
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		
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		been
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		last
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		
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		
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		and our
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		finish
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		times
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		are 18
behind and we are normall y lol the very last boat to finish is all fleets. There is a basicall y identica I boat		to 25
and we are normall y lol the very last boat to finish is all fleets. There is a basicall y identica I boat		minutes
are normall y lol the very last boat to finish is all fleets. There is a basicall y identica I boat		behind
normall y lol the very last boat to finish is all fleets. There is a basicall y identica l boat		and we
y lol the very last boat to finish is all fleets. There is a basicall y identica l boat		are
the very last boat to finish is all fleets. There is a basicall y identica l boat		normall
last boat to finish is all fleets. There is a basicall y identica 1 boat		
boat to finish is all fleets. There is a basicall y identica l boat		the very
finish is all fleets. There is a basicall y identica l boat		last
all fleets. There is a basicall y identica l boat		
fleets. There is a basicall y identica l boat		finish is
There is a basicall y identica 1 boat		
a basicall y identica l boat		
basicall y identica l boat		There is
y identica 1 boat		
identica 1 boat		basicall
identica 1 boat		
		identica
to mine		
		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

	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

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
11 1

	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
--	---

9/8/2023 17:35:15	USA7506	Folding/feathering	Roller-Furling Headsail (+3 sec/mi)

Ran awarded +9

Ivan Batanov asks for rating review of Sundance

• Next Regular Meeting: October 10, 2023

• 2045 Adjourn