

GULF YACHTING ASSOCIATION, INC.

ORGANIZED 1901 – REORGANIZED 1920

PHRF

SAM VASQUEZ (GYC), CHAIRMAN
OFFSHORE COUNCIL

1311 BEARDS COVE
GULFPORT, MS 39507
(228)-323-1336 (CELL)

THOMAS D. BEERY, JR. (SRYC) CHAIRMAN
PHRF RATING COMMITTEE

GYA.ORG

GYA.PHRF@gmail.com

1001 SEA COVE
PASCAGOULA, MS 39581
(228) – 769-6718 (HOME)

BOARD OF HANDICAPPERS

Craig Wilusz (FWYC)

Sam Vasquez (GYC)

Lee Eikel (PONTYC)

Julian Bingham (MYC)

Merlin Wilson (SYC)

MINUTES FOR THE ANNUAL REVIEW, DEC. 7, 2016

The Annual Review was held Wednesday, Dec. 7, 2016 at Singing River Yacht Club. All Area handicapper present or represented (Wes Stanley represented Sam Vasquez and Karl Boehm represented Lee Eikel)

ANNOUNCEMENT:

Julian Bingham, the Area Handicapper for Alabama, is retiring from the PHRF Rating Committee 01/01/2015 in accordance with the tenure provisions of the PHRF by-laws.

Julian has been on the committee for the past five years and has made major contributions to the overall success of the PHRF rating System in the GYA. Offshore sailors from Alabama, as well as the entire GYA, have been well represented by Julian.

Based on the recommendation received from Mike LaSarge, the Commodore of Mobile Yacht Club, and other sailors in the local area, I have selected Brad Broadus (Mobile Yacht Club), currently the immediate past Commodore of Mobile Yacht Club. Brad has extensive racing experience on displacement type boats (currently owns and races an Ericson 36 “Moxie”) and will contribute to a rating area that is very active in the GYA and needs strong representation on the PHRF Committee.

Sam Vasquez, Chairman of the GYA Offshore Council, affirmed this recommendation and appointed Brad to the PHRF Committee.

Discussion:

US Sailing National Reference Ratings (NRR):

US Sailing is now publishing base ratings, by class, for certain production classes. These ratings are assigned by a select group of Handicappers with a wealth of experience. The initial listing has about 150 classes, mostly older displacement type boats. Of these 150 classes the GYA has 61 with current certificates. It is noted that the GYA base ratings for these 61, are, for the most part, rated higher (more favorable) by an average of +4 seconds per mile.

This is a continuing US Sailing study with additional classes, including ODR classes, to be released in the future. The current ratings for the more popular classes are for windward/leeward type courses. The NRR will eventually have two ratings: one for windward/leeward courses, and the other for random leg (distance type) courses. US Sailing states: “The net effect of introducing this second, distance rating should result in fairer racing for all.”

At the September 13th meeting your PHRF committee decided to lower all ratings by -3 seconds (while maintaining the relative difference between ratings) to bring most all GYA ratings closer to the NRR ratings so that future comparisons between the NRR and GYA will more accurately reflect differences, and provide a meaningful base for rating reviews and adjustment requests. Note that back in 1998 the GYA PHRF raised all ratings by +6 seconds to more accurately reflect differences when compared to selected regional PHRF rating groups. This was done so that when boats in our fleet sailed in other areas, such as at Key West Race Week, the GYA ratings presented would compare more accurately to certificates presented by other rating regions for the same class boat.

The PHRF Committee decided that before this change (or any change) is implemented, US Sailing should complete their study and publish all their recommendations so that all differences can be evaluated by your PHRF committee. This will be a continuing study!

BY-LAWS CHANGE PROPOSALS: (approved at the September 13 PHRF meeting to be voted on at the Annual Review, December 7, 2016) (**Current By-laws dated May 4, 2016 are found at gya.org. Click on PHRF**)

1. **Article VII. Standard PHRF Boat, Paragraph E:** “For production boats that are classified as “ODR”.....after “Where Class rules require less then 5 battens.....and may be full length.
DELETE: “Roller furling headsail systems may be replaced with slotted headstays or use of hanked on jibs.”

Currently, we have zero boats rated as ODR that have opted for this by-laws provision, which would give a big advantage to any boat that decided to exercise this provision.

DECISION: APPROVED (unanimous)

2. **Article VII. STANDARD PHRF BOAT: Change** paragraph F to G, G to H, H to I, I to J and J to K.

DECISION: APPROVED (unanimous)

3. **Article VII. STANDARD PHRF BOAT: Add** new paragraph F, as follows:

“For production boats that are classified as “UCAS” (Unclassified Asymmetrical Spinnaker), UCAS is limited to Designer/Manufacturer’s specifications as they apply to hull, appendages, rig and sails. The Base rating includes the Designer/Manufacturer’s boat setup for sailing (including sail dimensions for the largest sails, without regard to sailcloth material. A maximum of 5 battens are allowed approximately equally

spaced on the leech of the mainsail and may be full length. The boat may be sailed the way the boat was intended to be sailed by the designer/manufacturer with factory installed hiking devices, except that trapezes and/or hiking boards/racks are never allowed.”

This addition to the bylaws is to recognize that not all sprit boats that are currently rated as “ODR” have well defined and current class rules. The UCAS designation would also cover boats designed to a “Box Rule” rather than a strict one design class rule.

DECISION: APPROVED unanimously.

4. **Article VII. STANDARD PHRF BOAT, paragraph D:** After “For production boats that are not rated as ODR to Class Association Class Rules” **ADD** “or UCAS to Designer/Manufacturer’s specifications”. After “the BASE rating is with a standard spinnaker pole” **ADD** and/or whisker pole (WPL)”. After “the SPL is equal to the J dimension” **ADD** “and the WPL (whisker pole, if any) is not limited in length except when it is attached to a spinnaker it shall equal the SPL length”

These changes are to recognize (for the first time) the use of Whisker poles on boats not rated as ODR or UCAS.

DECISION: NOT APPROVED (unanimous) The committee decided that since all PHRF ratings are based on spinnaker class racing the use of whisker poles would be limited to non-spinnaker racing. Non spinnaker racing has traditionally been left to local race committees to define what is and what is not allowed.

5. **Article VII. STANDARD PHRF BOAT, paragraph G: Change:** “Boats that do not conform to D. or E. above,” TO: “Boats that do not conform to D., E. or F above,”

This is an administrative change if the other changes above are approved.

DECISION: APPROVED (unanimous)

6. **APPENDIX – C: ADJUSTMENT GUIDELINES, Paragraph 2: DELETE:** “Spinnaker pole: for production boats without class rules”, **ADD:** “Spinnaker pole (SPL) and/or Whisker pole (WPL): for production boats without class rules (ODR or UCAS):”

DECISION: NOT APPROVED (unanimous)

ADD: paragraph c. “SPL shall be the length of the pole when forced outboard in its fitting on the forward face of the mast and set in a horizontal position athwartships, measured from the center line of the yacht to the extreme outboard end of the pole and any fitting used when the sail is set. The SPL may be used with a spinnaker or headsail. The length of the WPL is not limited when attached to a headsail and may be adjusted while racing. The WPL may be attached to the spinnaker only when it is properly locked and marked by a band of contrasting color at the expansion point and limited to the exact length of the rated SPL. Except while setting either the SPL or the WPL, the inboard end of the pole will be firmly attached to its standard fitting on the forward face of the mast without the use of a lanyard or similar device. If the poles standard fitting on the forward face of the mast is broke, an emergency fitting may be affixed to the forward face of the mast so that the inboard end of the pole’s attachment point is at no greater distance from the forward face of the mast then it otherwise would have been if its standard attachment fitting was not broke.

DECISION: NOT APPROVED (unanimous)

ADD: paragraph d. “Only one pole, either the SPL or WPL may be used at one time except when setting or changing either pole.”

These changes are to recognize (for the first time) the use of Whisker poles and to establish the method of measurement for SPL.

DECISION: NOT APPROVED (unanimous)

The committee decided that since all PHRF ratings are based on spinnaker class racing the use of whisker poles would be limited to non-spinnaker racing. Non spinnaker racing has traditionally been left to local race committees to define what is and what is not allowed. Further, the attachment of spinnaker poles (and whisker poles) is covered under Racing Rules of Sailing 50.2.

DISCUSSION:

Size of headsails for boats rated as “ODR” and “UCAS” (Unclassified Asymmetrical):

Currently, our By-Laws Article VII, Paragraph E. reads: “For production boats that are classified as “ODR”, ODR is limited to Class Association class Rules as these class rules apply to hull, appendages, rig and sails. The BASE rating includes the Class Association’s boat setup for One Design Racing (including sail dimensions for the largest sails) except that ODR sail requirements are without regard to sailcloth material.”

What is not said, but implied is that the NET rating is limited to all sail dimensions allowed by the Class Association rules which may or may not limit the size and number of smaller sails that can be used.

This was not the intent of the PHRF committee when this paragraph was implemented. The same consideration for all smaller sails (that are otherwise legal) that are allowed for the standard PHRF boat should also be allowed for boats rated as ODR and UCAS.

BY-LAWS CHANGE PROPOSALS: (If approved, will be voted on at the Quarterly Review, April 12, 2017)

Article VII, Paragraph E: after “except that ODR sail requirements are without regard to sailcloth material” ADD: “or dimensions of smaller sails that would fit within the dimensions of the largest sail rated for that sail category and would meet the legal definition for that sail category.”

Article VII, Paragraph F (after approval at this meeting): after “including sail dimensions for the largest sails without regard to sailcloth material” ADD: “or dimensions of smaller sails that would fit within the dimensions of the largest sail rated for that sail category and would meet the legal definition for that sail category.”

DECISION: APPROVED (unanimous)

DISCUSSION:

J-22 length of spinnaker pole:

We have two distinct measurements for the J-22 spinnaker pole: Class rules state that the pole cannot exceed 8.8’ between bearing surface to bearing surface. PHRF measures the pole mounted on the bracket, extended parallel athwart ships measured from the center of the front face of the mast to the end of the pole. This measures 9.0’.

We have been using 8.8' for the J and no penalty if the owner states their SPL is 8.8'. However, we gave a -3 second penalty if the owner states their J a 9.0'

The PHRF committee decided that the standard spinnaker pole is equal to 9.0 feet and all J-22s will include this dimension. Since 13 of the 15 J-22s with current PHRF certificates are rated with the 9.0' SPL, the committee decided to incorporate the -3 second penalty in the BASE rating and keep the NET rating the same.

DECISION: APPROVED (unanimous)

PROVISIONAL RATINGS:

No provisional ratings were issued to a new class since the September 13 meeting.

NEW BOATs to RATE:

No new boats to rate at this meeting.

BASE NET COMMENT

APPEALS: (Attachment 3)

J-100 ODR	90	90	Request +15 sec based upon the ODR Sail plan is drastically underpowered.
The J-100 is raced in many different versions of sail and rig configurations. The PHRF Committee decided to establish a separate class for this boat and allow a +6 second rating change:			
J-100 100/SMALL ASYM ODR	96	96	

DECISION: APPROVED (unanimous)

ANNUAL REVIEW: The following changes were made at the annual review and will be effective in 30 days (January 7, 2017):

	<u>NEW</u> <u>BASE</u>	<u>NEW</u> <u>NET</u>	<u>NET CHANGE</u>
Esse 990R ODR "Fresh Pineapple"	60	60	+6
Columbia 32 SPRT OB CUST "Great Escape"	69	69	- 3
Salona 380 UCAS "Cookie Monster"	87	87	+6
New York 36 "Mojo"	117	114	+3
Wavelength 24 "The Bear/Avocet/Flying Dog"	168	168	+3
Irwin 31 Citation "Tenacite"	174	174	+3
Beneteau 31 SD "Joie de Vivre"	192	204	+9
Kelly 24 MOD "Phoenix"	183	180	- 3
Morgan 30-1/300 Clasic "Amigo/Pegasus"	192	192	- 3
Stoner CUST ¼ T OB "Girl"	198	198	- 3

The next meeting of the board is scheduled for April 12, 2017. All request for rating changes must be received by April 1, 2017 to be included on the agenda.

