

GULF YACHTING ASSOCIATION, INC.

ORGANIZED 1901 – REORGANIZED 1920

PHRF

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BOARD OF HANDICAPPERS

Craig Wilusz (FWYC)

Sam Vasquez (GYC)

Lee Eikel (PONTYC)

Brad Broadus (MYC)

Merlin Wilson (SYC)

MINUTES FOR THE QUARTERLY REVIEW, MAY 2, 2018

The Quarterly was held Wednesday, May 2, 2018 at Singing River Yacht Club. All Area Handicappers were present except Sam Vasques who is out of the country. Assistant Handicapper Rocky Bond represented Sam. Zane Yoder and Glen Tonguis presented the Melges 24 appeal in person.

ANNOUNCEMENT:

Tom Batty (MYC and past GYA Commodore, and past Area Handicapper for Alabama), GYA Offshore PHRF Appeals Chairman, retired from this position January 8, 2018. I can't thank Tom enough for his years of service as Chairman of this important position on the Offshore Council. Tom has handled some difficult PHRF appeals over the years with only one forwarded to US Sailing's PHRF appeals.

Cleve Fair (PONT Y.C. and past PHRF Area Handicapper for Louisiana Lake Pontchartrain North Shore) has my strongest recommendation and was appointed by Scott Sonnier, GYA Offshore Chairman, as the GYA Offshore PHRF Appeals Chairman. Cleve is well known throughout the GYA and is most welcomed to this important position.

DISCUSSION: In-mast roller furling mains, with or without vertical battens:

We currently have 36 boats rated with RF mains. 19 have declared they have vertical battens, 3 declared no vertical battens, and 14 have not declared with or without. 14 of the 19 with vertical battens are Beneteaus.

We currently give +12 seconds for boats with roller furling mains, with or without vertical battens.

Vertical battens allow RF mains to carry more roach and can be shaped better than those without battens, Perhaps as much as 3 to 6 seconds advantage.

This rating area is on the increase as more new boats enter our system. We now recognize this difference with a By-laws change.

DECISION: Proposed by-laws change (to be voted on at the next board meeting):

APPENDIX – C Adjustment Guidelines, Paragraph 1, c.

DELETE: “Boats that have an optional working roller furling in-mast mainsail system, a inboard or saildrive propulsion system, have a SA/DSPL less than 20.0, which may have no more than 5 vertical battens and that the roach of the sail does not extend past the backstay (or a line from the top of the mast to the deck edge of the transom if a back stay is not standard on the boat) and is furled vertically by rolling rather than flaking, may receive +12 seconds of rating adjustment. (See Appendix-E for instructions).

ADD: “Boats that have an optional working roller furling in-mast mainsail system, a inboard or saildrive propulsion system, have a SA/DSPL less than 20.0, **that has** no more than 5 vertical battens and that the roach of the sail does not extend past the backstay (or a line from the top of the mast to the deck edge of the transom if a back stay is not standard on the boat) and is furled vertically by rolling rather than flaking, may receive +12 seconds of rating adjustment. **If roller furling main has zero battens and zero batten sleeves, may receive +18 seconds of rating adjustment. (See Appendix-D for instructions).**”

APPENDIX – D ROLLER FURLING CREDIT,

Change: “and + 12 seconds for an optional IN-MAST roller furling mainsail” to “**and up to +18 seconds for a roller furling mainsail**”

Paragraph 2.: Change: “which may have no more than 5 vertical battens” to “**that has no more than 5 vertical battens**” Change: “Possible +12 seconds!” to “**May receive + 12 seconds of rating adjustment. If roller furling main has zero battens and zero batten sleeves, may receive + 18 seconds of rating adjustment.**”

DISCUSSION: US SAILING ORC RATING FOR LONG DISTANCE RACES:

The PHRF committee has for years attempted to develop a multi-rating system, similar to other rating areas, that would recognize the difference between Windward Leeward, fixed mark, random leg, etc. type courses. We have never been able to achieve a consensus between our local handicap areas. Our 1 rating system used to cover all course types and wind conditions is more valid for short course type races but frequently misses the mark for some types of boats in our rating system.

U.S. Sailing’s ORC rating system provided multiple ratings for different type courses and different wind conditions. ORC ratings can be scored either Time on Time or Time on Distance.

The cost for a ORC Club certificate (measurements not required) is \$100 for a 2 year certificate. On line application is easy and data can be supplied from your GYA PHRF Certificate.

The PHRF committee unanimously recommends that the GYA Offshore Council research this rating system for implementation in the Regatta Al Sol and the Gulfport to Pensacola race.

PROVISIONAL RATINGS: (provisional ratings assigned at or since the last meeting, to be affirmed at this meeting:

	BASE	NET	COMMENT_
C&C 30 ODR "MY SHARONA" NEW RATING	39	39	
J/121 ODR "HOT PURSUIT" NEW RATING	21	21	
KIRIE FEELING 416 DI (CB) "KER MADIC" NEW	174	192	+6 RF JIB, +12 3 BL FIX PROP
J/100 ODR MOD :OUT FLOW" NEW RATING	96	96	100% JIB, SMALL 80 SQM ASYM TACKED TO BOW
BENETEAU OCEANIS 311 K/CB (LKTR) "GOD'S TIME"	180	192	+6 HDL, +6 2 BL FIX PROP
BENETEAU SENSE 50 "SKYLARK" ANNUAL REVIEW,	69	90	SEVERAL MODS
J-33 HIGHLY MODIFIED "FINE LINE"	93	72	SEVERAL MODS
BENETEAU FIRST 44.7 SD MOD "ATLANTIC UNION II"	54	42	SEVERAL MODS
KAUFMAN 47 "REDEMPTION" NEW:	81	105	+6 HDL, +6 RF JIB, +12 3 BL FIX PROP

DECISION: ALL ABOVE RATINGS WERE AFFIRMED BY A UNANIMOUS DECISION OF THE BOARD.

APPEALS/REQUESTS:

MELGES 24 ODR (Official appeal received Feb 21) 90 90 REQUEST RATING CHANGE BACK TO 93 (CHANGED TO 90 AT THE ANNUAL REVIEW), BASED ON PERFORMANCE.

DECISION: The appeal was presented by Zane Yoder and Glen Tonguis, in person. Their presentation was well received by the board and developed into a general discussion of sport boats and displacement boats and how the Annual review change on the Melges 24 effects several classes of boats that don't need help from the Melges 24 change. After the presentation, Zane and Glenn left the meeting. After considerable discussion and review of extensive Challenge Cup B class performances from 2002 thru 2017, it was clear that B class sport boats were dominating the class in current years 2015 thru 2017, even after rescoring the Melges 24's performance in these races to the 90 rating assigned in the annual review. The committee therefore decided to not change the Melges 24's rating at this time. (Lee Eikel, owner of a Melges 24, was excused from the meeting prior to the vote) The vote for no change was 3 for and 1 against.

During the review, it was presented that certain boats would unfairly benefit by the change in rating on the Melges 24 in B class in the Challenge Cup. Namely the Viper 640 ODR, the VX ONE ODR and the J-35. After further review the board decided to change the ratings on these boats by -3 seconds to maintain parity with the Melges 24 change, as follows:

VIPER 640 ODR	WAS	102	99
	IS	99	96
VX ONE ODR	WAS	105	102
	IS	102	99

Craig Wilsuz and Lee Eikel were excused from the meeting during the vote on the Viper 640 ODR and the VX One ODR. The vote of the three remaining Handicappers for the change was unanimous.

The COLUMBIA 32 SPRT OB CUSTOM “Great Escape” was also discussed in the review of the rating change on the Melges 24. After review of the performance data (other than the Challenge Cup data) (including 2018 SYC Spring Series) the committee decided that the Columbia 32’s rating of 69 should be lowered by the same -3 seconds given to the Melges 24s at the annual review.

The J-35’s Class B Challenge cup performance was also discussed in relation to the Melges 24 rating change. To maintain parity with the Melges 24 and the other sport boat decision and the decision on the COLUMBIA 32 SPRT OB CUSTOM, the following was decided:

J-35	WAS	75	75
	IS	72	72
COLUMBIA 32	WAS	69	69
SPRT OB CUST	IS	66	66

All handicappers were present for the vote to change the rating. The vote was 3 for and 2 against.

The above rating changes on the Viper, VX, J-35 and Columbia 32 SPRT OB CUST will be effective 30 days from May 2, or June 1.

BENETEAU OCEANIS 41.1 SD “COULD 9.1” APPEAL: 114 126 +6 HDSL, +6 RF JIB
 Appeal requests +12 sec adjust.

The official appeal was received Monday, April 30, 2 days before the meeting. This did not allow the full committee and their handicappers to evaluate the data provided. However, the committee did discuss the boat in detail. The boat has the same hull, rig and appendages as the Beneteau Oceanis 41 SD. The B OC 41.1 SD is about 800 lbs lighter than the B OC 41 SD. The B OC 41.1 SD and the DEEP KEEL version, has no national rating data available. The B OC 41 deep keel is rated in 3 different areas at an average of 106 BASE (rounded to 105). The 1.67’ draft difference, and the added weight and larger bulb shape in the SD version would generate +12 to 15 seconds added to the 105 to give a 117 to 120 BASE rating. The committee decided that this is the best information we have to evaluate boat potential performance. The Committee decided that the Beneteau Oceanis 41.1 SD should rate 3 to 6 seconds faster than the B OC 41 SD.

DECISION: The committee voted not to allow the appeal. The vote was 4 for no change and 1 for a +3 change.

GP 26 2610 UCAS “LUCY” CHANGE REQUEST: 81 81 CHANGED FROM 87 Sq M
TO 78 SQ M, REQUEST +3

At the Annual review January 24, the committee decided to lower the 81 rating -3 seconds to maintain parity with the Melges 24. However, at that time, no race data was recorded against the 81 rating as the LPRC data was incorrectly recorded. The committee decided to table the change until the May meeting so the correct race data could be reviewed. The race data was corrected and made part of the review package for the May 2 board meeting, as well as current 2018 SYC Spring Series data.

DECISION:

After review of the corrected data and current 2018 SYC Spring Series, the committee decided to change the 81 rating by -6 seconds. The vote for the -6 second change was 4 for and 1 against.

The new rating of 75 will be effective 30 days from May 2 and will be effective on June 1. We now classify the boat as GP 26 2610 UCAS (2610 is the sail number and UCAS is Unclassified Asymmetrical Spinnaker as this boat is designed to a box rule rather than a strict One Design ODR rule)

As to the request for a +3 second increase for changing from a 87 sq meters asymmetrical spinnaker to a 78 SQ meter Asymmetrical:

Jim Donovan designed the GP 26 to a Box rule that set limits that each boat had to be within. All GP 26 boats are slightly different. The GP 26 is not a One Design Class but has some similarities in that some ODR rules, including the Melges 24, set upper and lower limits that sails can be measured in. It is up to the competitor to decide what sails he believes gives him the best performance. Our by-laws exclude any lower limits set in ODR classes and UCAS classes (BY-laws Article VII, paragraph E and F). The committee denied the request for +3 seconds for the smaller asymmetrical spinnaker. The vote was unanimous.

OTHER REVIEWS:

B-32. At the annual review January 24, there was some confusion on the vote between removal of the “Sport Boat” Classification and a +3 second increase based on performance. Only the removal of the “Sport Boat” classification was recorded. The committee reviewed the January 24 data and voted to confirm the removal from the sport boat category and give a +3 rating adjustment based on performance. The vote for this was unanimous. This decision is retroactive to January 24 so the new rating of NET 72 is effective immediately.

THE NEXT MEETING OF THE BOARD IS SCHEDULED FOR WEDNESDAY SEPTEMBER 12, 2018.

All appeals and other requests for Agenda items must be received no later than September 1, 2018. Appeals should be submitted on the RATING REQUEST form found on our Web sites, gya.org or gya-phrf.com. You can always contact me and I will get you a form. Be as complete as possible and if you want your Appeal to be forwarded up to the GYA Offshore Appeals Committee if you do not receive adjustments from the GYA PHRF committee, you must check the box found towards the end of the appeal form close to your signature. You can find the GYA Offshore PHRF Appeals Committee requirements in our By-laws, APPENDIX A (see the above web sites).