

GULF YACHTING ASSOCIATION, INC.

ORGANIZED 1901 – REORGANIZED 1920

PHRF

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BOARD OF HANDICAPPERS

Craig Wilusz (FWYC)
Julian Bingham (MYC)

Sam Vasquez (GYC)

Lee Eikel (PONTYC)
Merlin Wilson (SYC)

MINUTES FOR THE QUARTERLY REVIEW, SEPT. 13, 2016

The Quarterly Review was held Tuesday, Sept. 13, 2016 at Singing River Yacht Club. All Area Handicappers were present except Sam Vasquez who had a prior commitment. Sam’s Assistant handicapper, Wes Stanley, attended the meeting.

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.”

Your PHRF committee has decided, after comparison of our GYA ratings to the published NRR ratings, to lower all GYA PHRF ratings by -3 seconds. This will not have any effect on the relative difference between ratings for different boats in the GYA. The goal is 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.

Certificates reflecting the fleet-wide -3 second adjustment will be mailed in December, effective January 1st, 2017.

GYA Challenge Cup rating bands for 2017 should be adjusted accordingly.

BY-LAWS CHANGE PROPOSALS: (will 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) (see Attachment 2 for by-laws pages affected by these proposed changes)

- 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: The board voted unanimously to approve this change.

- 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: The board voted unanimously to approve this administrative change.

- 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: The board voted unanimously to approve this change.

- 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: The board voted unanimously to approve this change.

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: The board voted unanimously to approve this administrative change.

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):”

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.

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: The board voted unanimously to approve this change.

The above By-Laws proposed changes will be voted on at the Annual Review scheduled for December 7, 2016.

PROVISIONAL RATINGS:

The following boats were issued provisional rating since the May 4, 2016 meeting. These ratings must be affirmed at the Sept. 13, 2016 meeting.

	BASE	NET	COMMENT
Donovan GP 26 SQ TOP	75	75	Not yet purchased (Designed to box rule)
Donovan GP 26 PIN HEAD	81	81	Not yet purchased (Designed to box rule)
SALONA 380 UCAS	81	81	Swept back spreaders, MH Asym Spnk, 5’ sprit.
J-100 ODR	90	90	Rated to strict ODR class rules
J-34c	120	123	Not yet purchased. 125% J genoa +3

DECISION: The above provisional rating were all affirmed unanimously.

NEW BOAT RATED:

	BASE	NET	COMMENT
BENETEAU 343	150	180	In mst RF main +12, RF genoa +6, 3 BL fixed prop +12

APPEALS:

J-90 MOD	54	57	Request +12 sec based upon 4 areas: Rudder, Upwind performance, Downwind performance and additional weight.
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DECISION: The committee removed the rudder penalty of -3 seconds and allowed +3 seconds for performance (NET change +6). The boat is now re-classified as a J-90 SYM (symmetrical spinnaker) with the change from Asymmetrical to symmetrical carried in the BASE rating with a separate penalty for the SPL, as follows:

J-90 SYM	69	63	-6 seconds for 20% oversized SPL and symmetrical spinnaker.
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STARWIND 223	255	255	Requests +15 sec. based on performance about the same as a Catalina 22 SK.
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DECISION: The committee decided that the performance is the same as the Catalina 22 and have adjusted the rating accordingly, as follows:

STARWIND 223	270	270	
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Both of the above changes were approved unanimously by the board.

**THE ANNUAL REVIEW IS SCHEDULED FOR WEDNESDAY, DECEMBER 7, 2016
ALL REQUESTS FOR RATING ADJUSTMENTS OR OTHER ITEMS TO BE
INCLUDED ON THE AGENDA MUST BE SUBMITTED NO LATER THAN
DECEMBER 1, 2016.**