GULF YACHTING ASSOCIATION, INC.

ORGANIZED 1901 – REORGANIZED 1920

PHRF

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Julian Bingham (MYC) Merlin Wilson (SYC)

MINUTES FOR THE QUARTERLY REVIEW, FEB. 17, 2016
*(As amended March 15, 2016)

The Quarterly Review was held Wednesday, Feb. 17, 2016 at Singing River Yacht Club. All Area Handicappers were present. Assistant handicapper, Lee Creekmore attended the meeting. (Note that when a person's boat is discussed, that person is asked to leave the meeting)

DISCUSSIONS:

Length Over All (LOA) and X-PHRF Certificates:

Our by-laws currently require a boat to be self-bailing with a minimum LOA of 20.0' for a PHRF Certificate. Boats that are non-selfbailing and/or have a LOA under 20.0' are eligible for a X-PHRF certificate which supposedly limits their entry to regattas that specifically state in the NOR that X-PHRF certificates are acceptable. This has rarely ever happened, if at all. Yet the PHRF committee has spent many, hours dealing with the X-PHRF certificate issues.

To simplify the PHRF process in line with our goals for the future of PHRF in the GYA, (so the PHRF Committee does not waste time dealing with essentially non-issues) we discussed doing away with the 20.0' minimum requirement for a PHRF Certificate and just stay with the mono-hull and self-bailing requirement to determine which boats get a PHRF certificate or a X-PHRF certificate and let Race Organizers and Race Committees determine which boats they will allow to race (Some Race Committees already do this).

Currently, the only boats in our system (with X-PHRF Certificates) are the E-Scow (LOA 28.0'), Harbor 20 (LOA 20.0'), Melges MC SCOW ODR (LOA 16.0'), Pearson Ensign (LOA 22.5'), Seascape 18 ODR (LOA 18.0') and the VX One ODR (LOA 19.0').

DECISION: The following by-laws change was proposed to be voted on at the next meeting (scheduled for May 4, 2016): **By-laws Article V, paragraph A: after "To obtain a PHRF certificate a boat must be a mono-hull with a self-bailing cockpit" DELETE: "and must meet a minimum LOA of 20.0 feet". This change was voted on and passed with a 4 to 1 vote.**

RATING ADJUSTMENTS FOR NON BOUY COURSES:

Sam Vasquez, Chairman of the GYA Offshore Council, discussed comments/recommendations concerning this proposed 2 rating system made at the Offshore Council meeting held January 9 at Fairhope Yacht Club. The consensus of that meeting was to recommend to the PHRF Committee to discontinue further studies on a 2 rating system. The main concerns were the differing conditions of wind, current, sea stages, etc. encountered on longer distance type courses that would greatly effect any rating assigned, to a much greater extent than is already encountered under our 1 rating system.

The PHRF committee voted unanimously to discontinue further studies.

BY-LAW CHANGES: The following by-law changes were proposed at the Dec. 8, 2015 Annual review and were voted on at this meeting:

DISPLACEMENT:

Currently, we use US Sailing Displacement values to calculate SA/DSPL (up-wind and down-wind) and DSPL/LWL. The SA/DSPL value is used to compare/evaluate different boat classes and also used to determine if boats qualify for the roller furling headsail and mainsail credits. In addition, we use the DSPL/LWL, along with the SA/DSPL value to classify certain boats as "Sport Boat". Where US Sailing does not have a yacht class listed or does not have a Displacement value for a listed boat class, we use the Manufacturers published displacement values for the "light weight" displacement or we use other research data that may be available.

The committee decided to recognize our determination of the "displacement" value with the following by-laws changes:

APPENDIX – D, ROLLER FURLING CREDIT, paragraph 3:

DELETE paragraph 3:

ADD NEW paragraph 3:

3.a. For the Roller Furling credit(s) the boat must have a sail area/displacement of 20.0 or less. This value (SA/DSPL) is based on the following formula: SA/DSPL = SA / (DSPL/64)^2/3.

3.b. Sail area and light weight displacement values will be based on the dimensions for the boat class in the following order of precedent: (1) US Sailing (http://offshore.ussailing.org/phrf) Critical dimensions", (2) Manufacturer's published data for "light weight" displacement, "J", "I", "P" and "E" (and "PY" and "EY" if appropriate), and (3) research by the PHRF Committee. Discrepancies in dimension values between (1) and (2) above will be resolved by the PHRF Committee in (3) above. Sail area will be based on using 100% of the foretriangle ((J x I)/2) and 100% mainsail and mizzen sail area ((P x E)/2) + (PY x EY)/2)"

The committee voted to accept this change unanimously.

SPRIT/STRUCTURE ADDED TO STANDARD PHRF BOATS:

Currently, our by-laws allow a non-sprit production boat to add a 2.5' sprit pole and an asymmetrical spinnaker no greater than 123% of the standard J pole symmetrical spinnaker square feet, for -3 seconds. We also allowed a non-sprit production boat to tack an asymmetrical spinnaker no greater than 100% of the standard J pole symmetrical spinnaker square feet at J + 10%, without penalty.

In some larger boats with big J dimensions the difference between 2.5 feet and the J+10% is not a great value. In smaller boats with a short "J" the J + 10% does not generate enough distance to effectively fly an asymmetrical spinnaker. Further, the committee recognized that for an asymmetrical spinnaker to be comparable to a symmetrical spinnaker without penalty the asymmetrical spinnaker should be larger by a set %.

The committee proposed the following by-laws changes to be voted on at the February 17 meeting:

APPENDIX C, 1e, DELETE:

APPENDIX C, 1e, ADD NEW 1e:

Production boats not rated to class rules may fly Asymmetrical spinnakers (including cruising spinnakers and gennakers) tacked to an adjustable lanyard which runs through a block attached to the tack point of a non-articulating structure, such as a bracket, pole, etc., extended parallel to the water at the same level above the water as the jib tack point, with the following limitations:

1) **For no change in rating, a asymmetrical spinnaker not greater than 114% of a standard J pole symmetrical spinnaker may be tacked to a sprit/structure not greater than J + 1.5'.**

   1a) Boats that installed a sprit/structure prior to February 17, 2016 equal to J + 10% that is greater than the J + 1.5' allowed in 1) above, will not be penalized for the difference.

2) **For -3 seconds adjustment a asymmetrical spinnaker not greater than 123% of a standard J pole symmetrical spinnaker may be tacked to a sprit/structure not greater than J + 2.5'.**

3) **The length of the tack point and the largest spinnaker dimensions (SLU, SLE, SF, SMG) in decimal feet must be stated on the PHRF certificate.**

4) **The SMG dimension must be equal to or larger than 75% of the SF dimension.**

5) **The sail area for both symmetrical and asymmetrical spinnakers is calculated by using the America's Cup formula:**

   AREA = [(SLU + SLE) * .25SF] + [(SMG - .5SF) * (SLE + SLU) * .33]
   Where: SLU = luff, SLE = leech, SF = foot,
   SMG = mid girth for Asymmetrical and SMG = maximum girth for Symmetrical

   Symmetrical: SLU = SLE SMG > .75SF

6) **For calculating the sq. ft. for the symmetrical spinnaker, the luff limit for the J Pole standard symmetrical spinnakers shall be 0.95 * (ISP^2 + J^2)^0.5. The spinnaker maximum width (SMG) shall be 1.8 * J.**

7) **The asymmetrical spinnaker(s) are the only spinnakers allowed to be flown.**

THIS BY-LAWS CHANGE WAS VOTED IN UNANIMOUSLY.

APPEALS:

	BASE	NET	COMMENT
Beneteau OC 45 SD MOD	102	126	Requests return BASE rating to 120 and NET rating to 144 from change made at Sept 9 meeting based on performance in GYC to PYC race and the SYC Coast Race**.**

NOTE: Stanton Murray updated specifications for this class which changed the SA/DSPL from 20.33 (which excluded the roller furling main credit of +12) to 18.84 (which now includes the +12 credit. the above numbers adjusted to include the +12 in the Net rating, which remains unchanged from the Sept. 9 meeting.

The board, after review of same class boat with different rigs and keels in other PHRF rating areas, and past performance in the GYA voted unanimously to accept the dimensions as provided, set the base rating at 102 and allow for adjustments including the roller furling mainsail. The NET rating for "Pursuit" remains unchanged at 126.

ANNUAL REVIEW OF ALL YACHT CLASSES:

	BASE RATING		
	WAS	**IS**	**NET CHANGE**
J-122 ODR	33	30	-3
X – 37	72	78	+6
C&C 40 TM DK	93	99	+6
PETERSON/WIGGERS 37	93	96	+3
MELGES 24	96	93	-3
CARRERA 290	99	102	+3
C&C 40-2	99	105	+6
C&C 40-2 CB	108	114	+6
NEW YORK 36	111	114	+3
*NEWPORT 41 S DK	111	114	+3
*NEWPORT 41	120	123	+3
HUNTER 37.5 LEGEND	120	123	+3
*NEWPORT 41-2 SD	123	126	+3
SOVEREL 27	141	144	+3
SANTA CRUZ 27	150	156	+3
SEASCAPE 18	153	159	+6
HUNTER 34 SD	156	159	+3
BENETEAU OC 35/2015 CB	156	159	+3
CREEKMORE 26 CUST.	159	156	- 3
BENETEAU OC 35/2015	162	165	+3
HUNTER 36 MOD RIG	162	165	+3
HUNTER 30	201	204	+3
HUNTER 30 TM SD	201	204	+3

*NEWPORT 41 CLASSES (as amended 03/15/2016)

These changes will go into effect March 18, 2016.

THE NEXT MEETING OF THE BOARD IS SCHEDULED FOR MAY 4, 2016. All requests must be received no later than April 20, 2016 to be included on the agenda for this meeting.