

GULF YACHTING ASSOCIATION, INC.

ORGANIZED 1901 – REORGANIZED 1920

PHRF

ALAN McMILLAN, (PYC) CHAIRMAN
OFFSHORE COUNCIL

54 STAR LAKE DR.
PENSACOLA, FL 32507
(850)-449-3101 (CELL)

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

GYA-PHRF.COM

beerytom@yahoo.com

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

BOARD OF HANDICAPPERS

Alan McMillan (PYC)
Julian Bingham (MYC)

Wes Stanley (BYC)

Karl Boehm (TYC)
Merlin Wilson (SYC)

February 27, 2013

MINUTES FOR QUARTERLY REVIEW, FEBRUARY 27, 2013

The Quarterly was held Wednesday, February 27 at Singing River Yacht Club. All Area Handicappers were present.

DISCUSSION ITEMS:

- A.** By-laws Article V PHRF RATING CERTIFICATE, paragraph A. states “To obtain a PHRF certificate a boat must be a mono-hull with a self-bailing cockpit and must be self-righting with fixed righting ballast....” Paragraph A.1 states “Mono-hull boats that do not meet the requirements in A. shall be assigned a Special PHRF rating certificate, designated X-PHRF.

Don Brennan has submitted a letter from VX ONE (manufacturer) stating that the VX-1 meets certain self-righting criteria. Don has requested that we remove the “X” from the VX-1 certificate based on the manufacturer’s statement.

Note that the manufacturer’s letter includes the following “The minimum necessary crew mass required to right the boat from an inverted position is 113kg (249lbs)”

Also note that the manufacturer states “designed and built in accordance with ISO Category C, and satisfies stability and buoyancy requirements of Category C per ISO 12217-2”

Don Brennan has also requested that the PHRF committee review the following videos: <https://www.youtube.com/watch?v=0lo-VyQs0fM>, and www.vxoneaustralia.com

Don Brennan attended the meeting and presented his request in person.

DECISION: The board voted unanimously to accept VX One’s letter as satisfying the self righting requirements of the by-laws for a PHRF rating (vs X-PHRF rating).

- B. Crew Limits:** A presentation of revised crew limits based on LOA was reviewed for possible change from the current limits which are based on the old Michigan rule that is based on LOA, sail area, and rating, plus 1, with most emphasis on the rating (the faster the boat the more crew needed).

DECISION: The board decided to continue this review using the following Max # Crew: up to 22.5 (5); 22.51 to 25.5 (6); 25.51 to 28.5 (7); 28.51 to 31.5 (8); 31.51 to 34.5 (9); 34.51 to 37.5 (10); 37.51 to 40.5 (11); 40.51 to 46.5 (13); 46.51 to 52.5 (15); 52.51 and up (17). Maximum weight limits would be crew number limit times 180 lbs. Comparison to existing crew limits will be presented at the scheduled May 1, 2013 meeting.

- C. Roller Furling Credit:** Previous attempts to raise the SA/DSPL limit of <19.0 to qualify for this +6 second credit have failed to gain a majority on the PHRF committee as the committee deems boats with SA/DSPL values above 18.9 to be more racing than cruising.

DECISION: The board voted unanimously to change By-Laws Appendix D ROLLER FURLING CREDIT, as follows: Where ever the SA/DSPL limitation states less than 19.0, change this to 20.0 or less. This proposed by-laws change will be voted on at the scheduled May 1, 2013 meeting.

PROPOSED BY-LAW CHANGES:

The following by-law changes proposed and approved at the Annual review were voted in unanimously at this meeting. (Notes 1-6 on the attached by-laws and noted below, reference the changes made)

- 1)** Administrative changes made for correction and/or clarification.

DECISION: This change was approved by a unanimous vote of the board. A by-laws change will be voted on at the February 27, 2013 scheduled board meeting.

- 2)** It is difficult if not impossible to police one design boats to their strict class rules, as class rules differ for different classes, and are updated by class associations to some extent. The committee has decided to develop standards for boats currently classified as ODR (one design rule), similar to the standards for PHRF boats, thereby removing the ODR classification and the strict adherence to Class Rules except in those areas of hull and hull appendages, rig and sail dimensions, pulpits and/or lifelines, and hiking devices incorporated in the base rating. It is proposed in these items that boats now be rated as **1) Production boats without Class Rules, 2) Production Boats with Class Rules, 3) Non-**

Productions boats which will have a NP after their class. All production boats will state their class but not have **ODR** referenced.

Significant differences to prior **ODR** strict adherence to class rules are:

- a) Sail cloth material will be at owner's option.
- b) Roller furling system may be replaced with slotted headstay or hanked on jibs.
- c) All issues other than those areas of hull and hull appendages, rig and sail dimensions, pulpits and/or lifelines and hiking devices, (which are incorporated in the base rating) will be to the same standards as we have always applied to standard PHRF boats.

Significant differences to prior non-ODR boats:

- a) Boats that have class rules, such as J-30, Pearson Flyer, Tripp 26, Left Coast Dart 25, etc, will now have their basic sail dimensions, Spinnaker pole lengths, hull and hull appendages, spars, standing rigging all included in the base rating. This may cause some problems with boats like the J-30 and Pearson Flyer where the SPL is over J, and the standard genoa is >155% of J, but we can deal with these differences and keep the NET rating the same.

DECISION: This change was approved by a unanimous vote of the board. A by-laws change will be voted on at the February 27, 2013 scheduled board meeting. (NOTE: This change is to simplify the application and rating process necessary to obtain a PHRF certificate.)

- 3)** Crew limits (weight and number) are currently carried on the PHRF certificate as recommended. This recommendation is at the request of the GYA Offshore Council and is not part of our PHRF by-laws. Many years ago the recommended Crew Limits were based on the PHRF of Lake Michigan formula, plus 1. That formula, +1, was introduced prior to the sprit boat/sport boat era, is weighted by LWL, SA/DSPL, and Rating, with the most emphasis on the Rating. Therefore, the fastest rated boats have the most crew allowed. As an example, a Melges 24 (rating 93) has a crew limit of 8, and a Wavelength 24 (rating 165) has a crew limit of 6. A proposed change based on Length Over All (LOA) would give each boat a crew limit of 5.

DECISION: Continuing discussions on this subject will be included on upcoming meeting agendas.

- 4)** For Standard PHRF boats, currently the "I" and "ISP" are the same. Boats that come from the factory where the ISP is different than the "I" are given a rating adjustment, just as are boats that make a modification to increase the "ISP" over the "I". This creates a needless confusion and is proposed with this by-laws change to have this paragraph apply to modifications to the standard boat as it comes from the factory.

Note that the Base rating will be increased and the modification adjustment removed so the net rating remains the same.

DECISION: This change was approved by a unanimous vote of the board. A by-laws change will be voted on at the February 27, 2013 scheduled board meeting.

- 5)** Currently, our by-laws allow a non-sprit production boat to add a pole sprit for -3 seconds **for each** 2.5' of extended pole and includes a larger asymmetrical spinnaker that cannot exceed 123% of a standard symmetrical spinnaker sq ft. This proposed change limits the -3 second modification to the first 2.5' of added pole sprit. Anything greater than 2.5 foot would be reviewed by the board on a case by case basis.

DECISION: This change was approved by a unanimous vote of the board. A by-laws change will be voted on at the February 27, 2013 scheduled board meeting.

- 6)** Valid PHRF Certificate: This change clarifies that each boat can only have one certificate, and owners are discouraged from changing/modifying their boat to suit race conditions.

DECISION: This change was approved by a unanimous vote of the board. A by-laws change will be voted on at the February 27, 2013 scheduled board meeting.

DECISION: All changes 1-6 above were approved by unanimous vote and are now effective (see attached by-laws).

NO PROVISIONAL RATINGS GIVEN SINCE ANNUAL REVIEW

MODIFICATIONS:

Left Coast Dart 26 changed from PBO to stainless steel rigging, added middle lifeline to existing single lifeline setup, added foot chocks in cockpit and toe rail on deck for safety concerns, and replaced outboard with a larger outboard.

DECISION: The board voted 4 to 1 for no change in rating as this is a new boat with a provisional rating with minimal race results received todate.

NEW BOATS TO RATE:

COLUMBIA 32c ODR (Owner states boat rates 63 in SO CALIF and his boat has a rating of 60 in Lake Lanier. Further, the boat is all carbon fiber hull and spars in SO Calif. but his boat has an aluminum mast. **DECISION:** Base and Net 63 (unanimous).

J-109 SD, CF MST, 135% J GENOA, 108 SQM ASY SPNK:

Using the J-35 at 72 (GYA rates at 75) as the control boat, J-BOATS provide the following recommendations:

J-109 DK, AL MST, RF 155%J GENOA, 121 SQM ASY SPNK: PHRF Base buoy racing triangular 69, W/L 72. To adjust for GYA ODR +3 for J-35 at 75 vs 72, +6 for SD vs DK, -3 for CF MST vs AL MST, +3 FOR 135%J VS 155%J GENOA, +3 FOR 108 SQM ASY SPNK vs 121 SQM ASY SPNK. This would give a net rating of buoy racing triangular $69 + 12 = 81$, W/L $72 + 12 = 84$.

J-109 ODR DK, AL MST, RF 105%J JIB, 108 SQM ASY SPNK, ODR Base buoy racing triangular 78, W/L 81.

To adjust for GYA ODR: +3 for J-35 at 75 vs 72, +6 for SD vs DK, -3 for CF MST vs AL MST, -3 FOR 135%J VS 105%J GENOA, +0 FOR 108 SQM ASY SPNK. This would give a net rating of buoy racing triangular $78 + 3 = 81$, W/L $81 + 3 = 84$.

Note that in the GYA we have only one rating and we rate more towards the favorable (faster) point of sail.

DECISION: Base and Net 84 (unanimous).

APPEALS:

BASE

NET

REQUEST

CALIBER 33

153

171

+12

(Owner believes that based on other rating areas and compared to boats in the GYA, his boat needs a rating increase)

DECISION: Board agrees and changed base and net +6 seconds (unanimous).

CARRERA 290

96

96

+3 TO +6

Owner just bought this boat. We had previously rated one of the first in the country in October 1992 (hull # 4) with no regional data and very little local GYA data on similar type boats. Subsequent, we never received any race data and the owner never re-newed his certificate. Now this boat is rated in many regional areas averaging 99 in the areas that we normally look at. If we were rating this boat new today we most likely would

rate it at 99-102. The owner requests that we rate the boat as new to our area as the previous boat had no data available. This is a stock Carrera 290 with no modifications. (Certificates presented are modified with a mast head spinnaker and an oversized pole. This boat has a ISP equal to I and a SPL equal to J.)

DECISION: Board agreed. Changed Base and Net to 99 (unanimous)

ANNUAL REVIEW:

All yacht classes are reviewed in accordance with the GYA PHRF By-laws. Classes with current Race Results entered into the PHRF Race Results Program are given preference over those classes that no current race results have been received by the PHRF Committee.

The following changes were made at the January 16 meeting and will go into effect February 15, 2013:

	NEW BASE	NEW NET	CHANGE
X 372 SD TM	108	105	+3
HUNTER 36 MOD RIG	162	177	+6

The annual review will be continued at the February 27, 2013 scheduled meeting.

FEBRUARY 27 MEETING:

The following changes were made and will go into effect MARCH 29, 2013:

SANTA CRUZ 27	150	150	+3
SOVEREL 26 OB	165	159	-3

**THE NEXT MEETING OF THE BOARD IS SCHEDULED FOR MAY 1, 2013.
APPEALS AND OTHER AGENDA ITEMS MUST BE SUBMITTED NO LATER THAN
APRIL 20 TO BE HEARD AT THIS METING.**