

GULF YACHTING ASSOCIATION, INC.

ORGANIZED 1901 – REORGANIZED 1920

PHRF

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BOARD OF HANDICAPPERS

Craig Wilusz (FWYC)
Brad Broadus (MYC)

Sam Vasquez (GYC)

Lee Eikel (PONTYC)
Rob Rogers (SYC)

MINUTES FOR THE ANNUAL REVIEW, JANUARY 24, 2018

The Annual Review was held Wednesday, January 24, 2018 at Singing River Yacht Club. Area Handicappers present: Craig Wilusz, Rob Rogers (tel con participation), Lee Eikel (written participation), Lee Creekmoore (representing Brad Broadus who had the flu), and Wes Stanley (representing Sam Vasques who was in Cuba).

ANNOUNCEMENT:

Merlin Wilson, the GYA PHRF Area Handicapper for Louisiana, South Shore, is retiring from the GYA PHRF Rating Committee 01/01/2018 in accordance with the tenure provisions of the GYA PHRF By-laws.

Merlin 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 Louisiana, as well as the entire GYA, have been well represented by Merlin.

Based on the recommendation received from Scott Sonnier, the Commodore of Southern Yacht Club, and other sailors in the local area, I have selected Robert (Rob) Rogers (Southern Yacht Club), currently the Assistant Handicapper to Merlin, as Merlin's replacement. Rob has attended most local PHRF meetings while an Assistant handicapper and has provided valuable input to Merlin on many discussion items. Rob has extensive racing experience on his boat fills a rating area that is very active in the GYA.

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

Discussion:

(Comments from Rick Zern to be discussed at our meeting)

“I would like to ask some questions regarding crew limits and point to point or Steeple Chase Race ratings and other observations:”

If we agree that we have crew *I* weight limits and we enforce these then why can't we give rating credits to those that sail short handed? Frankly, I do not want 7 or 8 big guys tearing up the boat each time we want to race. It would seem that some sort of equitable adjustment could be made with some easy proportional guidelines.

BOARD COMMENT: The crew number and weight limits on the PHRF Certificate are “recommended limits” carried on the PHRF certificate at the request of the GYA Offshore Council. These limits are only invoked when race committees make them mandatory in the sailing instructions. Otherwise, the PHRF committee has no restrictions on crew/weight limits, only the recommendations. Race committees have been reluctant to make crew limits mandatory for local events and it is unlikely race committees would use some type of owner statement as to changing his rating for plus or minus crew number/weight difference from what is recommended on his certificate, even if using a published guide. Crew limits are mostly invoked for the GYA Challenge Cup and the WFORC. Credits for short handed crews for these GYA sanctioned events are not necessary as all try to maximize their performance with the right crew (as long as they don't exceed the maximum allowed).

All of us read the current sailing periodicals with all of the latest performance cruisers that are coming on the market and on these boats we most likely see bow sprits or 'prods' to facilitate sail separation, ease in gybing free luffed headsails, etc.... Several of our customers have indeed installed some of these to augment fast passages when cruising but to also make them a bit more competitive with the fully crewed racers in the 'point to point' and Steeple Chase type races and indeed be able to do it with far less crew. Should these type adjustments made to boats designed in the 70s and 80s be viewed as "performance enhancing" modifications or should they be interpreted as a proactive boat owner attempting to make their 'good old boat' be able to be sailed more easily and efficiently with less crew? I think that everyone simply wants to perceive that they have been treated equitably with regard to their respective boat's rating and how it was derived. Not every adjustment made to the bulk of our GYA-PHRF fleet is done so for performance enhancement around the race course.

BOARD COMMENT: This pertains to non sport/sprit type boats: Our by-laws limit spinnakers to Symmetrical (with spinnaker poles) or to Asymmetrical (not both). Previously, asymmetrical spinnakers were required to be tacked to the jib tack point and could not exceed the sq ft of a standard J pole symmetrical spinnaker. This was changed to allow the tack point of the asymmetrical spinnaker to be moved 1.5 ft in front of the J measurement and increase the size of the asymmetrical spinnaker to the standard J pole symmetrical spinnaker sq ft plus 14%, without penalty. This was done to accommodate many of the new designs that have forward of J tack points for the asymmetrical spinnakers. In addition, our by-laws allow for a J + 2.5' sprit and an asymmetrical spinnaker no larger than the standard J pole symmetrical spinnaker sq ft plus 23%, for a -3 second adjustment in rating. Any sprit/asymmetrical spinnaker larger than this will be evaluated separately by the board. The board believes these adjustments keep the NET ratings equitable with the same class of boat rated with a standard J pole symmetrical spinnaker. The PHRF board evaluates all new class designs as they enter the GYA fleet. By-Laws are adjusted as necessary to accommodate differences in designs not currently covered in our By-laws.

A few other inequities in GYA PHRF administration include:

No dry sailing adjustment - Everyone knows that a boat that is dry sailed is going to be lighter and most likely have a better bottom. I do not think that there is a simple amount of adjustment that can be applied 'across the board'. Some PHRF compatible boats are meant to be dry sailed (Melges 24, Melges 32, J/22, etc....) Given two J/24s, let's say, the one that is dry sailed will be a few hundred pounds

lighter and the bottom will most likely be smoother. I would take the dry sailed Boat over the wet sailed boat any time. If our goal is to make it easier to get more folks participating and out on the water then boats that are already in the water are easier to use.

BOARD COMMENT: Over many, many years the dry sailed vs wet sailed issue has been one of the hardest areas to deal with. How do you define WET sailed? Bottom paint or not? Kept on a trailer – how much time allowed before launched? Has a wet slip? Can you pull the boat and scrub the bottom before each race? Can the boat be kept on a lift in a wet slip? How much of the keel has to be in the water to be wet sailed? (this was a real question) Does the bottom paint have to be recently applied or can it be old paint practically sanded off? Can a boat be kept in a shed months before the regatta, launched the day of the regatta and still be considered wet sailed because it has bottom paint and has a wet slip? Etc, etc..... The PHRF Committee decided long ago to do away with the dry sailed penalty by reviewing each yacht class to determine what the performance handicap for the class was based on. If the rating was based on DRY sailed, then the Net rating that included the dry sailed penalty became the BASE rating and the Net rating remained the same. The J-24 is a prime example. The performance rating was based on the Dry sailed J-24, so that became the rating for all the J-24s. Given that this is a disadvantage to the truly wet sailed (not defined) J-24s.

Boats are also at a disadvantage if they have OLD sails as the ratings are based on a competitive sail inventory. Should there be an old sail credit? This would also help get more folks participating. How would this be defined? etc.....

A-spin and Spin boats raced in same class Whenever the fleet numbers permit, the A-spin boats and the Symmetrical boats should not be in the same class. The Sprit type boats will essentially be un-rate-able in a reaching scenario and then these same boats, in some cases, will be un-fairly rated for Windward /Leeward courses simply based on their potential for a reaching course.

BOARD COMMENT: The PHRF committee agrees! Race committees however, are reluctant to split the classes as often (in the past) they did not have enough boats in each class to have fair competition within that class. We believe that there are enough sport/sprit type boats currently rated, and more being rated each year, that would allow race committees to split the classes into sport/sprit vs displacement type boats for those regattas that have sufficient boats.

Consider individual Yacht Club Fleet dynamics for Challenge Cup Band selection - Having served on the GYA -PHRF committee in the past I know what a hot button this can be. My observations this last year were that multiple clubs that came with just 3 boats could have come as 4 boat teams if the rating bands had been moved up just a bit. and another thought regarding the classes..... Since the Viper is the GYA Class boat why not simply have a Viper class in the Challenge Cup? Also, why not have 5 classes and have everyone show up with 4 boats in the classes they choose? The rating bands would be closer and more clubs may feel like it is more equitable for them to attend.

BOARD COMMENT: The GYA Offshore Council is currently considering different formats as discussed in the Offshore Council meeting January 6 at the GYA Business meeting. Your PHRF Chairman is also providing the Offshore Chairman rating information by different classes. This is not to say changes will be made this year, but perhaps in future Challenge Cup events.

Have easily applied Point-to-point /Steepe Chase course ratings to make it equitable for older cruising boats, double handed and short handed boats, etc..... to compete in these events along side the fully crewed racing boats. The J-boats guys were "spot on" with the Asymmetrical Spinnakers and sprits back in the 1990s and now they are seeing the trend to having less crew and augment it with water ballast. Change is coming.

BOARD COMMENT: The PHRF Committee has spent considerable time studying other than wind/leeward and triangle type ratings (per our by-laws: "our ratings are based on potential boat speed over a wide variety of courses. Ratings are not based on strict triangle or W/L type courses. Boats that excel on

certain type of courses and/or in certain wind conditions are rated more towards their optimum conditions”). Several regional rating areas in the country are doing this but their data is not published by US Sailing in the PHRF Regional rating handbook. The areas that do publish this on-line have many differences in their approach to a multiple rating system. In the GYA, every proposal of different ratings for different course types was met with much discussion to the point that a consensus was not achievable. Currently, a request will be made to US Sailing to start publishing the regional data available on this subject. Other logistic type problems exist, such as getting race committees on board to select the correct rating for the type course, scoring programs for regattas using different course types/different ratings required, educating sailors to know relative differences in the different ratings that would be used. All of these things are addressable but need a lot of work to make happen. I have not given up on this issue.

Thank you for your consideration and all that you guys do!

Rick Zern

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BOARD COMMENT: The board appreciates Rick Zern’s questions, comments, recommendations and his enthusiasm for our sport. Over the years Rick has been instrumental in getting people involved in sailing and continues to increase participation. Your PHRF committee welcomes all sailor’s suggestions, recommendations and comments as we try to maintain equitable ratings and increase participation.

PROPOSED BY-LAW CHANGE: (to be approved at this meeting and voted in at the following meeting)

ARTICLE VII “STANDARD PHRF BOAT, BASE HANDICAPS”, paragraph E:

DELETE: “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 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.”

ADD: “For production boats that are classified as “ODR”, ODR is limited to 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 **number of sails or sailcloth material and the dimensions of all smaller sails must be within the maximum dimensions allowed by the class rules. There is no minimum dimension even if class rules state otherwise.**

This proposed by-laws change is to clarify the intent of paragraph E which has always been to not limit the number of smaller sails that could be included in the sail inventory, regardless of association class rules.

BOARD DECISION: This by-laws change was voted in, unanimously.

PROVISIONAL RATINGS: (provisional ratings must be affirmed at this meeting)

	BASE	NET	COMMENT
OYSTER 62 SD “VOICES IN THE SKY”	30	42	127% J HDSL +3, MOD +3, RFG +3
E-SCOW MH ASYM ODR “WILDER”	57	54	NO PROPULSION -3
T-750 “MUFFIN TOP”		75	75
DONOVAN GP 26 PIN HEAD “LUCY”		81	81
J-100/SMALL ASYM “OUT FLOW”		96	96
BEN. OCEANIS 45 SD MOD “ELYSIUM”		96	123
			100% J HDSL +3” (NET CORRECTED TO 96, 12/21/2017)
			HDSL +6, MOD +3, RFGM +12, RFG +6

JEANNEAU 40 SUN ODY SD "VALENTINE"	105	126	HDSL +3, RFG +6, 3 BL FIX PROP +12
BENETEAU OCEANIS 41.1 SD "COULD 9.1"	111	123	HDSL +6, RFG +6
HUNTER PASSAGE 420 SD "KALA KAI"	111	147	HDSL +6, RFMN +12, RFG +6, PROP +12
RODGERS 32/33	135	135	
GULFSTAR 45 (HIRSCH 45) "5 O'CLOCK"	138	159	HDSL +3 RFG +6, 3 BL FIX PROP +12
ERICSON 35-3 WK "SOUTH A 10"	150	156	RFG +6

BOARD DECISION: The provisional ratings above were affirmed by the board, unanimously.

	<u>BASE</u>	<u>NET</u>	<u>COMMENT</u>
NEW BOATS to RATE:			
C&C 30 ODR	39	39	
KIRIE FEELING 416 DI (CB)	174	192	(RF GEN. +6, 3 BL FIX PROP +12 SEC)
J/100 ODR MOD	96	87	(MOD 5.5' SPRIT, ASYM 143% STD J POLE SYM SPNK. -9 SECONDS)
APPEALS:			
BENETEAU 42 TM MOD "COQUETTE"	87	72	(SPL -3, REPL FIN KEEL WITH FG DGBD -12 SEC.)
BOARD DECISION:			The designer of the keel modification recommended -9 seconds (vs -12 initially given) The board decided to go with the -9 seconds on the modification based on performance.
New rating:	87	75	
BENETEAU OCEANIS 41.1 SD "COULD 9.1"	111	123	(HDSL +6, RFG +6) (LETTER APPEAL) BOAT IS SIMILAR TO BENETEAU OCEANIS 41 (RATED BASE 132)
BOARD DECISION:			The board decided to TABLE this appeal to the next scheduled board meeting to allow the board time to evaluate the differences between these two boats and arrive at an equitable rating.
BENETEAU OCEANIS 311 K/CB (LKTR)	168	180	(HDSL +6, 2 BL PROP +6) Boat has twin rudders, and trailerable, Looks like we rated same as B OC 311 Standard keel.
BOARD DECISION:			The board decided to change the base rating by +12 seconds based on the significant differences from the Beneteau Oceanis 311 standard keel.
New rating:	180	192	
J-92 S "Pier Pressure" (Received 1/23/18)	102	96	(136% oversized asym spnk -6 sec)
BOARD DECISION:			The board decided to change the base rating +3 seconds based on performance.
New Rating:	105	99	

ANNUAL REVIEW OF ALL BOATS: (all changes based on Handicappers evaluation. Changes to take effect February 23, 2018.)

	<u>NEW BASE</u>	<u>NEW NET</u>	<u>CHANGE</u>
BENETEAU SENSE 50	69	90	+9
J-33 MOD	93	72	+6
MELGES 24	90	90	-3

THE NEXT MEETING OF THE BOARD IS SCHEDULED FOR MAY 5, 2018 AT MOBILE YACHT CLUB.