

GULF YACHTING ASSOCIATION, INC.

ORGANIZED 1901 – REORGANIZED 1920

PHRF

SAM VASQUEZ, CHAIRMAN
OFFSHORE COUNCIL
1311 BEARDS COVE
GULFPORT, MS 39507
(228)-323-1336 (CELL)

GYA.ORG

beerytom@yahoo.com

THOMAS D. BEERY, JR. (SRYC) CHAIRMAN
PHRF RATING COMMITTEE
1001 SEA COVE
PASCAGOULA, MS 39581
(228) – 769-6718 (HOME)

BOARD OF HANDICAPPERS

Craig Wilusz (FWYC)
Julian Bingham (MYC)

Sam Vasquez (GYC)

Karl Boehm (TYC)
Merlin Wilson (SYC)

MINUTES FOR THE ANNUAL REVIEW, DEC. 8, 2015

The Annual Review was held Tuesday, Dec. 8, 2015 at Singing River Yacht Club. Area Handicappers present: Sam Vasquez, Karl Boehm and Craig Wilusz. Not present due to conflicting meetings: Merlin Wilson and Julian Bingham. Lee Eikel, incoming Assistant Handicapper and incoming Area Handicapper to replace Karl Boehm, was also present.

Each Area Handicapper serves on the PHRF committee for 5 years. We rotate one change per year. 2015 is the last year for Karl Boehm, who is the Area Handicapper for the Louisiana North Shore. Karl has been an excellent Area Handicapper for the Louisiana North Shore and the GYA as a whole. After receiving recommendations from the Commodores of Area yacht clubs and other interested sailors, I was pleased to recommend Lee Eikel from Pontchartrain Yacht Club as Karl's replacement. Lee has been a very active sailor in the GYA, has owned and raced displacement and sport type boats and crewed on many others. Sam Vasquez (GYC), Chairman of the GYA Offshore Council, has made the appointment official and Lee will officially take over on January 1, 2016.

DISCUSSION:

RATING ADJUSTMENTS FOR NON BOUY COURSES:

The PHRF committee recognizes that certain boats perform outside their rating range on non bouy type course set ups, such as races that start in one location, yacht club, city, state, or country and end in another, distance or steeple chase type races, or races that use fixed marks. The committee has decided to address this anomaly by designating the current NET rating as a BOUY Rating limited to a **Closed Course (CC)** standard Triangle, Gold Cup, Olympic, and any number of Windward/Leeward roundings or Windward/Leewards with an up-wind finish. All other courses will be designated as **Open Course (OC)**.

For review purposes and the possible assignment of an Open Course rating, the PHRF committee decided to break our fleet down to the same rating ranges as used for the GYA Challenge Cup, as follows: Class A 72 and below, Class B 75 to 111, Class C 114 to 153, Class D 156 and up. A separate class (rating range) will be reviewed at each of our next 4 board meetings. Final reviews will follow in 2017. A By-laws change will be required before any implementation.

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.

We cannot unequivocally state that the displacement data we use in our calculations is in all cases the “light weight” displacement for that yacht class as “light weight” may have different meanings depending on the source. Some sources use the designer values used to set waterline and draft measurements, others use “light weight” to mean the boat stripped of all gear, fluids, food, clothing, sails, humans, etc. but includes standing and running rigging.

The committee decided to recognize our determination of the “displacement” value with the following by-laws changes to be voted on at the February 17 meeting:

APPENDIX – D, ROLLER FURLING CREDIT, paragraph 3: **DELETE** paragraph 3!

ADD new paragraph 3a: “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: $SA/DSPL = SA / (DSPL/64)^{2/3}$ ”

ADD new paragraph 3b: “Sail area and 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. Sail area will be based on using 100% of the foretriangle $((J \times I)/2)$ and 100% mainsail and mizzen sail area $((P \times E)/2) + (PY \times Ey)/2)$ ”

2.5 FT SPRIT POLE ADDED FOR -3 SECONDS:

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, for -3 seconds. We also allow a non-sprit production boat to tack an asymmetrical spinnaker no greater than 100% of the standard J pole symmetrical spinnaker at J + 10% without penalty.

In some of the 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: “at a distance not to exceed 10% of the standard “J” dimension, or 1 foot, whichever is longer, and are the only type of spinnaker on board”. **ADD:** “at a distance not to exceed 1.5 feet and are the only type of spinnaker permitted to be flown.”

APPENDIX C, 1f, DELETE: “Limitations for asymmetrical spinnakers are as follows: the asymmetrical spinnakers area must be less than or equal to the maximum allowed symmetrical spinnaker area based on the standard “J” dimension, the SMG dimension must be larger than 75% of the SF dimension>” **ADD:** Limitations for asymmetrical spinnakers for non-production sprit boats are as follows: the asymmetrical

spinnaker's area must be less than or equal to the maximum allowed symmetrical spinnaker area based on the standard "J" dimension, plus 14% and the SMG dimension must be equal to or larger than 75% of the SF dimension."

APPENDIX – C, paragraph 4a: **ADD** (after "can not exceed 123% of a standard PHRF symmetrical spinnaker without penalty") "Add a pole sprit of 1.5 feet for "0" seconds provided the asymmetrical spinnaker measured in accordance with the America's Cup formula, does not exceed 114% of a standard PHRF symmetrical spinnaker and the SMG dimension must be equal to or larger than 75% of the SF dimension."

BY-LAWS CHANGE: (to be voted on at this meeting)

ROLLER FURLING HEADSAIL CREDIT:

Our By-laws, **Appendix – D, ROLLER FURLING CREDIT**, states that "The PHRF committee may allow +6 seconds per mile in rating for a roller furling headsail and +12 seconds for a optional IN-MAST roller furling mainsail. Boats must have a SA/DSPL less than 20.01 and an inboard or saildrive (non-retractable) engine to be eligible for Credit(s)." After reviewing a list of boats with outboards the committee decided to give the Roller Furling headsail credit to outboard rated boats that otherwise meet the criteria.

The following by-laws change was proposed at the September 9, 2015 meeting to allow boats rated with outboards that otherwise meet the above requirement: **DELETE** "Boats must have a SA/DSPL less than 20.01 and an inboard or saildrive (non-retractable) engine to be eligible for Credits(s)." **ADD** "Boats must have a SA/DSPL of 20.0 or less to be eligible for the + 6 second roller furling headsail credit and must have a SA/DSPL of 20.0 or less and an inboard or saildrive (non-retractable) engine to be eligible for optional IN-MAST roller furling mainsail credit of +12 seconds." The board accepted this proposal unanimously. A Final vote will be made at the Annual Review, scheduled for December 8, 2015.

DECISION: The board voted unanimously to accept this by-laws change, effective immediately.

PROVISIONAL RATINGS Issued since the Sept. 9, 2015 meeting:

All provisional ratings issued since the Sept. 9, 2015 meeting must be affirmed at this meeting:

	BASE	NET	COMMENT
KING 40	30	30	
(2) BENETEAU OCEANIS 473 SD	90	108	RFM +12, RFG +6
JEANNEAU 45 SD DS	99	120	HD SAIL +3, RFM +12, RFG +6
E 33 SD ODR	111	111	
BENETEAU OC 45 SD ICW	120	120	HD SAIL +6, MOD -6
BAVARIA B/ONE ODR	123	123	
SEASCAPE 27 ODR	126	126	
TRIPP 57 CUSTOM K/CB	129	150	HDSAIL +3, RFM +12, RFG +6
HOOD 38 WAUQUIEZ	156	180	HDSAIL +6, RFM +12, RFG +6
ALOHA 34	162	183	HDSAIL +3, RFM +12, RFG +6
HARBOR 20 ODR	222	222	

DECISION: The board voted unanimously to affirm the above provisional ratings.

NEW BOATS TO RATE:

No new boats to rate

BASE NET COMMENT

APPEALS:	BASE	NET	COMMENT
Beneteau OC 45 SD MO	120	126	Requests return BASE rating to 126 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.

DECISION: The board voted to table this appeal to the next board meeting scheduled for February 17, 2016. The board needs to complete research on ratings and Performance on this class of boat in other regional rating areas as compared to similar type boats rated in the GYA.

ANNUAL REVIEW OF ALL YACHT CLASSES:

Due to the length of time spent on discussion items and the lateness of the hour, the Annual review could not be completed at this meeting. Remaining yacht classes will be reviewed at the scheduled February 17, 2016 meeting. All rating changes decided on will be announced after the February 17 meeting and will be effective on Friday, March 18, 2016.