



PHRF PERSPECTIVE  
November 2002

Regional Board Action: Updates & Changes

Highlighting some of the rating activities and actions taken by your PHRF regional Board over the last few months shows how we try to make racing more level and ratings more accurate. Hopefully this can give members and racers a little insight on the process.

JUNE: It was debated whether to issue a PHRF certificate to America's Cup Class boats, specifically Stars and Stripes. Since there were no lifelines, a Certificate issued would only be for category IV (inshore) racing. There was concern that, irregardless of the rating, other big boats would only be racing for second place against an AC boat.

Though Stars and Stripes withdrew their application, it was determined that a certificate would be issued if requested. Regional Board would assign a rating for the applicable category within the rules of PHRF.

The Board addressed the Multiple Rating Certificate issue. There was a "loophole" in the language of the previous ruling that only one certificate could be used for a series or regatta. We eliminated the sentence "For purposes of this paragraph, a regatta is defined as a race or series of races for which a single entry is required and/or for which a single entry fee is paid." The reason is there are some racing series that permit entry with fee on an individual race basis, even though the races are scored as a series.

The Transpac 52s' ratings were scrutinized. Yacht Designer Alan Andrews representing the TP52's stated that these are incredibly well sailed and prepared boats with all the newest sails. Asymmetrical spinnakers are the offshore 'chute used. RLC/OWC ratings perhaps should be looked at differently than the buoy rating. One owner presented analysis of 20 races of which 5 were downwind races. The result was a -12 second adjustment to inshore and offshore ratings

Letters were sent to Santa Cruz 50 owners requesting they update PHRF of equipment and modifications. Most of the boats are configured differently so PHRF is attempting to make the ratings correct for each boat taking into account the variations. We used a standard SCZ 50 (out of the box rating 18/18/18) as a basis. A Board member presented a comprehensive data sheet (rig dimension comparisons and proposed rating for each boat) and asked owners to comment at the next meeting. The proposed rating adjustments were approved as a first reading for the SCZ 50's. (Second vote is final)

A Nelson Marek 45 was rated at -6/-6/-6 after consulting national ratings and discussing boat's performance potential.

PHRF received a request to rate a TOM 28, a new Italian one-design. Requestor advised he needs to be a PH member in order for a rating to be issued. Also advised the need to submit one-design rules.

AUGUST: The Board looked at the Santa Cruz 50s and rerated some of them to more accurately reflect the various configurations of each. Ratings now range, depending on rig, weight, sail size (penalty poles, etc.) and hull modifications from 3/-6/0 to 12/-3/-3 (these numbers are an amalgamation of highs & lows and do not reflect a specific boat).

Melges 32 – A modified Melges 30 was discussed and proposed a 1<sup>st</sup> reading rating of 27/15/6. A "stock" Melges 30 is 42/30/21.

A J-33 asked the local board to change their rating to the higher area rating (+6) since they felt the boat could not perform to their "base" rating elsewhere. The local board agreed to the change and to eliminate the boat's area rating. Because it was a change in the boat's base rating, the Regional Board heard the issue. It was determined by Regional not to change the "base" rating.

A J44 owner requested his rating to be changed from 33/30/30 to 39/39/39. First reading approved for a change to 36/36/36.

A Farr 50 with a current buoy rating of -21 requested a change to -9 or -12. After data was examined, a buoy of -15 was approved.

The owner of an Olson 40 supplied drawings and dimensions of new rudder he would like to install to replace original rudder. It was determined the replacement would provide more control than the original so an adjustment of -3 Sec/mi. would apply.

Vice President received a letter from a racer complaining that a yacht club may not be properly using the non-spinnaker offsets. A letter to be drafted by VP to advise club how to use the N/S offset and to please check to be sure each boat that is racing holds a current rating certificate.

2003 PHRF Champs - Marina Del Rey was a suggested venue for the 2003 regatta, hosted by DRYC. Proposal to Del Rey Yacht Club to be prepared and submitted.

Proposed PHRF rules changes were discussed including: MIR Rule, Multiple Certificates, Main sail Limitations. Changes still to be made: Code "O" and IMS wording for Asym. Spinnakers. All proposed rule changes to be presented at the General Meeting in November.

SEPTEMBER: Request received for waiver of the 2-crew minimum for a category IV race. The request for waiver was denied. The board encourages owner to enter more single handled and double-handed races.

By-laws and rules: Proposal: Adopt IMS formula on asym spinnakers and eliminate -6 penalty for carrying both asym and sym. Spinnakers. Very detailed wording grandfathering existing OS asym spinnakers. Current asym formula produces 7-10% larger chute. Board members will be e-mailed IMS formula and wording.

Melges 32 2nd reading rating passed at 27/15/6. J44 2<sup>nd</sup> reading Passed at 36/36/36.

Schock 40 OWC current rating 6/-18/-21 A competitor previously requested a review of Schock 40's

Proposed rating change to -3/-27/-30 passed

A Farr 50 with current rating -21/-21/-21 2<sup>nd</sup> reading proposed rating change of Buoy. Motion for Bouy rating of -15 passed.

Pegasus 77 Alan Andrews presented data on Pegasus. Zephyrus V Additional info needed to establish a rating. Pyewacket Received updated rig measurement dimensions. Chief Handicapper requesting more data & clarification on some dimensions prior to issuing a rating. All three boats tabled.

Medicine Man Current rating -75 -90 -93. Requested change of RLC and OWC ratings. Proposed change -12 adjustment. Motion passed for rating of -78 RLC

BluSail 24 - A new boat (heavier, but similar to Melges 24) to be rated. Additional data and calculations needed before rating can be established Tabled to Oct. m

Proposed By-laws and rule changes to be mailed with the renewal notices in November: 1. Multi certificate wording. 2. MIR wording. 3. Main sail measurement. 4. and Asymmetrical spinnaker formula. 5. Movable ballast. 6. ULDB calculation.

PHRF received a Letter from a local board handicapper regarding the unauthorized use of water ballast during a race. Regional board will investigate and consider appropriate action. A letter will be sent asking boat owner to attend the October regional meeting to allow him to respond.

2003 PHRF Championship - Del Rey YC accepted proposal and will host 2003 PHRF Champ Regatta to be held weekend following the Santa Barbara to Kinh Ha

You can see that there were a lot of boats and rules items discussed in detail during these meetings that usually lasted past 10 pm. Contact PHRF at 562-438-6711 [fleetoffice@phrfsocal.org](mailto:fleetoffice@phrfsocal.org)

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