



PHRF San Diego

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Minutes of the San Diego PHRF Handicapping Board Meeting

Approved

Monday June 14th, 2004

Officers Present

Marty McGee	Fleet Chairman
Don Prince	Fleet Vice Chairman/Treasurer
Mike McGinty	Fleet Roster Secretary
Warren Gross	Fleet Handicapper
	Fleet Measurer/Scorer
Gary Jorgensen	Fleet Secretary
Mike Kirk	Data Systems Officer
	Immediate Past Fleet Captain
Mike Roach	Handicapper At Large
	Big Boat Advisor, <i>ex officio</i>

Area G Handicappers Present

Jim Pendleton	CCYC
Brad Alberts	CRA
Neil McGuinness	CYC
	CVYC
John Balazs	MBYC
Curt Snyder	NYCSD
Craig Mueller	PLYC
	SDYC
	SGYC
David Babcock	SWYC

Guests Present	Name	Club	Boat Name
	Mark Wyatt	SSYC	<i>AXOLOTL</i>
	Chris Bennett	CRA	<i>Maleficent</i>
	Lee Pearce	CRA	<i>Tenacious</i>
	Sandy Coventry	WYRF	<i>Tenacious</i>
	Nanci and Ken Henehan	CCYC, CRA	<i>an dara Caladdagh</i>
	Don Ganoe	CYC, NYCSD	<i>Stray Cat</i>

- 1) Call to order at 7:05
- 2) Review of May minutes
 - a) Approved without modification

Announcements And Member Comments

- 3) Mike McGinty reminded everyone that CCYC has a regatta coming up 6/26
- 4) Neil pointed out that the email vote for the 36.7 was very close, and has the opinion that such close votes should not be held via email
 - a) Marty is worried that he does not know what will be controversial when the email discussion is started
 - b) Brad suggested that if an email vote gets close or controversial, it should be deferred to the next PHRF meeting
 - c) Marty stated that any email vote which is not unanimous will be deferred until the next meeting
 - d) Today, when SoCal changes the base rating, any San Diego offset is not automatically changed, so the local boat continues with it's same local rating until PHRF San Diego considers the rating
- 5) Curt passed out the announcement for South Bay Combined Navy Cup
- 6) Flyers for South Bay Invitational and Fiore are not out – Marty asked that yacht club reps bring flyers for PHRF races that can be posted around
- 7) Mike McGinty offered that he can get mailing labels for anyone who wants to get flyers around
- 8) John Balazs motioned that the Beneteau 36.7 email vote be invalidated and a new vote happen tonight
 - a) The motion was seconded but failed 2-8 (PHRF 3 members did not vote)

General Handicapping Matters

- 9) Clarification of area adjustments versus base SoCal ratings
 - a) The area adjustment is treated as a local handicap separate from the base SoCal rating
 - b) If SoCal changes the rating, a local area adjustment change is **NOT** automatically triggered; The local San Diego rating does not change until PHRF San Diego decides to consider the area adjustment
 - c) This is true even if the new SoCal base rating moves to create an area adjustment of greater than +/-12 seconds/mile
 - d) SoCal base ratings are always considered for handicapping new boats or when considering rating changes

New Ratings

- 10) The following boats were considered on a consent agenda

<i>Infringer</i>	43995	Capri 37	72/72/72
<i>Valhalla</i>	56266	Beneteau 36.7	81/81/84
<i>Altamar</i>	57553	Ranger 33	150/150//150

Motions pass unanimously for the ratings above

Rating Reviews

- 11) C&C 33-2 *an dara Claddagh* (52170)
 - a) Boat currently rates 126/126/126
 - b) PHRF San Diego rated at this based on the current base SoCal rating, but that is an old rating
 - c) Most places around the country with a significant number of boats rate the boat at 132

- d) Warren believes that the boat should be at the current SoCal base rating of 126/126/126
- e) PHRF San Diego can recommend to SoCal that the base rating be changed, but we cannot change it locally since we don't have enough race data to justify an area adjustment hearing
- f) Warren found an existing SoCal boat at 132/132/132, so for whatever reason there was a problem with the SoCal database not finding the handicap, and the PHRF master handicapping books are wrong
- g) Warren motioned to change the local rating to 132/132/132 based on the original rating being a clerical error
- h) Motion passes unanimously for 132/132/132
- i) This boat may or may not require a second reading, depending on how SoCal deals with this

Second Readings

12) Beneteau 42s7 *Malificent* (42733)

- a) First reading created an area adjustment for a 78/78/78 local rating
- b) Warren motioned for 78/78/78
- c) Brad felt that the RLC rating for the boat is very generous, since the boat is very fast on a reach
- d) Warren ran down ratings for the boat from around the country which run from 66 to 78
- e) Chris Bennett pointed out that reaching in over 12 knots true the boat is faster than 78, but is barely competitive on W/L courses at 78
- f) Motion passes unanimously for 78/78/78

13) Ericsson 34-II/250 *Carte Blanche* (56205)

- a) The boat was measured incorrectly, so it was re-handicapped last month to 126/126/126
- b) Warren motioned for 126/126/126
- c) Motion passes with one opposed for 126/126/126

14) J-145 *Jeito* (69148)

- a) Warren motioned to keep it the same as SoCal at -15/-21/-27
- b) Motion passes unanimously for -15/-21/-27

15) Beneteau 36.7 *Kea* and *Kaizen* passed 5-4 by email vote for the new base SoCal rating of 81/81/84

Other Handicapping Business

16) None

Officers reports

17) Chair (Marty)

18) Vice Chairman/Treasurer (Don)

- a) \$14,089 in the bank plus another \$100 arrived tonight
- b) Bill for \$1100 arrived for last years championships

19) Handicapper (Warren)

20) Measurer/Scorer (Ross)

21) Data systems (Mike Kirk)

22) Roster Secretary (Mike and Jean)

23) Handicapper at large (Mike Roach)

24) Past Chair (Brian)

Other Business

25) Midwinters report from Dave Babcock

- a) They have opened discussion with SCYA
- b) Meeting next month on this, so Dave will report back
- c) He expects that Midwinters will become a 1 day event

26) Mike Roach has asked for an updated manufacturer database

- a) Mike McGinty reports that the current database is very out of date
- b) Al worked up a new manufacturer DB last year, and Mike McGinty is working on integrating that information (lots of work to do)

27) Class 6

- a) Scoring for Gerry Browne is a question since the race was abandoned
 - i) Marty would like to make sure boats get some credit for showing up
 - ii) Marty also pointed out that everyone in class 5 got a 2nd place due to course posting problems
 - iii) Everyone agreed that all boats that raced Class 6 will get DNF, and everyone who did not show up will get DNC
- b) South Bay Combined Spring Series broke up Class 6 into two sections
 - i) But, they did not race the same course
 - ii) So, it's hard to combine them since the times are meaningless
 - iii) Extrapolating does not work since one ran a W/L and one ran a reaching race
 - iv) Marty suggested either abandoning it, or simply count the finishes as is (with two 1st places, two 2nd, etc.)
 - v) Consensus was to simply take the scores as-is

28) Non-spinnaker offsets need to be corrected for the 3 handicap systems

- a) Don pointed out that October/November is when we need to present this
- b) Don has put together a committee which will consider Don's information and proposal and report back
- c) Don reports that the current non-spinnaker formula makes little sense, but that it has also rarely been used
- d) Non-spinnaker rules are contradictory as to whether or not boats designed not to carry a spinnaker are eligible for a non-spinnaker offset
- e) The formula is really a VPP formula, which will not work
- f) Current formula on the web site is wrong, since spinnaker and non-spinnaker formulas are different
- g) Don has pulled out examples of boats which will be run on the new formula once it's proposed to see if it makes sense
- h) Don is working on a new formula – all interested can email Don and join in the fun
- i) Don also pointed out that we need the ability to allow area adjustments to these by simply having the SoCal board change the non-spinnaker rating
- j) Marty and Don suggested pulling the current non-spinnaker numbers off the web site since they're currently not correct
- k) Brad and others asked what we can do with on-going races series dependent on those scores such as Beer Cans
- l) Many commented that the current ratings should be left as is for the remainder of the year and change them for next year
- m) The group voted 8-3 to pull the ratings off the website

- 29) Marty suggested naming the Area G Championship Series after Ed Cotter
- a) There is a perpetual trophy for this, which should be brought to the awards
- 30) Displacement issues
- a) A J-80 owner weighed his boat with all the NOSA safety equipment, sails, etc. on board which of course produced a higher weight than the standard published weight for the J-80
 - b) He got a new certificate for this, which he took to NOSA
 - c) NOSA produced a new ULDB number for him, which moved him out of the ULDB class and into PHRF, and as a result he did very well in Newport-Ensenada
 - d) This issue will be discussed at SoCal tomorrow night and disciplinary action is on the table
 - e) In general, published weights are used, so the discussion is how to prevent this by standardizing on how weights are done (e.g. should they be published from brochures)
 - f) Warren suggested that published brochure weights should always be used for production boats, but that non-production boats will use the design weight from the designer
 - g) This proposal was accepted by the board, and further the board agreed that boats should not be weighed for certificates – only published and design weights from the builders and designers are allowed
 - h) Warren asked the board whether the J-80 owner should be disciplined and if so to what extent
 - i) Warren suggested that the J-80 owner not be allowed to race Newport-Ensenada next year, not be allowed to serve as a handicapper, and suspend him for ~6 months
 - ii) Don suggested 1 year suspension
 - iii) There was consensus that he deserved a suspension of at least 6 months, should not be allowed to serve as a handicapper, and should not be allowed to sail in the 2005 Newport-Ensenada, although there were various other opinions for more severe penalties
- 31) Sail fleet at SWYC were fine with running Area G's themselves with PHRF paying, so that will now be published
- 32) Adjourned at 9:45