



PHRF SAN DIEGO

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Regular Board Meeting Minutes Monday March 14, 2011 – 7:00PM

1) Call to Order by Fleet Chair Castle Phelps at 7:00PM

2) Attendance: (everybody introduced themselves)

Castle Phelps / Fleet Chair
Mike Riddle / Vice Chair
David Cattle / Chief Handicapper
Curt Snyder / Scorer
Walter Shaffer / Secretary
Chris Bennett / Data System Officer
Mike Roach / Past Chair
Joe Saad / Public Relations
Absent / Roster Secretary

Handicappers Present: Mark Wyatt for PLYC, Jon Gardner for CRA, Mike Casinelli for SDYC, Carolyn Sherman for SWYC, Jay Cavalieri for NYCSD, Steve Greatrex for CYC

Guests: Terrence Keller & Jeana Schnebelt attended representing a potential new boat for the fleet, “Thunderball” a Peterson 55 (formerly “Bullfrog” & “Checkmate”). Also in attendance were Eric Rogers representing his Cheetah 30 “Super Fly”, Mike Kirk representing his Beneteau Oceanis 37 “Sunrise” and Darroch Cahen representing his Beneteau 40.7 (name unknown)

3) Handicapping Issues

A) Rating Reviews:

First up was Mike Kirk for Sunrise; he elaborated on his concerns (see letter included below) Also runs 105% not a 155%, has outboard shrouds, inboard tracks. There was some question as to J dimension as supplied on his application but this was determined to be accurate. The Fleet Secretary mentioned his own boat was similarly rated +9 in Norcal over the SoCal rating as well. Castle excused the guests and discussion began. Jon gardener suggested rating boats according to what they will actually do best upwind. It was suggested can a boat w/o the ability to run a 155% headsail be rated according to what the largest headsail it can handle for optimum performance upwind. It was suggested that OWC & RLC “Sunrise” should be rated “normally” but the Buoy rating be +6 due to headsail configuration. A question arose as to displacement, discussion followed that the boat is considered heavy, boat is shallow, any breeze he will be “on his ear”, with some noting further that “Sunrise” has in mast furling, no battens, Dacron sails. A

motion was made to rate “Sunrise” 117/111/111 provisionally with a max headsail of 105%. The guests returned, Fleet Chair Castle Phelps related the decision of the board with Mike Kirk being pleased with the rating and he thanked the board. Discussion then turned to his 9/10th rig and he was informed that he could **not** run a MH spinnaker w/o notifying the PHRFSD of the modification. Following is his letter to the board:

Beneteau 37 ‘Sunrise’ Request for PHRF San Diego rating

Sail # 56807

Owner: Mike Kirk

‘Sunrise’ is a 2009 Beneteau Oceanis 37 and is one of Beneteau’s current cruising sailboats in the Oceanis series as opposed to the racing First series which includes both the 40.7 & 36.7. Major differences include the deck stepped, non-adjustable mast with sweptback spreaders versus the keel stepped, adjustable mast in the First series. The Beneteau 37 has outboard shrouds which severely limit the maximum size genoa to under 110%. See photos. Sunrise has an in-mast furling mainsail with vertical battens and a 105% headsail.

Prior PHRF certificates, prior owner Gilles Fourgeres bought Sunrise new in 2009.

9/21/2010 PHRF SoCal rated Sunrise 105/105/105, initial rating discussion compared the Beneteau 37 ‘Sunrise’ which is a cruising boat to the Judge Advocate’s Beneteau 36.7 which is a racing boat: different masts, spreaders, rigging, sails, keels, etc. This is a poor comparison! Please compare similar cruising boats. Past versions of similar 35-38’ cruising Beneteaus include the Beneteau Oceanis 350, 351, 35S5, 36S7, 361, 370, 373 & 381.

9/13 & 10/11/2010 PHRF San Diego rated ‘Sunrise’ 105/105/105, temporary & provisional for the Sharp Hospice Regatta. 4/28/2009 PHRF Northern California established a new base rating of 114 for the Beneteau 37 ‘Ciao Bella’ and also gave +3 sec/mi for the 105% headsail for 117 as sailed.

Measurements for Sunrise’s asymmetrical are on the application. The tack point is on the anchor roller 6” in front of the forestay connection. There is no symmetrical spinnaker, pole or any of the associated rigging.

ISP measurement: Note from photo that although the spinnaker halyard exits above the forestay & jib halyard, it travels straight down the mast to a ring on the forestay. This is the present setup. As an aside, what would be the rating hit if this changes to masthead?

B) Rating Changes:

Next up was the Cheetah 30 “Super Fly”: Eric Rogers was in attendance and was asked to speak he said he was here mostly to see us move ahead. Eric was asked if he bought the boat with the sails or made those afterwards: Eric then spoke about tracking down data, looking at other boats, original data shows longer foot & LP, Eric said that on some of the earlier sails there looked to be a bit of roach at the top and 6 inches more foot. The Fleet Secretary, being uncertain of the answer asked for clarification as to whether the sails under consideration (see February minutes) had come with the boat and was answered that sails did come with the boat, but that he has also

been building new sails. The Fleet Secretary then asked if Eric had any disagreement with the minutes of the last meeting and he said no, he did not.

Eric then left room and board discussion then moved to the measurement of sails, with the Chief Handicapper noting that perhaps PHRF needs to change its measurement rules with the focal issue being what the differences or changes to a headsail have done to the actual performance of the boat. PHRFSD should also be certain that others don't get the idea they can undertake similar changes (adding significant roach) w/o incurring a penalty. "Super Fly" has been sailing in its current configuration for a while but it may be that the amount of jib roach has been gradually increasing. The board consulted the January & February minutes to review the evolution of the discussion regarding jib roach & battens for overlapping headsails. There followed a general discussion regarding headsails and the boats "Super Fly" sails against with a general belief & agreement that "Super Fly" must be rated according to how the boat actually sails. Originally the boat was rated 66/36/36 by PHRF SoCal, then moved to 66/45/36 and further to 75/45/45, in Jan PHRFSD voted to move his rating to 75/54/45 then in Feb PHRFSD voted to reduce his buoy rating by -3 to allow for his excess jib roach for a rating set of 72/54/45. This was ratified by MSP at 72/54/45 because of his oversized midgirths but it was noted that if he changes his sail he can get a rating adjustment.

Next up was "Precepts" but this was on the agenda in error and there was no board discussion.

C) New Boats

First up was "Brigadoon" a J-24 owned by Mark Clements. It was noted that a J-24 should rate 174 across, not the 138 as noted in the agenda. "Brigadoon" is a standard J-24 OD and was issued a certificate at 174/174/174. Consent agenda item

Next up was "Conquest" a Jensen Marine Cal 40 in the standard configuration. CYC handicapper Steve Greatrex remarked that he encountered some controversy regarding a std Cal 40 vs. a Cal39 and thereafter discussion raged all over the place regarding the Cal 40 vs. Cal 39 but in the end the board decided that the long established rating of 114/114/114 stands. Consent agenda item

Next up was "Nasty R" a Flying Tiger 10M owned by Robert Wilson. Standard FT10M OD, certificate issued at 54/48/42. Consent agenda item

D) Change Notifications

There were no change notifications

E) Handicapping issues that were not on the agenda:

The Fleet Secretary announced that he was going to remove boats from the agenda that were on the agenda repeatedly with no action by the board possible.

Going forward the fleet secretary will amend the agenda to remove additional information but/and will create a separate addendum of relevant material for the consideration of the board as appropriate.

4) Business Meeting:

The agenda for this meeting & the minutes of the last meeting were read and approved with changes noted for the Fleet Secretary to make before finalizing them.

Acting Roster Secretary Mike Riddle gave the Treasurers report.

It was agreed at the Fleet Secretary's suggestion that repetitive items be removed from the agenda as appropriate.

- A) Old Business: discussion once again turned to the topic of multiple owners of boats: can a boat have 2 owners with one certificate? There was some feeling that different owners should have their own certificates to sail under, the Data Systems Officer said he can add more owners to the certificate, which raised the question of will this cause or require a need to collect fees from people? There followed lots of questions regarding classes of membership, differences between boats being members as opposed to people being members: to get on the certificate they will have to pay? Strong opinions were voiced all around. In the end the board gave instruction to the bylaws cmte come back with a recommendation to clarify the issues, consider all eventualities, address those needs and streamline the membership/certificate process. It was noted that the high point series will be based on the boat with a single certificate but that associate members may also race the boat with that certificate

B) New Business:

Standing Reports:

- a. Roster Secretary: - no report
- b. Chief Handicapper had already left
- c. Data Systems Officer: WOW! Chris Bennett is doing a GREAT job with updating the website, database & formatting! He gave an impressive presentation & demonstration on how he is setting it up for the next DSO.
- d. Measurer/Scorer – no report
- e. Fleet Secretary: made the point that if someone wants something in the minutes to make certain they say so, the FS is happy to include anything said/supplied. FS also suggested that he is open to suggestions on how the board feels he can best carry out his duties.
- f. Fleet Vice Chairman –no report
- g. Past Fleet Chairman – no report

- h. Chairman – no report
- i. Public Relations Officer Joe Saad described what he's up to: he is contacting all the sailing and all other local media to be sure they know to contact him for information, fillers and background knowledge on all things sailing related.. He encouraged us all to give him articles, information or other tiems that we feel PHRFSD should be sharing with the local media. Joe shared a piece that he is providing to those local medias.

Meeting adjourned at 9:25