



# PHRF SAN DIEGO

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## Regular Board Meeting Minutes Monday October 10, 2011 – 7:00PM

1. Call to Order. Fleet Chair Castle Phelps called the meeting to order at 7:00PM
2. Roll Call & Introductions, Board & guests

Fleet Chairman Castle Phelps – present  
Fleet Vice Chair & Treasurer Mike Riddle – present  
Past Fleet Chair Mike Roach - present  
Roster Secretary Bill Quealy – absent  
Chief handicapper David Cattle – present  
Measurer/Scorer Curt Snyder – present  
Data Officer Chris Bennett – absent  
Public Relation Officer Joe Saad – present  
Fleet Secretary Walter Shaffer – present

Handicappers & guests: Mark Wyatt for PLYC, John Gardner for CRA, Carolyn Sherman for SWYC, Steve Greatrex for CYC, Steve Bowman for CCYC. Also in attendance was David Servais of Rigworks representing the Hakes marine TP52 “Bud”

3. Handicapping:

**a) Rating Reviews: NTR**

**b) Rating Changes:**

i) “Alchemy” the Dencho/Choate 70 with sail No. 97999 and owned by Per Peterson: This boat is currently rated PHRFSD -72/-87/-87. SOCAL re-set rating on this boat to – 69/-84/-84 and the owner is requesting Area G alignment to the SOCAL rating consistent with other Class 1 boats (with the exception of Bad Pak). Alchemy put a new rudder & mast on but have not dealt with the mast issue yet with either SoCal or area G. SoCal adjusted the rating based on the performance results the boat had with the new rudder. Some discussion as to whether or not we can bring the boat into alignment knowing they have a new mast but it was pointed out that in absence of details on the mast & pending SoCal’s treatment of such PHRFSD has no reason not bring the boat into alignment. MSP to rate the boat in alignment with SoCal at - 69/-84/-84.

**c) New Boats:**

ii) “Bud” (ex SRM) a Hakes Marine TP52 with sail No. 52006 and owned by Victor Wild: This boat is currently rated by SoCal at -84/-90/-96 for a FRG & -93/-99/-105 w/MHG. David Servais represented the boat & announced that a new “fathead” mainsail and 2 adjustable carbon backstays which are like runners but attach to the masthead have been added to the boat. David stated that “the new main is only .2sqm larger than the old mainsail, which is not much but that is because the sail is narrower down lower.” There arose some question based on discrepancies on the previous inputs from SRM regarding whether or not the old sails of SRM are the same sails now on Bud? CRA handicapper Jon Gardner said yes, that is the case, these are the same sails. David Servais then left the room. It was suggested that there should be a penalty for the fathead main as they are certainly beneficial across & downwind. Jon Gardner commented that the amount of sail area was the same “just spread around”. Questions & discussion continued as to the benefit of a FHM upwind and off wind and after reviewing the shape of the new FHM compared to the old main the board concluded that the new FHM is likely to improve both upwind and off wind performance. Further discussion of area G rating class 1 boats, the number of different configurations the class 1 boats go through and the level of Area G participation in class 1. The Board decided that there was no speed benefit from the split backstays but that the FHM needs to be considered within the rating. MSP to rate “Bud” provisionally at -87/-93/-99FRG & -96/-102/-108 MHG. David Servais re-entered the room and Fleet Chair castle Phelps explained the board’s rationale. Mike Riddle proposed rating the boat in advance for the 2012 season with the 2011 application since we are so close to the end of the calendar year and the board agreed this was a good & fair idea.

iii) “Pajaro Madrugador” which is a Beneteau 49 with no sail known sail number or ownership information available and simply seeking a rating for the San Diego to Ensenda race. The chief handicapper recommended a temporary rating for SD/E at 63/63/60. This is a Mexico based boat racing only temporarily in San Diego for this race MSP to accept that rating recommendation.

iv) “Wunderbar” a Catalina 30 with a standard rig; this is not a tall rig or sprit added configuration. The sail No. is 46320, the boat is owned by Chris Henschied and is currently rated 198/198/198. For consent agenda only - certificate issued. Discussion continued with the rather interesting revelation by acting roster secretary Mike Riddle that Catalina 30s were originally made & marketed w/o a spinnaker option, raising the question as to what the base rating and spinnaker penalty for a Catalina 30 should be. Fleet Chair Castle Phelps recommended we ask SoCal for a clarification on the Catalina 30 base rating and what the SoCal offsets are for spin & non spin Catalina 30s. Mike Riddle said he would do so at the next SoCal meeting.

**d) SOCAL Boats: NTR**

**e) Change Notifications: NTR**

**f) Outstanding Actions: NTR**

**g) Other Boat/Handicap Issues/Reviews:** The conversation then continued to the concept of the “auto review” of both winning & losing boats. Chief handicapper David Cattle led the discussion and suggested a formulation of 80% podium position (1,2 & 3 in races with 7 or more boats, 1,2 with at least 4 boats and 1 with 3 or less boats) in races which would be used for auto review as a benchmark. It was suggested that the same sort of logical argument would/might apply to “bottom of the fleet” boats. David said he will put together a further analysis of results for the board to review in January. There were some questions regarding the potential pitfalls of instituting such a regimen but Fleet Chair Castle Phelps pointed out that the only purpose would be to self-audit our local ratings and to be sure that those ratings are equitable. A question arose as to whether or not races that are not in the high point calendar should be used in the auto review process and there was lots of discussion about the pros & cons of various races to be included or excluded from the review regimen. It was expressed that the results of the annual reviews would not be posted but that the membership would probably appreciate the fact that the board is reaffirming the existing ratings of both winning & losing boats.

#### **4. Business Meeting:**

- a) Approve agenda of October meeting, MSP to so approve.
- b) Read & approve Minutes of the September meeting, MSP to so approve
- c) Treasurers Report

#### **Old Business:**

- i) Calendar Cmte: Roster Secretary Bill Quealy, Measurer/Scorer Curt Snyder & Fleet Chair Castle Phelps. Fleet Chair Castle Phelps discussed the upcoming Calendar noting that the West Marine Cup will become the Leukemia Cup.
- ii) By-Laws Cmte: Fleet Chair Castle Phelps, Vice Chair Mike Riddle & SWYC Handicapper Carolyn Sherman. Basic premise was to change the membership from owner to boat based membership. A copy of the new & improved by laws has been distributed to the board, will be posted on the website and provided to the general membership for their approval at the annual meeting of PHRFSD.
- iii) Class Breaks Cmte: Fleet sec’y Walter Shaffer, past Fleet Chair Mike Roach, SWYC Handicapper Carolyn Sherman, Chief Handicapper David Cattle. This committee announced that after careful examination and invaluable assistance from both Chief Handicapper David Cattle & Roster Secretary Mike Riddle they had come up with a new

class breaks format which left the current class breaks intact except that class 2 will be expanded from boats with a RLC rating of 9-69 and a performance factor greater than 3 based on (upwind) rated sail area to boats with a RLC rating of 9-84 and a performance factor greater than 3.5 based on offwind sail area. The logic of this conclusion was based on the fact that high PF boats really only benefit from the higher PF when sailing on RL or OW courses. The committee chair will provide a formal before & after chart of the class breaks to the board, to be posted on the website and for the membership to approve at the annual meeting.

#### New Business:

There was lots of discussion about the annual meeting, budget, location, prizes for Classes 7 related logistical considerations. Public Relations officer Joe Saad agreed to be in charge of ordering the jackets & Fleet Chair Castle Phelps agreed to provide the trophies. Joe also stated he will scout out a location for the annual meeting and will coordinate the cost of the dinner, tickets, payment to the selected vendor and all other related issues, as well as providing 2 PHRFSD boullions. There was a general consensus that December 5th is the better date than the 12th for the annual meeting.

#### 5. Standing Reports:

- a. Fleet Chair Castle Phelps - NR
- b. Past fleet chair Michael Roach - NR
- c. Fleet Vice Chair Mike Riddle -NR
- d. Roster Secretary, William Quealy - absent
- e. Chief Handicapper, David Cattle - NR
- f. Data Systems Officer, Chris Bennett - absent
- g. Public Relations, Joe Saad – see above
- h. Measurer/Scorer, Curt Snyder - NR
- i. Fleet Secretary, Walter Shaffer – asked about Timothy Chin as the new SGYC handicapper but nobody could confirm that so Walter will ask him directly. Also wanted to be sure everyone was okay with telling David Cloyd he was “good to go” with his new synthetic/Kevlar backstay, which everyone was. Walter also agreed to attend the SDAYC dinner at OYC on the 20<sup>th</sup>.

The meeting was adjourned at 9:30PM