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PHRF Summer Newsletter

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Summer is here!

Message From the President

At our recent PHRF SoCal Board Meeting, held on Tuesday June 21 at Long Beach Yacht Club, we addressed a number of concerns from Race Management Professionals, our members, the thoughts of our Regional Board Members and the counsel of our advisory committee. We focused on the ideas presented in our appendix D– Cruising Class and appendix F Corinthian Rating Adjustments.

Appendix D states in part:

As PHRF has grown to accommodate more modern and competitive boats, yacht clubs and race organizers have attempted to provide a venue for production cruising boats to compete with similar boats at less expense. The purpose of this Appendix is to provide uniform guidelines for host yacht clubs and race organizers who wish to hold such events.

A laudable and credible move in the right direction to leveling the playing field between boats optimizing for PHRF racing and those that may be more oriented towards cruising, or unable, or unwilling to effectively modify their boats from a more cruising configuration.

We had worked to put together a system that would allow race organizers to run races that would allow a separate class of racing for boats that primarily set up to cruise, not race, or race occasionally without changing their configuration.

When we incorporated appendix D into our rules we received a significant amount of positive response. Apparently we were on the right track. PHRF of Southern California is primarily an observed performance handicap rating system. We rely on as many inputs as possible to arrive at as fair and reasonable a rating for a particular boat racing in our area. The language of appendix D contained a significant amount of direction better left to individual race management organizations, Yacht clubs and their race managers really had little if any relation to ratings. Appendix D specifically forbid boats racing in a cruising class with the associated adjustments from sailing in a fleet with boats conforming to and rated under appendix A, et al. Enter appendix F.

Appendix F creates our Corinthian Class. Appendix F refers to the available adjustments for some equipment that might appear more readily on a cruising boat than one "optimized" for PHRF racing. As an example, an adjustment of 9 seconds per mile is available for a fixed 3 blade prop. There are adjustments available for dacron sail material, roller furling, spinnakers tacked to the bow and more.

The Corinthian Class removes the prohibition of boats with this type of rating racing with boats that have a "conventional" PHRF rating. Boats with a Corinthian rating can race heads up in any PHRF event unless prohibited by the sailing instructions, or the Notice of Race, or other governing race management document.

To get a rating with a Corinthian adjustment it is necessary to complete an application for a PHRF rating. With your PHRF rating established then we will adjust your rating with the equipment you state is installed on your yacht. There is no additional expense. Your Corinthian Rating will then be your boat's rating for the calendar year unless you would like to revert back to the base or regional rating. If so, there would be an expense associated with that change.

Performance Factor plays a part in this Corinthian Rating process. From appendix F: Section 3.7 **Performance Factor** 3.71 If a boat's Performance Factor (PF), as calculated under Appendix A, is greater than 1.75 then her Corinthian Rating will be adjusted according to the following formula: $(-1) * (PF - 1.75) * PF * 40$

It is important to understand how this might affect the advantage, or disadvantage a Corinthian Rating might hold for you. If your boat has a Performance Factor greater than 1.75 you may find that the adjustment is not a significant advantage, and it may in fact be a significant disadvantage. A J-70, for example, may have a roller furling jib made out of dacron on a roller furling but with a Performance Factor of 3.87 there is a great disadvantage to opting for a Corinthian Adjustment and Rating. However, if you have an Ericson 39 set up with dacron jib on a roller furling rig and a Performance Factor of 1.33 you may find an advantage with a Corinthian Rating.

Take a moment to read through the rules and associated appendices recorded on our website. If, after reading through appendix F, you have questions please forward

them to our website and we will get an answer to you as quickly as we can

Lisa Claudette Gilinger

President

Performance Handicap racing Fleet

of Southern California



PHRF Championships

The 2017 PHRF of Southern California Championship Regatta will be August 5-6 and sponsored by Long Beach Yacht Club in conjunction with the Socal RHRF!



2017 Long Beach Race Week Results! Congratulations to Everyone!

http://files.lbrw.org/2017/LBRW_Overall.html

2017 Regional Meeting Dates:

January 17; February 21; March 21; April 18; May 16; June 20; July 18; August 15;
September 19; October 17; November 21

May Regional Board Meeting Minutes are now Available!

[May Regional Minutes](#)

To go to the archive of regional agendas and minutes click [here](#)



Regional Meetings are held at 7:00PM on the 3rd Tuesday of every month except December at Long Beach Yacht Club. You can find the latest Regional Meeting Agenda [HERE](#). To participate in a meeting remotely via internet (we have about 40 slots available) please send an email to support@phrfsocal.org

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