

Welcome PHRF Members!

Message From the President

PHRF of So Cal is primarily a volunteer organization with a single paid position, that of Secretary. Our volunteer staff is made up of area committee members, regional board members, a Chief Handicapper and a committee of consultants to advise us on the characteristics and speed potentials for the boats requesting a rating, or a regional rating adjustment. Serving the Fleet with these people dedicated to the purity of our sport and working to provide the fairest ratings for competitors has been an honor for me. It is easy to get involved with PHRF of So Cal. Just get in touch with anyone that is on one of the Area Adjustment Committees, or call us and we can put you in touch with them. I think you'll find it interesting, important and enjoyable.

We are working on making our rating allowances for equipment and materials commonly found on boats that are primarily, or more often set up for cruising so that they will be more equitable, more consistent with existing rating systems that purport to account for these differences, and more easily applied for the benefit of race committees and competitors alike. I'll keep you up to date on our progress.

By now I imagine, I hope you have had a chance to enjoy your local club's opening day celebration and the first race, or races of the season. 2017 has begun for us herein Southern California. I have to reflect on the experiences of those on the opposite coast. In many areas on the Eastern Seaboard boats come out of the water and while we were sailing a Hot Rum series in January, boats in the North East were packed tightly in white plastic shrink wrap while they wait for a persistent thaw. I hope you are enjoying the beauty of our sport, the advantages of our climate, well, now that we are getting some rain, and the fact that your boat doesn't have to be encased in white shrink plastic.

Lisa Claudette Gilinger

President

Performance Handicap racing Fleet

of Southern California

PHRF History

To understand performance handicapping in Southern California, it is necessary to go back in time over 50 years to 1947. Imagine the yachting society of that era. World War II had ended only a few short years before. Fiberglass boats were still at least ten years away from initial production. The high aspect ratio sloop rig would not appear for a few more years. The yachts of that era were heavy displacement ketches and schooners, moderate displacement cruising sloops and yawls, sleek Meter boats, R-boats, and others.

The racing craft, when not actually engaged in class racing, raced against each other using one of the measurement handicapping systems of that time (all spin-offs of the Universal Rule developed by Nathaniel Herreschoff in 1901), primarily the Cruising Club of America (CCA) Rule on the East Coast, and the Ocean Racing Fleet (ORF) Rule on the West Coast. One of a kind boats and non-racing craft were not rated. There was a need for a handicapping system that would rate all types and sizes of boats...a system that would be easy to administer at nominal cost. The organizers of the first race from Newport Beach, California to Ensenada, Mexico in 1947 had the desire to encourage as many yachts as possible to participate. Southern California Yachting Association (SCYA) appointed a well-known yachtsman, Hal Adams, to develop handicaps for the race that would potentially give all of the entrants a fair chance to win if they sailed well. It was called Arbitrary Handicap Racing. Hal gave each yacht a time allowance per mile based on its anticipated performance, and made adjustments based on past observed performance. About the only time the handicap system was used was for the Ensenada Race.

Hal Adams generously served as the one and only handicapper for twelve years, until in early 1959, when he asked to retire. SCYA assigned Frank Dair to the position of Handicapper, with the request that he organize the yachtsmen racing in the Arbitrary Handicap Fleet into an association similar to the existing Ocean Racing Fleet.

A group of yacht club representatives met and agreed to form such an organization. This group consisted of: Harry Wills (South Coast Corinthian Yacht Club); Al Holland (Win'ard Yacht Club – now King Harbor Yacht Club); Kenneth Street (Channel Cruising Club); Charles T. Brown (Long Beach Yacht Club and Little Ships Fleet); Frank Dair (Buccaneer Yacht Club); and Gene Barber, Howard Kupfer, and Howard Thompson of Little Ships Fleet. Frank Dair was appointed Chairman of the Organizing Committee.

A few of the yacht clubs in Southern California had been experimenting with handicapping the boats in their respective clubs. Buccaneer Yacht Club, Cabrillo Beach Yacht Club, and Little Ships Fleet gave the yachts a time allowance per mile based on past performance. To secure a rating, it was necessary to participate in three races. The results of these races established a speed comparison from which a time allowance could be established.

Of the clubs experimenting with performance handicapping, none had as many participants as Little Ships Fleet. The fact that 40 of their boats held both the Arbitrary Handicap Fleet Rating and the Little Ships Fleet Rating made it possible to correlate the two ratings, to extrapolate the ratings of other yachts, and to rate them all under one system.

After considerable debate about the problems of arbitrary handicap racing, the committee sent a letter to each skipper in the Arbitrary Racing Fleet outlining the objectives of the new organization:

- 1) Nominal annual dues,
- 2) keep members informed of the fleet's ratings and events of interest,
- 3) administration by people involved in yacht racing,
- 4) obtain as many race results as possible and carefully record them for handicap review.

1959 – Officers of the organization were proposed and a set of by-laws were drafted. The name of the new association was to be the PACIFIC HANDICAP RACING FLEET (PHRF). A letter, dated August 1, 1959, invited each skipper listed in the Arbitrary Racing Fleet to the first official meeting, held at Cabrillo Beach Yacht Club. With 44 interested skippers in attendance, Chairman Frank Dair called the meeting to order officers were elected, and the by-laws were accepted. Elected officers were: President, Harry Wills; Vice President, Al Holland; Secretary, Charles T. Brown; Treasurer, Ken Street; and Fleet Handicapper, Frank Dair. The word "arbitrary" did not appear in the by-laws. Except in the case of a new boat, the handicaps were based on a boat's observed performance. Instead of one person handling all of the handicapping, an elected committee would rate the boats. Each year, new officers were elected. Annual dues were \$3.

1960 – Within one year of the first meeting, the membership grew to over 350. PHRF Ratings were used in the Newport Beach to Ensenada Race, instead of the Arbitrary Handicap Fleet Rating.

1963 – The PHRF Championship Regatta was established. The first challenger was Newport Harbor Yacht club. PHRF membership continued to grow.

1964 – Charlene Basham was hired as part-time Fleet Secretary to assist with the fast growing fleet. She served through the fall of 1967. Books for recording race results were distributed to the SCYA Yacht Clubs to assist in handicapping the boats. Time allowances were in increments of 6 seconds per mile.

1966 – The PHRF Fleet began to attract attention nationwide, and Charlene Basham provided information to other regions in the U.S. about the performance handicapping system. With PHRF assistance, Walt Little, of Seattle Yacht Club, established the Pacific Handicap of the Northwest with a membership spread over 500 miles.

1967 – In late 1967, Peggy Gregory was appointed Fleet Secretary. Peggy has been an active racing member of PHRF from its inception. Her knowledge of the operation of the system, her dedication and willingness to assist in any way she could, stimulated further growth of PHRF. Peggy worked with her own telephone, file cards, and a typewriter out of her home in Long Beach, where she also operated a small

printing business.

1968 – Peggy Gregory moved her printing business office out of her home to a shared space in an office building and took the PHRF office with her – at no cost to PHRF. Peggy and Ray Cundiff of North Sails began to develop files for yachts including hull and sail dimensions, displacement, ballast, etc., to assist in handicapping.

1969 – Peggy Gregory's business expanded and moved again – PHRF tagged along again at no charge. The first use of computers was with a "Computer Service" operated by Solomon De Picciatto. Peggy would provide him with the rating and race results, and lists were printed, which helped in handicapping boats. The card file on each boat was still maintained.

1970/71 – PHRF success attracted the attention of many yacht clubs throughout the U.S., and they made numerous inquiries for information. Peggy Gregory courteously mailed out the list of established ratings, with a brief rundown of how the system operated (over 90 organizations eventually asked for this information). It became apparent that a nationwide PHRF entity would eventually be formed.

1973 – The Pacific Handicap Racing Fleet officially changed its name to the PERFORMANCE HANDICAP RACING FLEET. PHRF racing began to appear in yachting centers worldwide. US-PHRF was formed and performance handicapping became a nationwide phenomenon, headquartered in Peggy Gregory's office.

1975 – PHRF membership was about 1,750. Peggy Gregory moved into a large office and PHRF began to assist with the rent.

1976 – To more economically handle the increase in membership and race data, a new computer service became necessary. One with a modem, keyboard, and CRT was made available from General Electric through Ham Barhydt, an engineer and a PHRF handicapper. Ham did the programming, and Peggy Gregory entered the data.

1978 – With the help of Jim Foyer, PHRF found financing and purchased a new Jacquard microcomputer system with a Diablo printer for about \$40,000. Jim did the original programming.

1979/80 – President Dave McMillan initiated handicapping by Area (basically each harbor in Southern California is an "Area") with a Regional Board overseeing the process – the system we have today. Areas had the freedom to make adjustments of plus or minus 12 seconds per mile to a boat's rating. Past President Jim Paul developed a ULDB formula to help in handicapping and Dana point Yacht Club used it in their Winter Regatta. Peggy Gregory compiled a US-PHRF book that contained the ratings of all of the known yachts at that time from each Area. The book was distributed to PHRF organizations nationwide. PHRF membership reached about 2000. The Fleet Roster and Handbook were revised.

1981 – In order not to be confused with other PHRF organizations, the name was changed to the "PERFORMANCE HANDICAPPING FLEET OF SOUTHERN CALIFORNIA". The fall United States Yacht Racing Union (USYRU) meeting held in St. Petersburg, FL was attended by US-PHRF President, Jim Foyer, Secretary, Peggy Gregory, and delegates from other PHRF regions. It was agreed that the USYRU would assume responsibility for US-PHRF.

1983 – Frank Dair, one of the founding members of PHRF (in 1959) was elected President of PHRF of Southern California. Al Michael, programmer and Chief Handicapper, was maintaining the computer system with some success, but the language was difficult and the company had been out of business for years. Service did not exist. A new Northstar system was obtained for about \$5000. Al's knowledge of racing allowed him to program to the handicapper's needs, and he documented it so that it could be understood by other programmers.

1986 – President Gordon Graham established the Marine Industry Racer (MIR) Rule, limiting "professional" participation in PHRF racing. MIR's were defined as those individuals whose income is derived from performance sailing, developing sailing equipment and sails, etc., and who have sailing skills beyond the reach of anyone who does not sail for a living. At this time, the economy tightened and PHRF membership began to decline a little.

1988 – Fleet Secretary, Peggy Gregory, retired to focus on her business after twenty years of service to the PHRF Fleet. She missed only one monthly Regional Board meeting in all that time. Avid PHRF Racer Bobbie Novodvorsky was recruited to take the position. The Northstar computer was attacked by a “virus” and all data was lost, but fortunately it had been backed up two weeks before. A new Northstar computer was obtained, and thanks to Ed Gregory and Jim Spears, the system was soon up and running. Peggy moved to a private office and PHRF moved to its own office in the Naples Plaza, where it remains today.

1989 – The economy further tightened and PHRF membership and race participation in general continued to decline. The Northstar computer system was still only used to maintain a membership roster, boat data, and to print Rating Certificates.

1990 – On the recommendation of SCYA’s USYRU Appeals Chairman, PHRF red-defined its existing “Policies and By-laws” to “Class Rules and By-laws” thereby making them enforceable standards as defined under USYRU Rules. PHRF obtained a laptop computer for Area C. President Jules Rensen developed a new procedure for amending, changing, and interpreting the Class Rules. Area G Handicapper, Ken Gust, chaired a committee to update the Class Rules.

1991 – The PHRF of Southern California Class Rules and By-laws got a major overhaul. A new 386 computer that handles Windows and dBase3+ was purchased. Laptop computers were purchased for the Chief Handicapper, Area B, and Area G. They were set up with a scoring program developed by San Diego Yacht Club, and modified by Ken Gust for PHRF. At the PHRF Championship, the concept of making classes not only with consideration to rating, but also to boat type was introduced. PHRF membership was about 1,750.

1992 – Asymmetrical spinnakers began to appear and were rated. “Big Boat Advisor” and “Ancient Mariner Advisor” positions were added to the Regional Board. A comprehensive review of all the “big boats” was performed. Chief Handicapper, Ken Gust, established a “Race Results” database to assist in handicapping, and distributed a comprehensive boat manufacturer’s list to the handicappers. Ullman Sails became the title sponsor of the annual PHRF of Southern California Championship Regatta.

1993 – The PHRF Class Rules and By-laws were professionally published for the membership. The By-laws were amended to add a Data Systems Officer position to the Board of Directors. PHRF membership was about 1,525.

1994 – Bobbie Novodvorsky retired and experienced PHRF racer, Barbara Rustigian, took over as Fleet Secretary. President Pete Johnstone, Chief Handicapper Gerhard Klose, Data Systems Officer Ken Gust, and Big Boat Advisor Dan Nowlan implemented a “dual rating” system after two years of background work. “Buoy ratings” and “random leg” ratings were established to recognize that some boats performed dramatically differently on the two popular venues. Buoy racing was defined as windward-leeward courses, and random leg racing was defined as long distance, or point-to-point races, or races around fixed marks without regard to wind direction. The year ends on a sad note with the untimely passing of Bobbie Novodvorsky.

1995 – President Gerhard Klose, Data Systems Officer Ken Gust, Chief Handicapper John Rickard, and Big Boat Advisor Dan Nowlan implement the change to dual ratings with basically no problems for the yacht clubs running the races or for the skippers on the water. A Random Leg venue was introduced to the PHRF Championship Regatta in addition to traditional buoy racing. PHRF membership is about 1,325.

1996 – Faster, lighter boats, and “sport boats” with asymmetrical spinnakers and moveable bowsprit poles begin to appear and the dual rating system is able to rate the boats. Handicapper Ken Gust retired from the Regional Board after six years of service to focus on handicap racing in San Diego. Paul DeCapua is elected as Data Systems Officer. The Fleet Office system is changed to move from dBase to Microsoft Access as the database.

1997 – Data Systems Officer Paul DeCapua establishes the PHRF web site (www.phrfsocal.org) that includes the membership Valid List and the Ratings By Manufacturer List. The Rating Certificates were revised to make information easier to find. President Daniel Heagney and Paul DeCapua form a committee to simply and clarify the Class Rules.

1998 – A new, more powerful computer system is acquired for less than \$1000, and Windows 95 is adopted. A “Sport Boat Advisor” position is added to the Regional Board. The economy starts to improve and PHRF membership increases to 1,350 after being level for a number of years. President Doug Mills, Vice President Robert Plant, and the Regional Board continue to work at revising the Class Rules and By-laws. A new version (half the size of the previous one) is adopted at the annual meeting in November.

1999 – Sport boats increase in number, and President Robert Plant and Chief Handicapper Bill Murray, along with the Regional Board adopt a “three rating” system, by adding the “Offwind” Rating. The Offwind Rating is used when at least 2/3 the distance of a race is either a reach or a run. The Newport Beach to Ensenada Race uses the Offwind Rating for the sport boat class. Electronic communication (e-mail) becomes the standard method for Regional Board members to communicate among themselves. This speeds up the process of handicapping reviews.

2000 – PHRF continues to refine the “three rating system”. PHRF Championship regatta changes to a rotating venue approach to ensure accessibility to all area of the region. A significant effort is made to refine ratings of “big boats” in preparation for Transpac 2001. Rating boats with water ballast becomes more common.

2001 – PHRF continues to refine “Big Boat” ratings and also works on the 40’ fleet. Efforts are made to understand “asymmetrical” spinnakers and their relationship to classic PHRF handicapping. The first boats with canting keels (ballast) and CBFT technology are rated in PHRF.

2002 – Drew Friedes becomes Chief Handicapper and Rick Von Heydenreich is elected Data Systems Officer. A proposed rules amendment to allow asymmetrical spinnakers without automatic rating penalties is defeated by a narrow margin at the annual meeting.

2003 – All areas give input and a refined asymmetrical spinnaker rule change allows “asso’s” of a regulated max. size to be added to a symmetrical inventory without automatic rating penalty. Again, a lot of “big boat” activity is prevalent. West Marine begins sponsorship of the Ullman Sail PHRF Championship Regatta.

2004 – Completed revision asso rule, Appendix A & Non-spin Offset . Defined “Displacement.” Owners now responsible for accuracy of reported Displacement. Eliminated ban on headfoils for Cruising Class. Approved downloadable boat data file for PHRF website. PHRF takes proactive role determining classes for regional events.

2005 – Fleet Secretary Barbara Rustigian retired and Anita Cole joined the organization as the new Fleet Secretary. Class President Cole Price worked with NOSA to revise Newport-to-Ensenada Race class breakdowns, establish “Sport Boat” classes and assure that all boats racing with PHRF handicaps were eligible for the PHRF First on Corrected Time trophy. The Santa Barbara to King Harbor Race adopted a similar class structure. The Class Rules continued to evolve including revisions that make the Regional Board responsible for determining rating impacts resulting from modifications to boats and the restoration of Provisional ratings.

PHRF of Southern California has adapted over time, and has been able to respond quickly and fairly to drastic changes in boat design and technology by using a rating observed performance. This has only been possible because of the many racers who have contributed time and effort as handicappers.

Our thanks go to all past PHRF Handicappers and Fleet Officers. We also offer a special thanks to Peggy Gregory, past Fleet Secretary on behalf of PHRF Racing, and for providing the majority of the information for this history of PHRF. We also thank Fleet Secretary Barbara Rustigian for her valuable research and Daniel Heagney for his efforts in compiling all of the information into this document.

Renew Membership Link Below

<https://b6.caspio.com/dp.asp?AppKey=0dc33000e98ad7f0f9544e118d34>

Countdown to Congressional Cup 2017!

World class match racing comes to the USA with the 53rd running of the Congressional Cup regatta in Long Beach, CA. As the second stop in the 2017 World Match Racing Tour, top sailing talent from around the globe will compete in the waters off of Belmont Veterans Memorial Pier on March 28 to April 2.

The Congressional Cup is the 'granddaddy of match racing' – an innovator in the game of match racing since 1965, and pioneer in on-the-water umpiring since 1988. With a reputation for warm hospitality and hot action, an invitation to the Congressional Cup is one of the most sought-after in the world of sailing.

The 2017 line-up includes defending champion Taylor Canfield, ISV (World Sailing ranked no. 1) – with a trio of back-to-back Congressional Cup wins; reigning Match Racing World Champion Phil Robertson, NZL (no. 9); past winners Ian Williams, GBR (no. 4), and Johnie Berntsson, SWE (no. 56); plus Nicolai Sehested, DEN (no. 37) – who nearly toppled Canfield in last year's finals. Also looking to topple the form guide are Sam Gilmour, AUS (no. 2); Harry Price, AUS, (no. 3); Chris Steele, NZL (no. 6); Joachim Aschenbrenner, DEN (no. 12); Eric Monnin, SUI (no. 13); and two yet-unnamed contestants, to be determined in next week's Ficker Cup Grade Two qualifier.

After a succession of winter storms partially closed Belmont Pier and curtailed the elaborate and festive viewing platform which has been the standard for the last decade, Congressional Cup 2017 Chairman Joe Seibert declares the pier is open to spectators. "The pier provides the best viewing of the race course. Bring a chair and come on down!"

Racing, to be held in the Catalina 37s, will be "business as usual" Seibert added, with a single round robin, knock-out round, and quarter finals racing commencing Wednesday March 29, and culminating with semi-finals, finals and a fleet race Sunday April 2. Races begin at roughly 1130am daily with [live streaming action and commentary](#).

The winning skipper of the Congressional Cup is awarded the coveted Crimson Blazer – an honor bestowed to the top names in sailing over the years, including Ken Read, Gavin Brady, Dennis Conner, Ted Turner, Dean Barker, and more.

The lead up to the Congressional Cup is the [Ficker Cup](#) which was established by Long Beach Yacht Club to honor Bill Ficker, who recently passed at the age of 89. An architect by trade, Ficker was a renowned yachtsman who won the Star Class World Championship in 1958 and helmed Intrepid to victory in the 1970 America's Cup. Four years later, he won the Congressional Cup.

This year Ficker Cup will be held March 24 through 26, also in the vicinity of Belmont Pier with the top two finalists advancing to the Congressional Cup. For competitor's list... [click here](#).

Congressional Cup skippers – World Sailing rank
Taylor Canfield, ISV – 1
Sam Gilmour, AUS – 2

Harry Price, AUS – 3
Ian Williams, GBR – 4
Chris Steele, NZL – 6
Phil Robertso,n NZL – 9
Joachim Aschenbrenner, DEN – 12
Eric Monnin, SUI – 13
Nicolai Sehested, DEN – 37
Johnie Berntsson, SWE – 56
Plus the top two finishers in the Ficker Cup

[Tour details](#) – [Event details](#) – [Facebook](#)

2017 World Championship Level Events:

WMRT Match Cup Australia, March 20-25
WMRT Congressional Cup, March 29-April 2
WMRT Northern Europe, June 6-11 (Venue TBA)
WMRT Match Cup Sweden, July 3-8 (Venue TBA)
WMRT Match Cup USA, August 1-6 (Venue TBA)
WMRT Match Cup America, October 3-8 (Venue TBA)

WORLD CHAMPIONSHIP FINALS

WMRT Match Cup China, November 3-10 (Venue TBA)

Background: In 2013, Swedish company Aston Harald AB acquired the design and production rights to the one-design M32 catamarans. In July 2015, Aston Harald AB acquired the World Match Racing Tour, which then began the use of the M32 during the 2016 Tour. Launched in 2000, the World Match Racing Tour is the leading professional match racing series sanctioned by World Sailing.

Source: LBYC

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 PHRF. Watch your emails for further details.

Changes to the Corinthian Adjustments Coming Soon

This article revises previous incorrect information regarding the Corinthian rating system.

The Board has been actively working on improvements to the Corinthian Adjustments to provide more useful and fair guidelines for use. These changes were approved at the 3.21.17

board meeting, and will be published soon in a new version of the Rules and ByLaws. Following publication of the rules changes, the implementation of the new rules with respect to ratings adjustments will be done as soon as possible. Until these changes are in place, requests for Corinthian Adjustments are on hold.

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