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PHRF Fall Newsletter

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## Welcome Fall 2017!

### **Time To Renew Your PHRF 2018 Certificate!**



It's that time again and by now you should have already received an email to renew your PHRF membership for 2018. Remember, there are 2 kinds of memberships:

1. REGULAR membership includes a Rating for the member's boat. Regular membership is changed to Associate membership status when the boat changes ownership or the term of the charter ends. 2. ASSOCIATE membership is for individuals who do not have a boat, and does not include a Rating. Associate membership is changed to Regular membership when the member applies for and receives a Rating for a boat. Annual dues are \$65 payable by January 1 of each year and are the same for Regular and Associate members. Dues will be credited to the next year for members joining PHRF after October 1st.

[Renew your Membership](#)

As a Reminder Beginning January 1st, 2018 if you have not renewed your membership, you will not have a valid PHRF certificate and will not be eligible to race in any regattas that require a valid Certificate, so Renew Early!

**["A" Buoy at the Entrance to Alamitos Bay- Lessons Learned &](#)**

## Rules Changed!

By Tim Hohmann



In a recent Thursday night Seal Beach Yacht Club Pop Top race, a situation occurred which highlighted a potential problem with sailing instructions for races that finish inside Alamitos Bay (or similar venues).

The finish line for Seal Beach Pop Tops race courses is inside the Alamitos Bay channel, bounded on either side by rock jetties. In a typical breeze, boats approach the "A" channel marker buoy (surrounded by navigable water) from the last upwind mark on starboard, jibe in the vicinity of the channel marker and proceed down the channel on port. Sailing Instructions state that a line connecting the channel marker buoy "A" and a series of mid-channel buoys is a continuing obstruction in accordance with RRS 19.2 and says that no boat shall cross said line. The apparent intent is to require racing boats to stay to the right side of the channel. Since this is normally somewhere between a beam reach and a broad reach on port tack, boats typically hug the mid-channel line to protect clear air.

In a recent race, Lulu (Schock 34), Bilbo Baggins (Catalina 38) and Syndicate (Kirby 30) were approaching the "A" buoy. Lulu had already jibed onto port. Bilbo was on starboard, overlapped inside Lulu. Syndicate was on starboard and obtained an overlap inside/leeward of Bilbo at about 1 to 1.5 boat lengths from the channel marker buoy.

Lulu gave Bilbo room to pass the "A" buoy to port, but not enough room for Bilbo to allow Syndicate to pass inside. In order to avoid contact with Bilbo or the channel marker, Syndicate cut just inside the channel marker taking it to starboard rather than to port and entered the "obstruction" area. Syndicate immediately crossed to the proper side of the channel and jibed, ending up clear ahead of Lulu and Bilbo. Syndicate displayed a flag and hailed protest to Lulu and Bilbo, but withdrew the protest before finishing (neither Lulu nor Bilbo took penalty turns).

Cardinal Sin (Chaser 29), some distance behind, observed Syndicate crossing on the wrong side of the channel marker/continuing obstruction and protested Syndicate

for breaking the Sailing Instruction and RRS 28.2. Cardinal Sin displayed a protest flag and carried it across the finish line, and informed Syndicate on the dock after the race of their intent to protest.

The protest was judged to be valid and was heard using the club's published arbitration procedure. The conclusion of the arbitrator was:

- The "A" channel marker buoy was not a mark of the course. Rule 18 did not apply and Syndicate did not break rule 28.2.
- The line beginning with the "A" buoy was a continuing obstruction. Rule 19 did apply.
- Syndicate established an overlap to the inside of Bilbo Baggins and Lulu prior to being at the obstruction. Syndicate was entitled to room to pass the obstruction.
- Lulu allowed sufficient room for Bilbo to pass the obstruction, but not enough room to allow Bilbo to provide room for Syndicate to also pass (which was part of the room to which Bilbo was entitled). Lulu and Bilbo broke Rule 19.2(b).
- Syndicate broke the Sailing Instruction by crossing the mid-channel line.
- Bilbo and Syndicate were compelled to break rules/sailing instructions by consequence of Lulu breaking rule 19.2(b), and were exonerated under rule 64.1(a)

Bilbo and Lulu were not parties to the original protest by Cardinal Sin, and the arbitration process did not allow for the arbitrator to protest a boat (as a Protest Committee may have done under rule 60.3(a)(2)), so no penalty was assessed to Lulu.

This incident highlighted some potential improvements in the Sailing Instructions in order to clarify which rules are in effect, reduce potential confusion and improve safety.

One obvious improvement is to define the "A" buoy as a mark of the course and require boats to round the buoy to port. In the example above, if the "A" buoy had been a mark, Syndicate would have been required by rule 28.2 to "unwind" her course and round the mark on the proper side rather than allowing her to "cut the corner" and continue.

It might be thought that specifying that the "A" buoy is a mark would also create a 3 boat length zone around the buoy. This would mean that Syndicate, establishing a late overlap, would not have had a right to mark room. However, this would not have been the case as long as the "A" buoy is also defined in the Sailing Instructions as part of a continuing obstruction. Rule 18.1(d) states that rule 18 does not apply "if the mark is a continuing obstruction, in which case rule 19 applies". Even if the SI specifically invoked rule 18 at the "A" buoy, rule 18 turns itself off if the buoy is defined as part of a continuing obstruction. This creates potential for confusion and controversy.

A better solution would be to identify the "A" buoy as a mark of each course described on the course chart, to be rounded to port as the last rounding mark prior to the finish. Identify the area to the left of the line connecting the "A" buoy and mid-

channel markers as an obstruction, but specifically not a continuing obstruction. In this case rule 18 would apply at the “A” buoy, including a 3 boat length zone and rights to mark room. Rule 19 (and potentially rule 20) would apply the rest of the way down the channel, preventing boats from crossing to the wrong side of the channel. One further suggestion. Sailing into an obstruction is not a violation of the RRS – crossing the mid-channel line is only prohibited by the Sailing Instructions (which are rules under the definition). Rule 21 (Exoneration) and rule 44.1 (Taking a Penalty) apply only to limited portions of the Racing Rules and do not apply to violations of sailing instructions. So the only course of action for a boat which crossed the mid-channel line would be to retire or be disqualified. This seems like a very harsh penalty for a relatively minor infraction. Sailing Instructions should specify that a boat may exonerate herself from crossing the mid-channel line with a one-turn or two-turns penalty.

Article by Tim Honmann

## Message from the President What To Do? What To Do?

By Lisa Claudette Gilinger



You are about to start a race that is identified in the sailing instructions as requiring a PHRF Certificate. You know or strongly suspect that a competitor does not have a valid Certificate. How can this happen?

People that race one design often join PHRF and race in a PHRF configuration. Others may not join PHRF believing if they know the rating PHRF might assign to their boat in its One Design configuration they are good to compete in any PHRF race or series. At times, you may find that a person that has an OD PHRF certificate may be sailing out of their One Design configuration. The OD on a PHRF certificate designates a boat that will be raced in its One Design configuration as generally

defined in its One Design Class rules.

I use the J100 as an example not to identify J100 sailors in any way, nor to suggest that J100 sailors sail out of configuration or that they are prone to being out of compliance with the rules in any way, nor to suggest they require greater scrutiny as competitors. The J100 One Design Class rules note that the Jib shall have an LP, or, Luff Perpendicular, no greater than 3.505 meters (or approx. 100%) and the Luff Length, or LL should not be greater than 11.506 meters.

(<https://www.yumpu.com/en/document/view/39644028/j100-class-rules-2008pdf-j-owners/2>)

So if a person were to sail a J100 with a large overlapping jib in a race where they entered on an OD PHRF rating they would be sailing out of configuration. However, most people that race PHRF in Southern California with One Design boats that they have maximized or configured for PHRF have two ratings an OD PHRF rating and a PHRF rating without the One Design designation. It is important to know if a competitor has an appropriate certificate for their configuration, or a certificate at all.

People can forget to renew their certificates in a timely manner and may not be a legal starter in a race that identifies the fleet as PHRF in Southern California in its Sailing Instructions or other organizing document. Renew early and prevent this from being something you have to deal with.

Boats without current ratings, or sailing out of configuration, what to do? You can report it to the Race Committee, however the Race Committee may decide not to do anything about it. First, it is easy to verify the details of a competitor's certificate or if they even have one. The PHRF of So Cal website is the authority for what is on a certificate. There can be a potential that a person may have just renewed their membership in the PHRF Fleet and the information may not be noted on our site but that is generally a very low probability. Our site is generally kept current for just that reason.

If you find that the boat you are concerned with is out of configuration or is not a member of the PHRF of So Cal Fleet you should file a protest with the Race Committee within the prescribed time for filing a protest. You will want to comply with Rule 60 et al, of the Racing Rules of Sailing through 2020, governing the requirements for protests. Your recourse is through the organizing body of the race or series you are competing in.

Racing sailboats is primarily a self-governing, self-policing sport. Protesting a

competitor that has not conformed to the rules governing the sport is honorable and necessary, for the good of the sport.

Lisa Claudette Gilinger

President

Performance Handicap Racing Fleet of Southern California

## **Congratulations to This Year's PHRF Socal Regatta Winners**

Congratulations to all who raced this year, and especially to the Buoy and Random Leg Division winners! Michael Schlens from CBYC/KHYC won the Buoy Division racing *Blade 2* and James Devling from BYC won the Random Leg Division racing *Carbon Footprint*.

Complete results are [here](#).

## **August Regional Board Meeting Minutes Are Online**

The [August Regional Minutes](#) are online, posted September 5, 2017. To go to the archive of all our regional agendas and minutes click [here](#).

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