

PHRF of Southern California

Regional Meeting

January 18, 2005

Attendees: Cole Price (President), Rick von Heydenreich (Data Systems), Jerry Kaye, Don Prince (Area G), Brian Hull (Vice President), Warren Gross (Area G), John Thawley (Area A), Joe Vetrano (Area A), Phil Eaton (Judge Advocate), Eric McClure (Area C), Bruce Cooper (Big Boat Advisor, Deputy Chief Handicapper), Robert Plant (Area D), Sam Hech (Advisor), Sal Pestrillo (Area E/F)

Meeting began at 6:07pm. December Minutes were accepted and approved.

Chief Measurer's Report

Stark Raving Mad (J/145) – This was a second reading with the owner, Jim Madden, present. The boat rates -15, -21, -27. The first reading proposal was -9, -15, -21. They have done one series since the first reading and that was a 5th. There was a motion to retain the first reading rating. The motion was seconded and passed. The new J/145 rating is -9, -15, -21.

Pyewacket – Drew has a lot of the information and there was no signed request for a change. The Chief Handicapper has suggested a rating of -220, -250, -265. However, the board has no supporting information describing the boat or its configuration, so this issue has been tabled. There are some other changes that might be made to the boat. This might be handled by e-mail

Genuine Risk – Drew's proposals for rating this boat are -228, -258, -273. This motion was seconded and passed. The rating is -228, -258, -273.

Motor City Shakedown (Capri 25) – This boat has been protested because of a number of modifications that were not reported on their certificate. These include:

- The spinnaker pole exceeds J length.
- Forward lower shrouds have been removed.
- A baby stay has been added.

It was noted that the Owner was aware of these modifications and had only recently made corrections to the boat. It was also alleged that in past years, an oversized spinnaker had been used on the boat without reporting it to PHRF. Because of these discrepancies, the certificate has been determined to be invalid and will remain so until it is brought back into its reported configuration or a new configuration is reported and addressed by PHRF. In addition to the invalidated certificate, a 30 day suspension has been assessed beginning on January 19, 2005 because the owner failed to report his modifications. The owner cannot race until the boat is brought into compliance (a representative of PHRF will inspect the boat and the sails must be measured by a sail maker) and the 30 day suspension has expired. This motion was seconded and approved.

Bastante (Beneteau 40.5F) – This boat has added a swim step and opened the transom. It was determined that an "M" be added to the boat type on his PHRF certificate and modifications should list that the transom was opened. Because it was determined that the

change would not affect the performance of the boat, a motion was made that no change be made to the rating. The motion was seconded and passed.

Sonoma 30 – No representative has shown. The board needs more information before assigning a rating. The PHRF office assigned a rating, and the board determined that the owner should be notified that the assigned rating was for one race only, and their rating certificate must be withdrawn. This will be tabled for now.

Lizzie B (Mariah 27) – This boat was removed from the agenda.

Colombia 30 – Colombia presented a packet - They are a same weight and ballast as a Hobie 33, similar to a B32 and a Bravura 29. The boat will plane and they were hitting 11.5 and 12 in certain wind conditions. A motion was made that the One-Design rating be 78, 66, 60. This was seconded and passed. A motion was also made for a PHRF rating of 75, 60, 51. This motion was seconded and passed.

Wylie Cat 30 – A motion was made to give this boat a rating of 138, 138, 138. The motion was seconded and passed

Goals and Objectives

There is a perception that PHRF is a protected environment. We are moving away from that reputation. It is important that we remain fair. The question was put to the board. What can we do to change that perception?

Rick, Cole and Barbara will work to streamline the office.

We will work to enhance communication with the membership. We will look at an expanded use of e-mail and provide more information on the website.

Cole put forward a question on whether this board wants to be proactive on our rating reviews. We will look to see if there are boats that appear to be out of alignment with the rest of the fleet. Reviews will be initiated by the Regional Board.

The PHRF history draft was reviewed.

Appendix C – We reviewed historically how Appendix C rating adjustments for modifications were applied and how we should do going forward. One suggestion was to bring all modifications to boats to the Chief Handicapper for review at the monthly Regional Meeting to assure a consistent and appropriate application of adjustment. Bruce and Drew will propose adjustments and make a recommendation. It was also determined that 3 or more modifications needed to be reviewed individually and that cumulative adjustments were not always fair.

Data Systems Report

Spinnaker Area Calculation – After a short discussion it was moved that we use I_c and J_c be used instead of I and J when calculating the spinnaker area. The motion was seconded and approved.

Non-Spinnaker Offset Calculation – It was suggested that we use I_c and J_c and take the average of Buoy, RLC, and OTW ratings in the Non-Spinnaker Offset Calculation. This will be discussed using e-mail and addressed by next month.

Area Reports

Area A – There has been no meeting in the past two months

Area B – There has been no meeting in the past two months

Area C – They discussed the Area C High Point Series at their meeting.

Area D – They discussed water ballast and canting keel. There was a concern that if you used a motor, they would not be legal. In USSA rules, One-design rules may allow the use of motor to change ballast. In discussion, Area D was for the addition of motors to make these changes looking at boats of the future.

Area E/F – They rated a J100 at 87, 81, 81, and the Gulfstar 41 at 162, 150, 150.

Area G – Dennis Conner has applied for a rating on a Q-Boat, Cotton Blossom II. He was given a rating of 84, 66, 60.

The meeting was adjourned at 10:10 pm.