

PERFORMANCE HANDICAP RACING FLEET OF SOUTHERN CALIFORNIA

September 25, 2018 – 6:00pm

Long Beach Yacht Club

MINUTES OF SPECIAL MEMBERSHIP MEETING
2019 CORINTHIAN RACER ADJUSTMENT

PROGRAM OVERVIEW / RULES

1. What kinds of boats are currently participating in the program?
2. Should the program be
 - a. Retained but modified, **YES**
 - b. Should it be scrapped entirely? **NO**
3. If the program is retained, should the threshold test of which boats are eligible be modified?
YES – CONFIGURATION ADJUSTMENTS
4. Should the individual rating adjustments:
 - a. Be broken down into Buoy/RLC/OWC ratings or **NO**
 - b. Should PHRF SoCal use just one rating adjustment for all 3 ratings, as the system is currently designed? **YES**
5. Should the individual rating adjustments as currently set forth in Appendix F be reviewed and changed if necessary? **YES – (see ratings section)**
6. Should a boat be limited to a maximum adjustment regardless of how it is configured? **YES – 20%**
7. Should adjustments consider the age of certain equipment (such as old Dacron versus new Dacron)
NO
8. Issues relating to the administration of the program by Race Organizers.
9. Other administrative concerns.

APPENDIX F CONFIGURATION ~~CORINTHIAN RACER~~ ADJUSTMENTS

1.0 PURPOSE

The "Configuration ~~Corinthian Racer~~ Adjustments" ("~~Corinthian Adjustments~~" or "~~Corinthian Ratings~~") set forth in this Appendix allow production boats that are not optimized for racing because they are equipped and always sailed with, for example, roller furling woven dacron headsails and/or mainsails, or fixed propellers, to compete in non-cruising classes or in a separate class by establishing adjustments from base ratings for these disadvantages. Guidelines for application of Configuration ~~Corinthian Rating~~ Adjustments for competitors and race organizers are posted on the SoCal PHRF website, at [http://www.phrfsocal.org/configuration~~corinthian~~-adjustments/](http://www.phrfsocal.org/configurationcorinthian-adjustments/)

2.0 ADMINISTRATION OF CONFIGURATION ~~CORINTHIAN~~ ADJUSTMENTS

- 2.1 Except as provided below, Configuration ~~Corinthian~~ Adjustments may be made to the Rating of any boat that has a current Rating issued by PHRF of Southern California. **However, a Configuration Adjustment ~~Corinthian Rating~~ is intended to accommodate racers with equipment often found on cruising boats, rather than faster racing boats. As set forth in Rule 3.71 of this Appendix, adjustments for boats with a Performance Factor greater than 1.75 will be less than the amounts set forth in Rules 3.01 through 3.6 of this Appendix, and boats with a greater Performance Factor greater than 2.0 are not eligible for an adjustment. ~~may find their rating penalized under the Corinthian Rating system.~~**
- 2.2 Configuration ~~Corinthian~~ Adjustments shall be made in seconds per mile from each of the three Base Ratings (Buoy, RLC, OWC) for the boat, for both the Region and Area Ratings. Adjustments shall be made in increments of one second per mile or more.
- 2.3 Upon the issuance of a Configuration ~~Corinthian~~ Adjustment, the boat's new and only Rating (the "Adjusted ~~Corinthian~~ Rating") shall be the previous Rating plus or minus the Configuration ~~Corinthian~~ Adjustment, and the Boat must race under the Adjusted ~~Corinthian~~ Rating.
- 2.4 An Application for Configuration ~~Corinthian~~ Adjustment may be submitted at the same time as an Application for Initial Rating for a boat or at any time thereafter. Upon receipt of an Application for Configuration ~~Corinthian~~ Adjustment and the required fee, the Fleet Secretary shall forward the application to the Chairman of the Area Board for the Area in which the applicant's boat is based. Upon receipt of such application, the Area Board Chairman shall add the boat's application to the agenda for the next meeting of the Area Board, with such meeting to be held as soon as is practical thereafter. Chief handicapper, who shall review the Application so that the boat may be rated pursuant to the Rules of this Appendix. Approval of the Configuration Adjustment for each such applicant shall be at the discretion of the Area Board, but such approval shall not be unreasonably withheld. In evaluating each boat, the Area Board shall consider whether the boat is a cruising-oriented boat rather than a boat configured for racing, using various factors including, but not limited to the following (these factors shall be used as a guide for the Area Board's consideration of each boat but are not necessarily determinative of eligibility):
- a. Is the boat configured as it was originally delivered when new?
 - b. Has the boat been actively campaigned as a race boat?
 - c. Does the boat have a roller furling main?
 - d. Does the boat have a non-adjustable backstay (i.e. a turnbuckle only)?
 - e. Does the boat have a jib or genoa track that is non-adjustable under load?
 - f. Does the boat have a bow thruster?
 - g. Is the boat limited to the use of a non-overlapping headsail?
 - h. Does the boat have a fixed (non-folding / non-feathering) propeller?
 - i. Are the boat's halvard winches installed on the mast?

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i. Is the boat's Performance Factor less than 2.0?

~~2.5~~ The Area Board's action shall be limited solely to a determination of whether a boat is eligible for any Configuration Adjustment. The amount of the Adjustment shall be determined solely by the factors set forth below in Rule 3.0 of this Appendix. In the event that a boat is determined to be eligible for a Configuration Adjustment pursuant to the rules of this Appendix, such eligibility shall expire on the date that is three years after the date that the boat is first determined to be eligible, whereupon the boat owner or owner's representative may apply to the Area Board for continued eligibility on a year by year basis.

~~2.6~~ The decision of the Area Board as to the eligibility of a boat for a Corinthian Adjustment may be appealed to the Regional Board upon written notice to the Fleet Secretary, who shall add such appeal to the agenda of the next Regional Board meeting for which an opening exists on said agenda.

~~2.7~~ The Standard Configuration ~~Corinthian~~ Adjustments provided for in Section 3 of this Appendix may be revised upon a majority vote of the Regional Board at any Regular Meeting, provided that a quorum is present, and will become effective at the conclusion of the annual General Membership Meeting that follows the date of such vote of the Regional Board, ~~thirty (30) days after publication on the SoCal PHRF website.~~ A revision to a Standard Configuration ~~Corinthian~~ Adjustment shall be effective regardless of whether consideration of the revision was listed on the agenda for the meeting pursuant to Rule 2.5 of the SoCal PHRF Rules.

~~2.8~~ A boat that enters a race with an Adjusted ~~Corinthian~~ Rating must compete with the configuration represented on the Member's Application for Configuration ~~Corinthian~~ Adjustment. Any change to that configuration must be promptly reported to SoCal PHRF, and the boat's Rating shall be invalid unless and until a new Rating is issued which considers such change(s) to the boat's configuration.

3.0 CORINTHIAN ADJUSTMENT WORKSHEET

The adjustments listed below ("Standard Corinthian Adjustments") are in increments of seconds per mile applied to the base ratings.

3.1 Propellers

- 3.11 Fixed 3-Blade Prop +9
- 3.12 Fixed 2-Blade Prop +~~4~~6

3.2 Anchor Chain

Must be a deployable anchor and steel anchor and chain, stored in the bow and accessible from the foredeck.

- 3.21 At least 100 ft. and not more than 200 ft. ~~stored in the bow~~ +~~1~~3
- 3.22 More than 200 ft. +~~2~~6
(Stored in the bow and accessible from the foredeck,
at least 5/16" chain size if Boat length is <35 feet,
at least 3/8" chain size if Boat length is >= 35 feet)

3.3 Sail Fabric

- ~~3.31~~ Main and all upwind headsails are constructed of woven dacron +2
- Dacron Genoa +6
- Dacron Main +6

3.4 Roller Furling Sails (usable during race)

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steel

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- 3.41 Roller-Furling Headsail +~~3~~⁶
Must be the boat's only upwind headsail and constructed of woven dacron
- 3.42 In-Mast Roller-Furling Mainsail – no battens ~~(in mast only)~~ +~~9~~⁶
- 3.43 In-Mast Roller-Furling Mainsail – with battens ~~(in mast only)~~ +~~6~~⁵

3.5 Largest Genoa Size
Only available for boats that were originally configured for a genoa at least 155% of

- J
- 3.51 Largest Genoa LP 135% of J +3
- 3.52 Largest Genoa LP 110% of J +6

3.6 ~~Spinnaker Tack~~ Maximum Adjustment.

Notwithstanding the Configuration Adjustments applicable to a particular boat pursuant to the provisions of Rules 3.1 through 3.5 as set forth above, each boat shall be limited to a maximum Configuration Adjustment of 20% (twenty percent) of its Regional RLC rating.

~~3.61 Spinnaker is tacked to the bow, or to a bow roller +4
(This adjustment is limited to a bow rollers that extend no more than a 6" in front of the Stem Fitting, and to spinnakers that are not tacked to any kind of sprit or pole, and where this configuration is the only method used to fly a spinnaker on the boat)~~

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:
((PF-1.75) x PF x 40)~~

If a boat's Performance Factor (PF), as calculated under Appendix A, is greater than 1.75 then her Configuration Adjustment (CA) will be scaled according to the following formula (this only alters the Corinthian Adjustments, it does not affect Base Rating):
((PF-2)/(1.75-2)) x CA

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