

# PERFORMANCE HANDICAP RACING FLEET OF SOUTHERN CALIFORNIA

## Regional Board Meeting Minutes

Tuesday, August 17, 2010 – 6 PM at LBYC

Attendance: President: Eric McClure; Vice President: Louis Holmes; Chief Handicapper: Cole Price; Judge Advocate: Steven Ernest; Area A: Eric Schlageter; Area B: Jerry Kaye; Area D: Wes Selby and Dan Rosen; Area G: Castle Phelps & Mike Riddle and Fleet Secretary: Anita Cole.

Guests: Peter Glick YRUSC Commodore; Randy Holt, Commodore, Steve Chelinsky, Fleet Captain and Larry Folsom, Secretary of the Nevada Yacht Club

The meeting began at 6:13 PM

The minutes from the July 20, 2010 Regional Board meeting were approved.

### New Business:

1. Tack line/SPL rule clarification request: the current rule allows a tack point 6” in front of SPL. Mike Riddle (Area G) began the discussion by re-stating that the rule needs clarification because owners are being confused (or taking advantage of the wording) by the wording of the rule: Appendix A 5.5.5c “LIMITATIONS” which now states: “When flown from a spinnaker pole normally used with a symmetrical spinnaker, the pole shall not exceed “SPL” without a rating adjustment. When flown without a pole the tack of the sail will be attached, either directly, with a pennant, or a tack line to a tack block that is anchored a distance that does not exceed 6 inches of the rated “SPL” for that boat. The anchor point of the tack or tack block shall be within 3 inches of the boat’s centerline.”

After much discussion the board decided to put this clarification on the website: “Owners may tack an asymmetrical spinnaker 6” in front of their rated SPL on boats that use a spinnaker pole to fly an asymmetrical spinnaker so that they are able to jibe it in front of their bow pulpit. Besides fastening a block for a tack line to the existing structure, the boat may not be modified to achieve this objective without invalidating their rating certificate. Boats with bow sprits whose tack points are already in front of their bow pulpits may not move their tack lines beyond their current tack point (SPL) without invalidating their rating certificate. Boats whose poles that exceed the “J” dimension may not add structure or a bow sprit to achieve this objective without invalidating their rating certificate.”

2. Peter Glick: Commodore of Yacht Racing Union of Southern California & PRO of DRYC for the race to address the board regarding the 2010 Championship Regatta.

Peter addressed the board thanking them for their invitation to speak to them tonight. He then gave a short report of the regatta praising the members of DRYC, especially Dan Howard and Tucker Strasser, Peggy Redler and the many other volunteers for a fine job that produced a very good race. He went on to point out some criticisms and ended with several suggestions on how to have a better attended regatta in the future.

Jerry Kaye, PHRF Area B Chairman, then took the floor handing out his suggestions in writing on how to improve the regatta promotion.

The Area G Chairman, Castle Phelps, explained that their Championship is a series of races over the whole season.

President Eric McClure tabled the discussion until the September Regional meeting where Jerry and Wes Selby, Area D, (who volunteered to help) will come up with a plan to improve the particulars and promotion of the regatta, circulate it by email and then present it to the board next month.

3. Nevada Yacht Club board members Randy Holt, Steve Chelinsky and Larry Folsom attended the PHRF SO CAL Regional meeting because they are considering becoming an “Area” of PHRF SO CAL.

Randy Holt addressed the board regarding their club, their members, lake sailing and their intention to host races where local So Cal boats could come over to race on Lake Mead. The premier event will be November 6-7 and is called the Gold Cup Regatta. The PHRF President suggested that PHRF would be glad to send email “blasts” to our members announcing the regatta and encourage our members to race there. Further discussions about becoming a ‘division’ or area of PHRF SO CAL are on going.

4. Potential PHRF rule regarding a requirement that all members put decals on the transoms of their boats to prove that they are current members of PHRF SO CAL for that year.

The PHRF President restated and explained the idea and a discussion began on whether to make it a mandatory rule. The discussion ended when the board agreed that they would not make it a hard and fast rule, but provide the decals with the memberships for 2011 and strongly recommend to the members that they put them in the upper corner of the starboard transom on their boat, so that the race committee and their competitors know that they are current member of PHRF SO CAL.

5. MIR Waiver Request: from Harold Alexander - Approval for a MIR to skipper the CAL 39-2 Misty s/n 67200. “Per rule 8.4 I am requesting that Todd Wheatly be allowed to skipper Misty. He is now part owner in Misty, which complys with the rules.”

The PHRF President and Chief Handicapper explained the request and started the discussion. The PHRF Judge Advocate recommended removing the MIR rule altogether and pointed out that nobody pays any attention to it. He made a motion to that effect and it was seconded. However the PHRF President tabled the discussion until next months Regional meeting to give the board time to reflect and think about the motion. The request has been tabled until next month.

#### Old Business:

Fast 40 Fleet Review Report – Rick Gorman (Area C) & the Chief Handicapper, Cole Price  
Rick was not in attendance.

#### President's Report:

President Eric McClure suggested to the newly formed “committee” that the PHRF Championship Regatta become just a regatta and not a championship.

#### Vice President's Report:

Vice President, Louis Holmes, apologized for not being present at CHAMPS explaining that he had a personal obstacle come up and he then thanked Jerry Kaye for representing PHRF at the regatta.

Data Systems Report: Not in attendance

#### Area Reports: A-G

Area A: No Meeting

Area B: The board rated the Centurion40S (shoal keel) MARE’ZA, s/n 93580, /81/78/78/ base and /84/78/78/ in Area B

Area C: The board held a second reading on the J105’s and J109’s. They decided not to change the ratings of the J105’s because the race data didn’t show any reason to change their rating. The J109’s OD configuration Area C ratings were changed from /75/69/69 to /69/66/66/.

Area D: No meeting

Area E/F: No meeting, Louis discussed ROLLER’s request with the owner. (see below)

Area G: Castle and Mike invited the Nevada Yacht Club representatives to visit the Area G meeting to be held the second Monday in September. They also worked on their rules making several few changes. For further information please see the San Diego (Area G) minutes on their website: [www.phrfsandiego.org](http://www.phrfsandiego.org).

Area I: Not in attendance

Chief Handicapper's Report:

1. CAT470, FIRELIGHT, s/n 46763 & TIME OUT, s/n 7136 – Rating review requested by Area B Chairman Jerry Kaye - Last month the board asked Anita to send notices to these owners requesting race data & inviting them to the August meeting for a rating review. The notices were sent July 23<sup>rd</sup> by email. The Review is postponed until September at the request of Michael Schau, owner of TIME OUT.
2. MIRAGE, s/n 28115 (SCZ70) Thomas Corkett/Tim Kernan – Request for Rating Review- 2nd Reading  
At the first reading the board voted a /+3/+3/+3/ adjustment to the boat's rating. Tim Kernan addressed the board providing the requested spreadsheet of race results. The PHRF Chief Handicapper began the discussion by asking several questions about the boats condition. Tim answered the questions and asked for a /+3/ on buoy and /+6/ on RLC and OWC. He also asked the board to review the ratings of all the SCZ70's considering that they have all made modifications to their boats while MIRAGE has not except for a rudder change for which they were hit 3 seconds. Tim was excused and the board discussed his presentation. The board considered how the boat would have finished if given the requested rating change, plus the race data was limited and much of the results were from a very light air regatta. After the discussion the board voted to deny the request and leave the boat's rating as is.
3. AMAZING GRACE, s/n 18949 (FARR55) Allen Puckett – Modification – New Rudder  
Jim Puckett addressed the board explaining why the rudder had to be replaced and answered questions about the weight, width and length of the new rudder. He was then excused and the board discussed the logistics of what the new rudder would do to the performance of the boat. M/S/P/ for a /-3/ rating change which will bring the boat's rating from /18/12/12/ to /15/9/9/.
4. PATCHES, s/n GBR952R (TP52) Jorge Ripstein – Initial rating  
The Chief Handicapper gave this boat a temporary rating of /-93/ OWC for the SB to KH race. Anita handed out the information on the boat. The Chief Handicapper handed out a spreadsheet and told the board of his discussions with other TP52 owners regarding the performance of the boat at the SB to KH race. Louis raced on PATCHES and gave his observations on how the boat performed. The discussion continued with descriptions of the keel etc. The Chief Handicapper recommended a rating of /-84/-90/-96/. M/S/P with 2 abstentions to rate PATCHES /-84/-90/-96/.
5. PRIMERA, s/n 27871 (COL30P) Mark Johnston – Request for second certificate for an 164% oversized headsail  
The Chief Handicapper gave this boat a temporary rating of /-3/ from /147 to /144/ for the O/S headsail. Anita handed out the information and the Chief Handicapper and Vice President addressed the board describing the sail. M/S/P to approve the Chief Handicapper's rating for the second certificate.
6. ROLLER, s/n 87996 (AND42) Michael Hatcher – Modification: 10% O/S spin pole and kite  
The Vice President, Louis Holmes, addressed the board explaining that he had discussed the matter with the owner and this modification was rated a few months ago. There was a misunderstanding or miscommunication about the modification by the office. The owner was really advising PHRF that he had added a fixed sprit with no change to the rated SPL on the configuration of certificate 87996A. Louis also added a measurement correction to both of the certificates.

The meeting was adjourned at 8:56 PM

Respectfully submitted by the Fleet Secretary: Anita Cole - The next meeting of the PHRF of Southern California Regional Board will be September 21, 2010 at LBYC in Long Beach. 7 PM