

PERFORMANCE HANDICAP RACING FLEET OF SOUTHERN CALIFORNIA

September 18, 2018

Long Beach Yacht Club

Executive Board Meeting – 5:30 PM

Regional Board Meeting Agenda - 6:00 PM

Regional Board – Rating Of Boats – 7:00 PM

Executive Board Meeting –

- Vice President –
 - 2019 Executive Board
 - Asked that everyone call Area Meetings and start campaigning for participation
 - Get more business taking place in Areas
 - Fleet Secretary discretion to review submitted race results and direct review accordingly
 - Regional Board Review, or
 - Area Board Review
- Corinthian Adjustment – September 25, 2018 meeting
 - After reading the Summary of the Focus Group
 - Contact Fleet Secretary if they have any points for the 09/25/18

Regional Board Meeting - In Attendance:

REGIONAL BOARD MEMBERS – VOTING MEMBERS

- **Executive Board**
 - President Doug Hosford
 - Vice President Jamie Myer
 - Judge Advocate David Weil
 - Treasurer Bob Hubbard
 - Chief Handicapper ~~Lisa Gilinger~~
 - Data Systems Mgr. Sue Griesbach
- **Area Board Representatives**
 - Area A David Trude
 - Area B Jamie Myer
 - Area C Heinz Butner
 - Area D Vacant
 - Guest – Jared Gargano
 - Area E/F ~~Graham Forsyth~~ (Doug Hosford)
 - Area G ~~David Cattle~~
 - Area I (Lisa Gilinger)

NON VOTING ATTENDEES:

- **Advisors/Administration**
 - Fleet Secretary Karen Campbell
 - Newsletter Editor ~~David Haas~~
 - Handicap Advisor ~~Robert Plant~~
 - Big Boat Bruce Cooper
 - Cruiser ~~Bryan Dair~~
 - Sport Boat Dan Rossen
- NOTE: ~~NOT IN ATTENDANCE~~

Via Teleconference:

- Please join the SoCal PHRF Meeting from your computer, tablet or smartphone by going to
 - <https://www.gotomeet.me/PHRFSoCal>
 - (Try a test session: <http://link.gotomeeting.com/email-welcome>)

August Regional Board Meeting Minutes

- Approved via email and are posted on website

Old Business:

- Corinthian Racer Adjustments
 - August 28, 2018 – Focus Group
 - Recap
 - September 25, 2018 – General Membership Presentation
 - See attached Draft Agenda
 - JA proposes to keep everything on memo
 - Feels PF is too high at 1.75 but should be lowered to 1.5 or 1.6
 - VP feels should keep PF at 1.75
 - Complete a form for Adjustment
 - Submit
 - PF 1.75 phase to 2.0
 - Forward to Area boards for approval
 - 1 adjustment of the RLC

New Business:

- No New Business

President's Report:

- No report

Vice President's Report:

- Will request a final bill from LBYC re Champs
- Discussed to make Champs a “High Points” Trophy

Treasurer's Report:

- Monthly Report –
 - 689 (down 62)
 - Good on the yearly budget including expenses so far but with lower membership

Judge Advocate's Report:

- No report

Data Systems Report:

- Suggestion Box
 - Corinthian system displeasure voiced
 - Penalty language needs to be cleared up
- Working with Caspio regarding data system changes
 - PHRF - Boat (Corinthian) Adjustments Database Project
 - Once a decision has been made regarding Corinthian adjustments:
 - The system will have to be locked down until changes are made
 - Could impact the 2019 renewal ratings
 - Process needs to be started as soon as possible

- New format for rating certificate
 - As suggested by Vice President
 - 4 pages to 2

Fleet Secretary's Report:

- Request was made that all Regional Board Members timely respond to emails as some are extremely time-sensitive

Newsletter Editor's Report: (Not in attendance)

- No report

AREA REPORT

AREA A: David Trude

- Venture Cup –
 - Recapped the event
- Ben25S – VOLARE
 - Commented on its 120 Day Temporary Rating

AREA B: Jamie Myer

- No Report

AREA C: Heinz Butner

- No Meeting

AREA D: [Vacant]

AREA E/F:

- Doug Hosford
 - No Report

AREA G: David Cattle (Not In Attendance)

- No Report

AREA I:

- Lisa Gilinger (Not In Attendance)

ADVISORS:

Handicap Advisor: Robert Plant

Sports Boat: Dan Rossen

Multihull:

Cruiser: Bryan Dair

Big Boat/Ullman Sails: Bruce Cooper

- Reported on NOSA
- Reminded all Regional Board Members to keep their clubs involved regarding Corinthian and other issues
- Suggest that PHRF SoCal charges extra for "Expedited Fee"
 - Judge Advocate will draft a Rule change
 - To be discussed next month

• **Chief Handicapper's Report:**

- **PURSUANT TO PHRF SOCAL RULE 4.2c, THE FIRST AND SECOND READINGS MAY BE PERFORMED AT THE SAME MEETING OF THE REGIONAL BOARD.**
- **BOATS: 7 DAY OPPOSITION PERIOD** The following boats had their first reading during the previous Regional Board meeting and passed the 7 Day Opposition Period
- **PLEASE NOTE THE FOLLOWING:**

- **STRANGE BIRD (61053) – TARTAN 3700 – INITIAL RATING REVIEW/ 1ST READING**
Mark Rossman (Not in attendance)
 - **8/21/18 – 1ST READING MOTION/111/111/111/S/P**
- **JIB & TONIC (USA7128) – J100 MODIFIED – INTIAL RATING/1ST READING**
Morgan Crowe, Doug Stelck (Not in attendance)
 - **8/21/18 – 1ST READING MOTION/78/72/72/S/P**
- **FATBACK (84 MEX) – TANSE 415 – INITIAL RATING REVIEW/1ST READING**
Juan Hussong
 - **8/21/18 -1ST READING MOTION 102/99/99/S/P**
- **TESORO (MX 013) – INDEPENDENCE 31 – INITIAL RATING REVIEW/1ST READING**
Francisco Anda
 - **8/21/18 – 1ST READING MOTION/183/180/180/S/P**
- **AMAZING GRACE (18949M) – CUSTOM FARR 55 – INITIAL RATING /1ST READING (BC)**
Jim Puckett (In attendance), Alan Andrews (In attendance)
 - **8/21/18 – 1ST READING MOTION/21/15/15/S/P**
- **ENCORE (USA 5206) – TP52 – INITIAL RATING REVIEW/2nd READING**
John (Bart) McEntire (In attendance)
 - **7/17/18 – 1ST READING MOTION: /-75/-81/-87/ MOTION/S/P**
 - **8/21/18 - 2ND READING MOTION/-75/-81/-87/S/P**
- **CATAPULT (87654-B) – SCZ70(M) – INITIAL RATING REVIEW/1ST READING**
Joel Ronning
 - **8/21/18 – 1ST READING MOTION /-76/-88/-88/S/P**
- **AEOLOS – (56440M) BEN44.7 (MODIFIED) – INITIAL RATING/1ST READING**
Gregory Price
 - **8/21/18 – 1ST READING MOTION /27/23/24/S/P**
- **FLYINGFICHE II (18081-A) SCZ50M – INITIAL RATING REVIEW/1ST READING**
Chris Wacker/Bob Zellmer
 - **8/21/18 – 1ST READING MOTION /9/-3/-3/S/P**
- **HIDALGO (USA 7060) – K 46 – INITIAL RATING / 1ST READING**
Mary Kay Davidson
 - **8/21/18 – 1ST READING MOTION 120/114/117/S/P**
- **RUNAWAY (USA 46269A) – AND70 MOD – INITIAL RATING (RP)**
Thomas Corkett
 - **8/21/18 – 1ST READING MOTION /-93/-99/-105/S/P**
- **ANTHEM (56817) – MACGREGOR 70 (KETCH)– INITIAL RATING REVIEW/1ST READING (RP)**

Roger MacGregor

- 8/21/18 – 1ST READING MOTION /-12/-30/-30/S/P

- **ALL BOATS REQUESTING A RATING REVIEW OR HAVE HAD A 120 DAY TEMPORARY RATING ISSUED:**
 - Please forward to the Fleet Secretary 3 Days Prior to your Reading by email to fleetoffice@phrfsocal.org
 - All race results
 - Actual
 - Adjusted Results using the online spreadsheet found on website at <http://phrfsocal.org/rating-review/> “Rating Review Worksheet”
 - Any additional information that has been previously requested and/or useful for the rating process (photos, ORR certificates, etc.)
- **TIME ALLOTTED FOR OWNER(S) PRESENTATION:**
 - Introductions – Regional Board and Owners/Witnesses in attendance
 - 3 Minutes – Chief Handicapper and/or relevant Boat Advisor
 - 5 Minutes – Owner Presentation
 - 3 Minutes each for up to three (3) other boat owners remarks In Support (3 to 9 minutes max)
 - 3 Minutes each for up to three (3) other boat owners remarks In Opposition (3 to 9 minutes max)
 - 1 Minute – Owner rebuttal
- **PURSUANT TO PHRF SOCAL RULE 4.2c, THERE IS A 7 DAY OPPOSITION PERIOD FOR OBJECTIONS AFTER THE PRIOR REGIONAL BOARD MEETING MINUTES HAVE BEEN POSTED.**
- **PLEASE NOTE:** Group assignments and hearing times are established to encourage the orderly progress of a meeting. A boat may, however, be called prior to or after its assigned Group time unless a boat owner, representative or other interested party has contacted the Fleet Secretary to confirm their estimated arrival time at the hearing. Interested parties are therefore encouraged to arrive early or contact the Fleet Secretary at least one day prior to the meeting to confirm their arrival time.
- **PREVAIL (28725 – A) – INITIAL RATING/1ST READING**
 - Bill Guilfoyle (Not in attendance)
 - (Rec’d 8/23/17)
 - 8/23/17 – Sent to CH
 - 8/23/17 – 90 Day Requested
 - Modified rudder/sails
 - 9/5/17 – 90 day temp rating
 - Regional - /10/-13/-13/
 - Area I - /-4/-7/-7/
 - 9/18/18 – MOTION TO TABLE FOR MORE INFORMATION AND CHIEF HANDICAPPER’S INPUT (UNAVAILABLE)/S/P
 - NEED BEFORE AND AFTER PHOTOS OF RUDDER
 - RACE RESULTS
- **B NATURAL (97303) – CAL 34 T(MODIFIED) – INITIAL RATING REVIEW**
 - Ed Zifcheck (Not in attendance)

(Rec'd 5/29/18)
6/1/18 – Sent to CH
6/6/18 – 90 Day Temp Requested
6/19/18 – 120 day /162/162/162/
• **9/18/18 – MOTION/162/162/162/S/P**

- **RUMBLE (32789) – CAPO 26 – INITIAL RATING REVIEW/1ST READING**
Michael Kent (In attendance)
(Rec'd 3/21/18)
3/25/18 – Sent to CH
90 Day requested
4/10/18 – 90 day issued /159/159/159/
5/30/18 – 120 day REVISED /138/135/138/
6/12/18 – Postponed at owner's request until August for additional race information
8/9/18 – Owner has requested to be postponed until September for additional information and input from SCOOTER
• **9/18/18 - /153/153/153/S/ OPPOSED 2 – PASSED**

- **TRINITY (7276) – MONO22 – INITIAL RATING REVIEW/1ST READING**
David Scharf (Not in attendance)
(Rec'd 6/25/18)
7/6/18 – Sent to CH
7/6/18 – 120 day requested
7/16/18 – 120 day issued /120/114/ - no lifelines
• **9/18/18 – TABLED FOR MORE INFORMATION – PRESIDENT WILL CONTACT OWNER**

- ~~**MOANA (ITA 1) – SOLARIS58 – INITIAL RATING**~~
~~Tom Pollack~~
~~(5/5/18 Rec'd)~~
~~5/5/18 – Sent to CH~~
~~120 day temp requested~~
~~6/19/18 – 120 day issued / 19/ 36/ 33/~~

- **9/13/18 – Owner withdrew application**

- ~~**T-N-T (48001A) – ID48 (MODIFIED) – INITIAL RATING REVIEW**~~
~~Wes Selby~~
~~(Rec'd 6/14/18)~~
~~6/14/18 – Sent to CH~~
~~120 day requested~~
~~6/19/18 – 120 day issued / 32/ 28/ 32/~~

- **9/18/18 – TABLED by owner until next month**

- ~~**BRETWALDA 3 (USA 50030) – ROGERS 46 – INITIAL RATING REVIEW**~~
~~Bob Pethick~~
~~(Rec'd 6/7/18)~~

~~6/7/18 Sent to CH
90 day requested
6/19/18 120 day / 28/ 31/ 48/
7/25/18 CH revised 120 day rating / 29/ 34/ 43/~~

- 9/17/18 – TABLED by owner until next month

○ ~~CLAUDE (68000) REICHEL/PUGH 68 INITIAL RATING/1ST READING (BC)~~

~~Hasso Plattner
(Rec'd 7/14/17)
7/14/17 Sent to CH
90 day requested
8/14/17 90 day temp/ 66/ 75/ 78/~~

- ~~8/15/17 TABLED~~

~~9/1/17 CH revised 90 Day Temp / 72/ 84/ 84~~

- ~~10/17/17 Jim Pugh (In attendance)
— Roo Stevenson (In attendance)~~

- ~~10/17/17 TABLED FOR MORE RACE RESULTS~~

- ~~7/31/18 2018 Renewed and reactivated 120 temp rating~~

- 9/17/18 – TABLED at Boat Manager's request until October Meeting

Meeting Adjourned:

Next Meeting:

**REGIONAL BOARD MEETING
Long Beach Yacht Club
Tuesday, October 16, 2018**

DRAFT

PERFORMANCE HANDICAP RACING FLEET OF SOUTHERN CALIFORNIA

September 25, 2018 – 6:00pm

Long Beach Yacht Club

SPECIAL MEMBERSHIP MEETING **2019 CORINTHIAN RACER ADJUSTMENT** **AGENDA**

MEETING MODERATOR – Judge Advocate – David Weil

VIA TELECONFERENCE - If Unable to Attend In Person:

- Please join the SoCal PHRF Meeting from your computer, tablet or smartphone by going to:
 - <https://www.gotomeet.me/PHRFSoCal>
 - (Try a test session: <http://link.gotomeeting.com/email-welcome>)

ATTACHMENTS

- August 28, 2018 Special Focus Group Meeting Summary of Focus Group Findings and Proposals (see Attachment 1)
- Current Appendix F attached for your reference (see Attachment 2)
- Request to Speak Form

MEETING RULES

All members who wish to speak at the Meeting should review the attached Summary of Focus Group Findings and Proposals. The Summary document will provide a framework for the conduct of the Meeting and speaker comments should address the Focus Group findings for each agenda item. We expect a substantial turnout for this meeting, and the Moderator has asked that the meeting be conducted according to the following rules.

- Members in good standing attending the Meeting shall observe the rules of conduct as noted in the PHRF SoCal Rules and Bylaws.
- Members who are speaking shall step up to the podium promptly when their name is announced and clearly state their name and boat name for the record.
- All members wishing to speak must prepare a “Request to Speak” form and return it via email to the Fleet Secretary on or before 5:00pm on September 24, 2018. A separate form shall be submitted for each agenda item that a member may wish to address. Members who wish to present documents at the meeting shall include copies of all documents with their Request to Speak form when submitted to the Fleet Secretary.
- Each speaker shall be allowed a maximum of 5 minutes for each agenda item that they will speak to. The Moderator shall enforce this time limit diligently.
- In the further interest of time, speakers may be asked to limit their comments to new materials and not repeat what a prior speaker has said. Organized groups or Fleets may choose a single spokesperson who may speak for the group with no increase in time.

- The Moderator may further limit the time allotted for public comments per speaker or in total for the orderly conduct of the meeting and such time limits shall be fairly applied.

AGENDA

1. What kinds of boats are currently participating in the program?
2. Should the program be
 - a. Retained but modified, or
 - b. Should it be scrapped entirely?
3. If the program is retained, should the name of the program change?
4. If the program is retained, should the threshold test of which boats are eligible be modified?
5. Should the individual rating adjustments
 - a. Be broken down into Buoy/RLC/OWC ratings or
 - b. Should we use just one rating adjustment for all 3 ratings, as the system is currently designed?
6. Should the individual rating adjustments be reviewed and changed if necessary?
7. Should a boat be limited to a maximum adjustment regardless of how it is configured?
8. Should adjustments consider the age of certain equipment (such as old Dacron versus new Dacron)
9. Questions relating to the administration of the program by Race Organizers.
10. Administrative and Implementation concerns.

ATTACHMENT 1**PERFORMANCE HANDICAP RACING FLEET OF SOUTHERN CALIFORNIA**

August 28, 2018

SPECIAL FOCUS GROUP MEETING**2019 CORINTHIAN RACER ADJUSTMENT****SUMMARY OF FOCUS GROUP FINDINGS AND PROPOSALS**

On August 28, 2018, the PHRF SoCal Executive Board convened a special focus group to consider changes to the “Corinthian Racer Adjustments” in Appendix F of the PHRF SoCal Rules. The suggestions from that session were refined in a meeting of the Regional Board on September 18. This memo will summarize the changes that were agreed to by the focus group and the Regional Board, and the general membership will have an opportunity to weigh in on these ideas at a special meeting of the SoCal PHRF General Membership at the Long Beach Yacht Club on September 25, 2018.

Before considering the changes, we should review the purpose of the Corinthian Adjustments. Appendix F was enacted in November 2017, in time for the 2018 racing season. The main intent of the Corinthian Adjustment program was to get more cruising-oriented boats out racing in local races even though they carry or use cruising items that put them at a serious speed disadvantage. Prior to this system, their only racing outlet was to enter the Cruising Class in the few races, such as Newport to Ensenada, that offered a cruising class. The intention of the program was not to encourage racers to change equipment for rating gain, though that seems to have happened too often.

The focus group was convened in response to growing concerns among the Membership that the Corinthian Adjustments failed to achieve their stated purpose, and instead they gave unfair advantages to boats that were already racing. The group met to address these concerns in the areas listed on the following page.

The Focus Group and Regional Board Meeting Attendees included the following individuals:

David Weil	Moderator and PHRF SoCal Judge Advocate (Long Beach)
Doug Hosford	PHRF SoCal President (Dana Point)
Jamie Myer	PHRF SoCal Vice-President (Marina Del Rey)
Bob Hubbard	PHRF SoCal Treasurer and Race Chair, Seal Beach Yacht Club
Sue Griesbach	PHRF SoCal Data Systems Manager (Dana Point)
Heinz Butner	PHRF SoCal Area C Chair (Long Beach)
Graham Forsythe	PHRF SoCal Area E/F Chair (Dana Point)
David Trude	PHRF SoCal Area A Chair (Ventura)
Bruce Cooper	PHRF SoCal Advisor and Ullman Sails representative (Newport Beach)
Bryan Dair	PHRF SoCal Advisor and Ullman Sails representative (Long Beach)
Jared Gargano	PHRF SoCal Advisor (Newport Beach)
Dan Rossen	PHRF SoCal Advisor (Newport Beach)
David Haas	PHRF SoCal Newsletter Editor (Seal Beach)
Cole Price	PHRF SoCal Former Chief Handicapper (Long Beach)
Chris Gorog	PHRF SoCal Member (Marina Del Rey)

Robert Langan	PHRF SoCal Member (Dana Point)
Owen Provence	Commodore, Shoreline Yacht Club
Randy Smith	Race Organizer / frequent Principal Race Officer, Long Beach Yacht Club
Karen Campbell	PHRF SoCal Fleet Secretary

The following issues were considered by the focus group, and this list will form the agenda for the September 25 meeting:

1. What kinds of boats are currently participating in the program?
2. Should the program be retained but modified, or should it be scrapped entirely?
3. Should the name of the program change?
4. If the program is retained, should the threshold test of which boats are eligible be modified?
5. Should the individual rating adjustments be broken down into Buoy/RLC/OWC ratings or should we use just one rating adjustment for all 3 ratings, as the system is currently designed?
6. Should the individual rating adjustments be reviewed and changed if necessary?
7. Should a boat be limited to a maximum adjustment regardless of how it is configured?
8. Should adjustments consider the age of certain equipment (such as old Dacron versus new Dacron)?
9. Various questions relating to the administration of the program by Race Organizers.
10. Administrative and Implementation concerns.

Findings and Proposals of the Focus Group

1. What kinds of boats are currently participating in the program?

A review of the database revealed that over one-fourth of the current PHRF SoCal membership is participating in the Corinthian program, including over three-fourths of all Hunters and Catalinas. The boats tend to be around 30 feet long with a displacement of around 13,000 pounds. The overwhelming majority of the boats participating in the Corinthian program are in Area B (Marina Del Rey / Redondo Beach) and Area C (Long Beach / Seal Beach / San Pedro).

2. Should the program be retained but modified, or should it be scrapped entirely?

The program has generated a substantial amount of interest. Even with its problems, it has achieved its goal of getting non-racers out on the race course. It should be retained but modified.

3. If the program is retained, should the name of the program be changed?

Most definitely yes. The "Corinthian" name for the program has a bad history. Members who are ineligible consider "Corinthian" boats to be "cheaters," and Race Organizers want to put the boats into a separate "Corinthian" class. The fact that these are simply standard rating adjustments based on a boat's configuration has been lost on a lot of our members. Appendix F should be changed to "CONFIGURATION ADJUSTMENTS."

4. If the program is retained, should the threshold test of which boats are eligible be modified?

Yes. This was the biggest area of concern for the group. Keeping in mind the goals of the program -- to encourage cruising-oriented boats to get out racing -- Who should be eligible for rating adjustments?

The current program uses a phased-cutoff based on the boat's Performance Factor. Boats with a PF that is faster than 2.0 are not eligible, boats with a PF of 1.75 and below are eligible for the

full configuration credits offered in the program, and boats with a PF ranging from 1.75 to 2.0 get a diminishing percentage of the stated credits.

There was an initial proposal to keep the Performance Factor as the determining cutoff, but to lower the cutoff to 1.5 or some other number. The group rejected this and instead considered using a boat's Regional RLC rating as the cutoff, since the ratings of all boats are subject to review by the Board and it is a number understood by all members. However, after the Focus Group examined the ratings of the fleet and observed that certain "sport boats" that were never intended for cruising, such as the J70 and Martin 242, would qualify for a Corinthian adjustment under a rating cutoff rule (they rate over 100) whereas they do not currently qualify under the Performance Factor cutoff.

In the end, the group decided to retain the Performance Factor cutoff as it is currently designed, but to require all boats that apply for an adjustment to be reviewed by their Area Board for a "thumbs-up" or "thumbs-down" vote on whether to accept the adjustments. The Area Boards will use their discretion in deciding which boats to accept, but their decision will be guided by the question of whether the boat is a cruising-oriented boat seeking to get into the sport rather than an active racer, and the Boards will consider whether the boat has a majority of the following equipment and configuration factors:

1. Does the boat have a roller furling main?
2. A non-adjustable backstay (i.e. a turnbuckle only)?
3. A jib or genoa track that is non-adjustable under load?
4. A bow thruster?
5. A non-overlapping headsail?
6. A fixed propeller?
7. Halyard winches on the mast?

This list is offered to guide the Area Boards in making their decision, but it is not a hard-and-fast rule. The decision will be based on the Area Board's judgment, subject to a boat owner's right to appeal to the Regional Board. And finally, the Area Boards will only consider whether a boat should be eligible for the program. The amount of the actual adjustment will be calculated by the formulas discussed below.

5. Should the individual rating adjustments be broken down into Buoy/RLC/OWC ratings or should we use just one rating adjustment for all 3 ratings, as the system is currently designed?

The Focus Group and Regional Board both proposed to break the adjustments down based on point of sail. However, our computer system simply cannot accommodate that level of detail without substantial changes. This may change in future versions of the program.

6. Should the individual rating adjustments be reviewed and changed if necessary?

Yes. The focus group recommends the following rating adjustments:

(continued on the next page)

PROPOSED NEW NUMBERS

Propellers

Fixed – 3 Blade Prop (<i>formerly +9 sec adjust</i>)	+9
Fixed - 2 Blade Prop (<i>formerly +6 sec adjust</i>)	+4

Anchor Chain Stored in Bow

At least 100' but less than 200' (<i>formerly +3 sec adjust</i>)	+1
More than 200' (<i>formerly +6 sec adjust</i>)	+2

ALSO: Change description in the rules to specify a Deployable anchor and steel anchor and chain

Sail Fabric

Dacron Genoa (<i>formerly +6 sec adjust</i>)	
Dacron Main (<i>formerly +6 sec adjust</i>)	
Change the Rule to offer only one credit (rather than a credit for each sail), if main and all upwind headsails are woven dacron	+2

Roller Furling Sails

Roller-Furling Headsails (<i>formerly +6 sec adjust</i>)	0
Roller-Furling Mainsail (no battens) (<i>formerly +9 sec adjust</i>)	+6
Roller-Furling Mainsail (w/battens) (<i>formerly +6 sec adjust</i>)	+5

Largest Genoa Size

135% +3 (<i>formerly +3 sec adjust</i>)	+3
110% +6 (<i>formerly +6 sec adjust</i>)	+6

ALSO: Change description in the rules to specify that This credit is not available for boats that are rated with these smaller sails as a part of their standard configuration

Spinnaker Tack

Spinnaker tacked to bow or bow roller with no sprit or pole (<i>formerly +6 sec adjust</i>)	+0
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7. Should a boat be limited to a maximum adjustment regardless of how it is configured?
Yes. The cumulative adjustment for any boat shall not exceed twenty percent (20%) of its regional PHRF RLC rating.
8. Should adjustments consider the age of certain equipment (such as old Dacron versus new Dacron)
No. This is an unenforceable restriction. Further, age by itself is not necessarily a determining factor (such as a racing sail that may be 4 years old but is only used for important regattas). The revised rating adjustments for sail material are much more restrictive than the previous adjustments and the changes should address any remaining concerns about the age of a sail.

9. Various questions relating to the administration of the program by Race Organizers.
 - The Corinthian program was not well received by race organizers. They were unsure of the purpose of the program or the proper treatment of these boats. The focus group directed that, in connection with the implementation of these modifications to Appendix F, a comprehensive memo or letter be sent to all SoCal Race Organizers to properly explain the program.
 - The focus group considered whether to allow Corinthian racers to have a second certificate with their base rating, for use only when Race Organizers prohibit Corinthian racers from participating. The group decided against the proposal. The concern should be addressed through the Race Organizer letter described above. Nonetheless, the computer system will store the boat's base rating as a separate certificate for reference purposes only.

10. Administrative and Implementation Issues
 - Members must continue to apply for the adjustments through the web site as currently structured.
 - Implementation of the changes will require the following:
 - o Ratings for boats with 2018 "Corinthian" adjustments will be restored to their base rating prior to their 2019 renewal.
 - o A new "Configuration Adjustment" certificate will then be created for those boats based on the new adjustment numbers as set forth above.
 - o A list of those boats will be forwarded to the Area Boards for consideration.
 - o Upon approval by the Area Board and payment of 2019 fees, the 2019 Configuration Adjustment certificate will be issued, replacing the boat's base rating for 2019.

ATTACHMENT 2

APPENDIX F CORINTHIAN RACER ADJUSTMENTS

1.0 PURPOSE

The 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 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 Corinthian Rating Adjustments for competitors and race organizers are posted on the SoCal PHRF website, at <http://www.phrfsocal.org/corinthian-adjustments/>

2.0 ADMINISTRATION OF CORINTHIAN ADJUSTMENTS

- 2.1 Except as provided below, Corinthian Adjustments may be made to the Rating of any boat that has a current Rating issued by PHRF of Southern California. **However, a 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 3.1 through 3.6 of this Appendix, and boats with a greater Performance Factor may find their rating penalized under the Corinthian Rating system.**
- 2.2 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 Corinthian Adjustment, the boat’s new and only Rating (the “Adjusted Corinthian Rating”) shall be the previous Rating plus or minus the Corinthian Adjustment, and the Boat must race under the Adjusted Corinthian Rating.
- 2.4 An Application for 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 Corinthian Adjustment and the required fee, the Fleet Secretary shall forward the application to the Chief handicapper, who shall review the Application so that the boat may be rated pursuant to the Rules of this Appendix.
- 2.5 The Standard 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 thirty (30) days after publication on the SoCal PHRF website. A revision to a Standard 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.
- 2.6 A boat that enters a race with an Adjusted Corinthian Rating must compete with the configuration represented on the Member’s Application for 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 | +6 |
| 3.2 | Anchor Chain | | |
| | 3.21 | At least 100 ft. but less than 200 ft., stored in the bow | +3 |
| | 3.22 | More than 200 ft.
(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) | +6 |
| 3.3 | Sail Fabric | | |
| | 3.31 | | |
| | | Dacron Genoa | +6 |
| | | Dacron Main | +6 |
| 3.4 | Roller Furling Sails (usable during race) | | |
| | 3.41 | Roller-Furling Headsail | +6 |
| | 3.42 | Roller-Furling Mainsail – no battens (in mast only) | +9 |
| | 3.43 | Roller-Furling Mainsail – with battens (in mast only) | +6 |
| 3.5 | Largest Genoa Size | | |
| | 3.51 | Largest Genoa LP 135% of J | +3 |
| | 3.52 | Largest Genoa LP 110% of J | +6 |
| 3.6 | Spinnaker Tack | | |
| | 3.61 | Spinnaker is tacked to the bow, or to a bow roller
<i>(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)</i> | +4 |
| 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:
$((PF-1.75) \times PF \times 40)$ | |