

**PERFORMANCE HANDICAP RACING FLEET OF SOUTHERN CALIFORNIA
SEPTEMBER 20, 2022
TELECONFERENCE**

Regional Board Meeting Agenda
6:00 PM (Open to All Members in Good Standing)
Regional Board – Rating of Boats
7:00 PM (List of Boats to Follow)

Regional Board Meeting - In Attendance:

REGIONAL BOARD MEMBERS – VOTING MEMBERS

• **Executive Board**

- | | |
|---------------------|---------------|
| ○ President | Dan Rossen |
| ○ Vice President | Paul Katz |
| ○ Judge Advocate | Lisa Gilinger |
| ○ Treasurer | Bob Hubbard |
| ○ Chief Handicapper | David Cattle |
| ○ Data Systems Mgr. | Sue Griesbach |
| ○ Vice Handicapper | John Staff |

• **Area Board Representatives**

- | | |
|---------------------------------|--------------------------|
| ○ Area A- Venture/Oxnard | [Vacant] |
| ○ Area B - MdR/KH | Daniel Murphy |
| ○ Area C - LB/LA | [Vacant] |
| ○ Area D - Newport Beach | Jeff Tighe |
| ○ Area E/F-Dana Point/Oceanside | Bob Langan |
| ○ Area G - San Diego | Ivan Batanov |
| ○ Area I - Santa Barbara | Lisa Gilinger |

NON-VOTING ATTENDEES:

• **Advisors/Administration**

- | | |
|---------------------|-------------------------|
| ○ Fleet Secretary | Karen Campbell |
| ○ Newsletter Editor | Paul Katz |
| ○ Handicap Advisor | Robert Plant |
| ○ Big Boat | Bruce Cooper |
| ○ Cruiser | Bryan Dair |
| ○ Sport Boat | John Staff |
| ○ Advisor at Large | Jamie Myer |

• **Guest Members**

- Eric Helm – Sailmaker
- David Avina
- Alan Andrews

• **NOTE: NOT IN ATTENDANCE**

Via Teleconference:

- Please join the SoCal PHRF Meeting from your computer, tablet or smartphone by going to
 - Computer or Laptop -
<https://zoom.us/j/94703994956?pwd=VHhldWNPVnpBL1k5SVFOTTRPK1RCZz09>
Meeting ID: 947 0399 4956
Password: 928267
 - One tap mobile - Dial by your location

+1 669 900 9128 US (San Jose)
+1 253 215 8782 US (Tacoma)
+1 346 248 7799 US (Houston)
+1 312 626 6799 US (Chicago)
+1 646 558 8656 US (New York)
+1 301 715 8592 US (Germantown)
Meeting ID: 947 0399 4956
Password: 928267

President's Report:

- Missed last month for his family

Vice President's Report:

- No report

Treasurer's Report:

- Monthly Report –
 - Money in account is up from this time last year
 - Membership
 - 599 Current Members
 - Up by 39 from a year ago

Judge Advocate's Report:

- No report

Data Systems Report:

- Suggestion Box
 - Bow sprit on a J100
 - Owner felt "...should not be penalized as J105, J109 etc."
 - Regional Board pointed out that One Design J100 was tacked at bow so a bow sprit is a modification
 - If owner feels strongly about consideration then a formal request for rating review must be submitted

Fleet Secretary's Report:

- No Report
- Sincerely request any Board Member who needs items on Agenda or special handling for an Agenda Item(s), to please make such request the week prior to the Meeting
 - Just not enough time prior to meetings

Old Business

- Presentation and approval of 2023 Slate of Executive Officers
 - President – Paul Katz
 - Vice President – Bob Langan
 - Treasurer – Bob Hubbard
 - Judge Advocate – Lisa Gilinger
 - Chief Handicapper – David Cattle
 - Data Systems Manager – Sue Griesbach
 - Vice Handicapper – [Vacant]
- PHRF SoCal Championships
 - Suggest that a letter is sent to all SCYA yacht clubs to see who is interested
 - Deadlines for SCYA and Harbor Associates are coming up in a month or two
 - Fleet Secretary will draft a general letter for 2023 Vice President to review
 - Will work with SCYA to distribute

- Formulas – Appendix A
 - Finalization of Formulas and miscellaneous changes to Rules
 - Please see **ATTACHMENT A - APPROVED MODIFICATIONS TO PHRF SO CAL RULES & BYLAWS - REGIONAL BOARD MEETING 09/20/22**
- Configuration Update – Appendix F
 - Finalization of Configuration Adjustments and appropriate changes to Rules
 - Discussion regarding:
 - Section 1.2 (change effective date),
 - Section 2.1 regarding maximum Performance Factor to not exceed 1.75,
 - Section 2.4 deleted subjective language regarding Area Board approvals and other issues
 - **MOTION BY D ROSSEN TO APPROVE CHANGES/SECONDED BY B HUBBARD/APPROVED**
 - Sections 2.6 – 2.7 delete and amend as follows:
 - Please see ATTACHMENT B - APPENDIX F - CONFIGURATION ADJUSTMENTS for more information
 - 2.6 – The Amount of the configuration adjust shall be determined solely by the factors set forth in Rule 3.0 of this appendix. The applications for Conf Adjustment shall be renewal annually using the same schedule as the Renewal Application period.
 - Discussion regarding proposed Configuration Adjustments (Sections 3.1 – 3.7) for 2023
 -
 - **MOTION BY B LANGAN/SECONDED BY D ROSSEN/APPROVED**
- Other Old Business

New Business

- Other New Business:

AREA REPORT

- AREA A:** [Vacant]
- AREA B:** Daniel Murphy
- AREA C:** [Vacant]
- AREA D:** Jeff Tighe
- AREA E/F:** Bob Langan
- AREA G:** Ivan Batanov
- AREA I:** Lisa Gilinger

ADVISORS:

- Handicap Advisor:** ~~Robert Plant~~
- Sports Boat:** John Staff
- Multihull:**
- Cruiser:** ~~Bryan Dair~~
- Big Boat/Ullman Sails:** ~~Bruce Cooper~~
- Advisor At Large Jamie Myer

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:

- **PERSEVERANCE (97477M) – INITIAL RATING REVIEW**
 - **8/16/22 – /134/134/134/**
- **ANGRY RED PLANET (87514) CAPRI 25 (TALL) – INITIAL RATING REVIEW & OPPOSITION**
 - **8/16/22 – CHIEF HANDICAPPER REVISED TEMP RATING OF /162/162/162/ PENDING ACCURATE MEASUREMENTS WITHIN 30 DAYS INCLUDING RUDDER AND KEEL TO FLEET ADMINISTRATOR**
- **COQUILLE (1211-A) FARR 40M – INITIAL RATING REVIEW**
 - **8/16/22 – /-2/-6/-10/**
- **NPT41S (Newport 41S) FLEET– RATING REVIEW**
 - **8/16/22 – /108/108/108/**
- **QUIET MOMENTS (15983) – VISMARA50 – INITIAL RATING REVIEW**
 - **8/16/22 – /-30/-30/-30/**
- **JAVELIN (7304) – J9 – INITIAL RATING REVIEW**
 - 8/16/22 - Tabled
- **SUNDANCE (46412) – GRDSOL44 – INITIAL RATING REVIEW**
 - **8/16/22 – /33/27/24/**
- **MADISON 3 (57011) – HUNTER41 DECK SALON MOD – INITIAL RATING REVIEW**
 - 8/16/22 – Tabled for race results
- **MERLIN (USA61475) – J99 – INITIAL RATING REVIEW**
 - 8/16/22 – /75/63/57/**
(see next page)

AGENDA OF BOATS FOR REVIEW:

BEGINNING AT 7:00PM

- **GREEN FLASH (56872) – ERC35-3 WITHOUT SPINPOLES - RATING REVIEW REQUEST**

James Morgan (In attendance)

(Rec'd 8/27/22)

9/7/22 – Sent to CH

Current Rating: /120/120/120/

Requesting: 132/126/126/

- **9/20/22 – 1ST READING MOTION BY D CATTLE /126/123/123/**

WITHOUT A SPIN POLE/SECOND BY L GILINGER/ APPROVED WITH 2 ABST

- **ROCK N' ROLL (USA 88) – AND68M - AREA C RATING REVIEW**

John Sangmeister (In attendance)

(Rec'd 8/29/22)

8/29/22 – Sent to CH

8/29/22 – Requesting an Area C Adjustment Review

Current: /-69/-81/-84/

Proposed: /-64/-76/-78

- 1st reading motion by P Katz for “No Change”/Second by L Gilinger/1 approved – did not pass

- **1ST READING MOTION BY D CATTLE FOR**

/-69/-79/-82/ (+0/+2/+2) / SECOND BY D ROSSEN/PASSED

- **ALL BOATS REQUESTING A RATING REVIEW OR HAVE HAD A TEMPORARY RATING ISSUED:**

- *Prior to being considered for scheduling a boat for any Rating Review, all owners must first forward to Fleet Secretary via email (available online):*

- *A formal Request for Rating Review properly completed*

- *New Application or*

- *Those that had a Temporary Rating issued, please follow the procedures required for “Requesting for Rating Review”*

- *Request for Rating Review*

- *Please refer to the following [Appeal Your Rating | Performance Handicap Racing Fleet of Southern California \(phrfsocal.org\)](https://phrfsocal.org)*

- *Email all documentation to fleetoffice@phrfsocal.org*

- *After being Scheduled and Prior to your Reading by email to fleetoffice@phrfsocal.org – **NO LATER THAN - Friday Prior to Scheduled Meeting***

- *Updated information:*

- *All race results*

- *Actual and 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.

PLEASE JOIN THE DISCUSSION ON ZOOM (SEE ABOVE FOR ADDITIONAL INFORMATION).

Meeting Adjourned: 10:05

Next Meeting:

ANNUAL GENERAL MEMBERSHIP AND REGIONAL BOARD MEETING

Next Scheduled Meeting: Tuesday, October 18, 2022

Location: CONFERENCE CALL UNTIL FURTHER NOTICE

ATTACHMENT A

APPROVED MODIFICATIONS TO PHRFSOCAL RULES & BYLAWS REGIONAL BOARD MEETING 09/20/22

7. STANDARD PHRF SPECIFICATIONS

Under Sails: revised to

Headsail Luff Perpendicular **LP** shall not exceed the LP shown on the Certificate. The maximum LP is **1.55 x J**.

Under Engine: Added

Kelp cutters in the form of a skeg or traveling blade on sail drives are permitted without penalty. Skeg depth not to exceed sail drive depth and leading edge of skeg not to exceed 45 degrees from vertical

Under Keel/Rudder: Added

Kelp cutters in the form of skegs or traveling blades on keels and rudders are permitted without penalty

Appendix A RIG and SAIL SPECIFICATIONS

3. Top Left Box, revised to

WHEN FLOWN FROM A SPINNAKER POLE

~~ON A BOAT DESIGNED TO CARRY A SYMMETRICAL SPINNAKER AS THE NORMAL DOWNWIND SAIL~~

Bottom Left Box, revised to

WHEN FLOWN tacked on centerline or FROM A BOWSPRIT

~~ON A BOAT DESIGNED TO CARRY AN ASYMMETRICAL SPINNAKER AS THE NORMAL DOWNWIND SAIL~~

6.1 Under "Mainsails are measured as follows":

revised "c." to

c. Mid girths are measured at the 1/4 (MQW), 1/2 (MHW), ~~and~~ 3/4 (MTW), upper width (MUW) and (MHB) Top Width.

Adding two new diagrams: for Standard/Pinhead Mainsail (attached are the two diagrams that match what is in ORC)

for Square Top Mainsail

item "d.", "e.", and "f." are modified to"

d. **Standard/Pinhead Main.** The mainsail Headboard Length (**MHB**) shall be the maximum fore and aft dimension from the luff of the main, projected if necessary, to the extreme edge of the leech of the main measured across the widest part of the headboard. **HB** is limited to the greater of **.04*E** or 0.5 feet.

e. The Upper Width (MUW) mainsail dimension shall not exceed **0.22* E**.

f. The 3/4 girth (MTW) shall measure no more than **0.38*E**

“g.” and “h.” are added

- g. The ½ girth (MHW) shall measure no more than 0.65*E. ~~Any greater dimensions shall be considered “Oversize Reach”.~~
- h. Square Top Main. The mainsail Top Width (**MHB**) shall be the maximum fore and aft dimension from the luff of the main, projected if necessary, to the extreme edge of the leech of the main measured across the widest part of the top of the mainsail (see diagram).

6.2 limitations item “b.” is changed to:

- b. Partial and full batten mainsails are allowed. Battens may not be adjusted while racing.

9.0 formulas is revised [Performance Factor, Symmetrical Spinnaker Area and Asymmetric Spinnaker Area are not changed in the below table. Non Spin Offset is pending a proposal and vote]

HEADSAIL	Area	$(I*LP)*.50$
MAINSAIL		
	In-Mast Furling Mainsail Area	$(P*E)*.50$
	Standard/Pinhead Mainsail Area	$(P*E)*.59$
	Square Top Mainsail Area	$P / 8 \cdot (E + 2 \cdot MQW + 2 \cdot MHW + 1.5 \cdot MTW + MUW + 0.5 \cdot MHB)$
SPINNAKER		
	Symmetrical Spinnaker Area	$SL*(0.5*SF+2*SMW)/3$
	Asymmetrical Spinnaker Area	$(0.5*ALU+0.5*ALE)*(0.5*ASF+2*AMG)/3$
UPWIND SAIL AREA		Area of Headsail + Area of Mainsail
DOWNWIND SAIL AREA		Area of maximum Spinnaker or Jib (whichever is largest) + Area of Mainsail
PERFORMANCE FACTOR		$((0.67*LWL)+(0.34*LOA))*(SA/D)$ where $SA=((MSP*ISP)+(P*E))/2$ and $MSP=MAX(J,SPL,TPS)$
ULDB STATUS		Performance Factor greater than 2.1
NON-SPINNAKER OFFSET		[UNDER CONSIDERATION]

ATTACHMENT B

APPROVED MODIFICATIONS TO PHRFSOCAL RULES & BYLAWS REGIONAL BOARD MEETING 09/20/22

APPENDIX F CONFIGURATION ADJUSTMENTS

1. PURPOSE and EFFECTIVE DATE
 - 1.1. The “Configuration Adjustments” 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 Adjustments for competitors and race organizers are posted on the SoCal PHRF website, at <http://www.phrfsocal.org/configuration-adjustments/>.
 - 1.2. The Rules in this Appendix shall be effective as of January 1, 2019.
2. ADMINISTRATION OF CONFIGURATION ADJUSTMENTS
 - 2.1. ~~Except as provided below~~, Configuration Adjustments may be made to the Rating of any boat that has a current Rating issued by PHRF of Southern California and a performance factor less than or equal to 1.75. ~~per Rule 3.71 of this Appendix. However, a Configuration Adjustment 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 Rule 3.0 of this Appendix, and boats with a Performance Factor greater than 2.0 are not eligible for an adjustment.~~
 - 2.2. Configuration 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. SoCal PHRF may establish a fee for the application and issuance of a Configuration Adjustment, in an amount that shall be established and reviewed as necessary by the Executive Board. The Configuration Fee shall be paid in addition to the regular dues and other fees owed by the Member. Upon the issuance of a Configuration Adjustment, the boat’s new and only Rating (the “Adjusted Rating”) shall be the previous Rating plus or minus the Configuration Adjustment, and the Boat must race under the Adjusted Rating.
 - 2.4. ~~An Application for Configuration 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 Adjustment and the required fee, the Fleet Administrator 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 Board, with such meeting to be held as soon as is practical thereafter. 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~~

~~verify that the boat meets the performance factor threshold of 1.75 or below and that the boat is configured per the application. 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 factors listed below (these factors shall be used as a guide for the Area Board's consideration of each boat but are not necessarily determinative of eligibility). If the applicant's boat is a Standard Production Model Boat (as that term is defined in SoCal PHRF Rule 3.2), the approval process described in this section shall be conducted by the Regional Board rather than the Area Board.~~

- ~~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 halyard winches installed on the mast?~~
- j. ~~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 Configuration Adjustment shall be determined solely by the factors set forth below in Rule 3.0 of this Appendix. Applications for Configuration Adjustment shall be renewed annually using the same schedule as applications for membership. ~~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 two 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 Configuration Adjustment may be appealed to the Regional Board upon written notice to the Fleet Administrator, 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 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. A revision to a Standard Configuration 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 Rating must compete with the configuration represented on the Member's Application for Configuration 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.

1. CONFIGURATION ADJUSTMENT WORKSHEET

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

- 1.1. Propellers
 - 1.1.1. Fixed 3-Blade Prop +9
 - 1.1.2. Fixed 2-Blade Prop +4
- 1.2. Anchor Chain

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

 - 1.2.1. At least 100 ft. ~~and not more than 200 ft.~~ +1
 - 1.2.2. ~~More than 200 ft.~~ +2
 at least 5/16" chain size if Boat length is <35 feet,
 at least 3/8" chain size if Boat length is >= 35 feet)
- 1.3. Sail Fabric

- 1.3.1. Main and all upwind headsails are constructed of woven, non-laminated 100% polyester fabric (Dacron). +2

- 1.4. Roller Furling Sails (usable during race)
 - 3.41 Roller-Furling Headsail +3
Must be the boat's only upwind headsail and constructed of woven, non-laminated 100% polyester fabric (Dacron).
 - 3.4 In-Mast Roller-Furling Mainsail – no battens
 - 3.4 In-Mast Roller-Furling Mainsail – with battens

- 1.5. Largest Genoa Size
Only available for boats that were originally configured for a genoa at least 155% of J
 - 1.5.1. Largest Genoa LP 135% of J +3
 - 1.5.2. Largest Genoa LP 110% of J +6

- 1.6. Maximum Adjustment.
 - 1.6.1. 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.

- 1.7. Performance Factor
 - 1.7.1. ~~If a boat's Performance Factor (PF), as calculated under Appendix A, is greater than 1.75 2.00, it is not eligible for a Configuration Adjustment.~~
 - 1.7.2. ~~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 Configuration Adjustment, it does not affect Base Rating):~~

$$((PF - 1.75) \times PF \times 40)$$

**APPENDIX F - MODIFICATIONS
CONFIGURATION ADJUSTMENTS
CURRENT / PROPOSED / APPROVED**

	2022	Proposed	What was actually passed
1a. Fixed Prop, 3-Blade	9 sec	7 sec	7
1b. Fixed Prop, 2-Blade	4	3	4
2a. Anchor Chain, 100-200 ft	1	eliminate	Chain >= 100 ft is 1 sec with chain & boat size constraints from legacy 200 ft
2b. Anchor Chain, > 200 ft, size constraints	2	eliminate	eliminate 2 sec
3. Upwind sails of woven, non-laminated, 100% polyester ("dacron") fabric	2	1	1 sec
4a. Roller Furling headsail of woven polyester	3	eliminate	3 sec
4b. In-Mast Furling - No Battens	6	4	Eliminate 3.4.2; now part of base rating
4c. In-mast Furling - Battens	5	3	Eliminate 3.4.3; now part of base rating
5a. Largest Genoa LP 135% of J	3	eliminate	Eliminate 3.5; part of base rating and mods
5b. Largest Genoa LP 110% of J	6	eliminate	Eliminate. Same as above
Subtotal Max	28 sec	12 sec	16 sec
6. Maximum Adjustment 20% of RLC	yes	yes	Keep. Becomes new 3.5
7. Scaled Performance Factor Limitation 1.75 < PF < 2.00	yes	yes	Eliminate because PF >= 1.75 restriction now in earlier rule (redundant)