

First Coast Sailing Association
PHRF Fleet
Chief Handicapper's Report
for the Year 2010

Prepared by:

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Chief Handicapper
January 19, 2011

First Coast Sailing Association

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Presented at the FCSA Annual Meeting, January 19, 2011

Overall Activity 2010

There was a significant amount of activity in the year 2010 in terms of new ratings, modifications to existing ratings, and general rating questions. The encouraging news is that over 31% of our current membership roster is composed of members who applied for a new rating during 2010. The discouraging news is that we lost nearly 35% of our roster with PHRF members who did not renew from 2009. At the end of 2009 we had a total of 95 PHRF members with boats on the roster. At the end of 2010 we have 90 PHRF members. Our challenge this year will be to continue to encourage area sailors to join the organization while retaining the members we already have.

Following is a summary of the action items recorded by the Chief Handicapper this year. A total of 42 action items were handled, composed of the following:

	Totals
New applicants for PHRF certificates – first time rating	28
Renewals with modifications requiring Chief Handicapper review	8
Rating change based on Chief Handicapper's discretion	1
Rating change as result of an appeal	1
General questions from PHRF members requiring Chief Handicapper review	4
Total Action Items	42

The 42 Action Items are summarized in the attached table. All correspondence among the Club Handicappers and the Chief Handicapper are recorded in e-mails that are archived as electronic files. Key conversations and answers to questions from individual PHRF members and the Club Handicappers are listed as References Nos. 1 through 7 that are attached following the Action Items.

If there are any questions regarding any of these Action Items, PHRF ratings or PHRF rules in general please contact me, or your Club Handicapper.

Tom Davis
Chief Handicapper - 2010

PHRF Chief Handicapper's Action Items - 2010

REQUEST DATE	REQUESTED ITEM	BOAT NAME	BOAT MODEL	PHRF MEMBER	RESPONSE DATE	RESPONSE	COMMENTS
12/09/09	New rating	True Luck	1982 Newport 41	Matthew Lynch	01/11/10	Base Rating 117 sec/NM, with +6 for 135% headsail, +6 for roller furling. Adjusted Base Rating 129 . Non-spinnaker rating 152 sec/NM.	Correct waterline length is 32.25 ft.
12/14/09	New rating	Flying Cloud V	1978 Irwin Citation 34	Lonnie Myler	01/11/10	Base Rating 159 sec/NM, with +6 for 130% headsail, +6 for fixed 2-blade propeller. Adjusted Base Rating 171 . Non-spinnaker rating 192 sec/NM.	
12/31/09	Renewal, boat mod	Girl Dog	1971 Catalina 22	Paul Hellings	01/12/10	No change. Records updated to reflect boat name change.	Boat change only. "Sally" was sold, replaced with "Girl Dog".
01/10/10	Renewal, boat mod	Truant II	1974 Ericson 35-2	Manuel Lluberias	02/02/10	Base Rating 162 sec/NM, with +6 for 135% headsail, +6 for fixed 2-B prop. Adjusted Base Rating 174 . Non-spinnaker rating 196 sec/NM.	
01/10/10	New rating	Onyva	1999 Catalina 320	Kenneth Christensen	01/25/10	Base Rating 159 sec/NM, with +6 for roller furl headsail, +6 for roller furl main. Adjusted Base Rating 171 . Non-spinnaker rating 191 sec/NM.	
01/13/10	Renewal, boat mod	Sea Points	2001 Beneteau Oceanis 36	Charles Points	01/25/10	Headsail change from 120% to 139%. Adjusted Base Rating reduced from 165 to 162 . Non-spin rating reduced from 186 to 183 .	
01/17/10	Renewal, boat mod	Bernoulli	1984 Pearson 36	Allen Jones	01/25/10	Headsail change from 155% to 135%. Adjusted Base Rating increased from 147 to 153 . Non-spin rating increased from 168 to 174 .	
01/18/10	New rating	Passion	1986 Catalina 34-TM	Brett Grover	01/25/10	Base Rating 153 sec/NM, with no adjustments. Adjusted Base Rating 153 . Non-spinnaker rating 175 sec/NM.	
01/19/10	New rating	Domus	1983 MacGregor 25	Charles Littlefield	01/25/10	Base Rating 234 sec/NM, with +6 for roller furling. Adjusted Base Rating 240 . Non-spinnaker rating 259 sec/NM.	
01/19/10	New rating	Moon Shadow	1984 Hunter 25.5	Charles Littlefield	01/25/10	Base Rating 207 sec/NM, with no adjustments. Adjusted Base Rating 207 . Non-spinnaker rating 228 sec/NM.	

PHRF Chief Handicapper's Action Items - 2010

REQUEST DATE	REQUESTED ITEM	BOAT NAME	BOAT MODEL	PHRF MEMBER	RESPONSE DATE	RESPONSE	COMMENTS
01/20/10	New rating	Big Time	1982 S-2 10.3M	David Parrish	01/25/10	Base Rating 117 sec/NM, with +3 for 140% headsail, +6 for roller furling. Adjusted Base Rating 126 . Non-spinnaker rating 147 sec/NM.	
01/24/10	New rating	Lothlorien	1981 Baba 30	Diana Openbrier	02/17/10	Base Rating 222 sec/NM, with +6 for 130% headsail, +6 for roller furling, +6 fixed 2-B prop. Adjusted Base Rating 240 . Non-spinnaker rating 262 sec/NM.	
01/25/10	New rating	Lil'Bot	1995 Santana 2023R	Benedek Erdos	02/02/10	Base Rating 168 sec/NM, with no adjustments. Adjusted Base Rating 168 . Non-spinnaker rating 187 sec/NM.	lsp = 32.00
01/30/10	Renewal, boat mod	Booda	1989 Hunter 28	Mark Thompson	02/17/10	Headsail change from 110% to 135%. Adjusted Base Rating no change (207). Non-spin rating no change (225).	
		Liberty Call	1989 C&C 30	Charlie Johns	02/02/10	Handicapper discretion adjustment. Adjusted Base Rating increased from 159 to 162 . Non-spin rating increased from 180 to 183 .	
02/07/10					02/08/10	Question from Benedek Erdos regarding rating for Santana 2023R, Lil'Bot	Refer to Reference # 1
02/07/10	New rating		1994 J-105 (ODR)	Reid Smythe	02/17/10	Base Rating 105 sec/NM, with no adjustments. Adjusted Base Rating 105 . Non-spinnaker rating 124 sec/NM.	Standard keel, ODR configuration, class rules apply, Refer to Reference # 2
02/08/10	New rating	Lucky Lady	1978 MacGregor 25	Edna Lynn Quick	02/17/10	Base Rating 234 sec/NM, with +6 for 110% headsail, +6 for roller furling. Adjusted Base Rating 246 . Non-spinnaker rating 265 sec/NM.	
02/11/10	Appeal	Flying Cloud V	1978 Irwin Citation 34	Lonnie Myler	02/17/10	Rating found to be in error. Base Rating increased 159 to 165 , Adjusted Base Rating increased 171 to 177 . Non-spin rating increased from 192 to 198 .	
02/16/10	Renewal, boat mod	Orion	1972 Morgan 30 CB	Norman Whitesides	02/17/10	Base Rating 204 sec/NM, with +6 for 135% headsail, +6 for roller furling, +6 fixed 2-B prop. Adjusted Base Rating 222 . Non-spinnaker rating 242 sec/NM.	

PHRF Chief Handicapper's Action Items - 2010

REQUEST DATE	REQUESTED ITEM	BOAT NAME	BOAT MODEL	PHRF MEMBER	RESPONSE DATE	RESPONSE	COMMENTS
02/25/10	New rating	Sail La Vie	1986 Scanmar 33	Doug Crane	03/02/10	Base Rating 162 sec/NM, with +6 for roller furling, +6 fixed 2-B prop. Adjusted Base Rating 174 . Non-spinnaker rating 193 sec/NM.	
03/04/10	New rating	Ocean Avenue	2002 Hunter 356	Hunt Bowman	03/11/10	Base Rating 132 sec/NM, with +6 for roller furling, -3 for oversize main. Adjusted Base Rating 135 . Non-spinnaker rating 153 sec/NM.	
03/04/10	New rating	Up-Helly-AA	1981 C&C 40-2 CB	John Laurenson Jr.	03/11/10	Base Rating 102 sec/NM, with +6 for 125% headsail, +6 for roller furling, +9 fixed 3-B prop. Adjusted Base Rating 123 . Non-spinnaker rating 145 sec/NM.	
03/18/10	New rating	Santana	1993 Hunter 28	Matthew Rollberg	03/24/10	Base Rating 189 sec/NM, with +6 for 130% headsail, +6 for roller furling. Adjusted Base Rating 201 . Non-spinnaker rating 219 sec/NM.	
03/29/10	New rating	Desdemona	1972 Morgan 27-Modified	Mike Dolan	04/01/10	Base Rating 174 sec/NM, with -6 for modified keel and rudder. Adjusted Base Rating 168 . Non-spinnaker rating 190 sec/NM.	Modified keel, 5.5 ft draft, rudder 2" longer, Refer to Reference # 3
04/01/10	Renewal, boat mod	Renegade	Santa Cruz 52-Modified	Tom Slade	04/12/10	Base Rating -6 sec/NM, with +6 for 135% headsail, +6 for roller furling. Adjusted Base Rating 6 . Non-spinnaker rating 26 sec/NM.	
04/01/10	New rating	Hey Jude	1982 J-30	Robert McClemens	04/11/10	Base Rating 141 sec/NM, with no adjustments. Adjusted Base Rating 141 . Non-spinnaker rating 158 sec/NM.	
04/02/10	New rating	Sounds Good	2007 Leopard 40	Bud McGrane	04/11/10	Base Rating 132 sec/NM, with +6 fixed 2-B prop. Adjusted Base Rating 138 . Non-spinnaker rating 155 sec/NM.	Refer to Reference # 4
05/29/10	New rating	Here Today	1978 Endeavour 32	Kenny Nikkola	06/21/10	Base Rating 192 sec/NM, with +6 for roller furling, +6 fixed 2-B prop. Adjusted Base Rating 204 . Non-spinnaker rating 225 sec/NM.	
06/19/10					06/19/10	Question from Glenn Warner, Catalina 22 Fleet: "What is the maximum allowable whisker pole length as applied to Catalina 22s?"	Refer to Reference # 5

PHRF Chief Handicapper's Action Items - 2010

REQUEST DATE	REQUESTED ITEM	BOAT NAME	BOAT MODEL	PHRF MEMBER	RESPONSE DATE	RESPONSE	COMMENTS
07/08/10	Renewal	Magic Bus	Corsair F-28R	Philip Ghiotto	07/09/10	Base Rating 21 sec/NM, with no adjustments. Adjusted Base Rating 21 . Non-spinnaker rating 32 sec/NM.	
07/08/10	New rating	So Anyway	2010 Hunter 22	Margo Geer	07/09/10	Base Rating 225 sec/NM, with no adjustments. Adjusted Base Rating 225 . Non-spinnaker rating 239 sec/NM.	
07/15/10	New rating	Marguerite	1973 Alden Dolphin 47	Geoffrey Cooke	07/21/10	Base Rating 130 sec/NM, with +6 for 100% headsail, +12 for roller furling M&J, +9 fixed 3-B prop. Adjusted Base Rating 157 . Non-spinnaker rating 178 sec/NM.	
08/03/10	New rating	Layla	1997 Beneteau Oceanis 461	I. Hakki Etem	08/08/10	Base Rating 111 sec/NM, with +12 for roller furling M&J, +9 fixed 3-B prop. Adjusted Base Rating 132 . Non-spinnaker rating 152 sec/NM.	
08/09/10	New rating	Password	1971 Morgan 38 Yawl	Dave Huff	08/09/10	Base Rating 156 sec/NM, with +6 for roller furling, +6 fixed 3-B prop in aperture. Adjusted Base Rating 168 . Non-spinnaker rating 187 sec/NM.	
08/25/10	New rating	Continuation	1987 Irwin 34 Citation	Alexander Boriss	08/31/10	Base Rating 165 sec/NM, with +6 for roller furling, +6 fixed 2-B prop. Adjusted Base Rating 177 . Non-spinnaker rating 198 sec/NM.	
09/29/10	New rating	Finest Kind	1976 Columbia 8.7	Daniel Quinn	10/04/10	Base Rating 204 sec/NM, with -3 for 163% headsail, +9 fixed 3-B prop. Adjusted Base Rating 210 . Non-spinnaker rating 231 sec/NM.	
09/30/10	New rating	The Maggie	2008 Catalina 22 Sport	Russell Test	10/05/10	Base Rating 270 sec/NM, with +6 for 110% headsail. Adjusted Base Rating 276 . Non-spinnaker rating 296 sec/NM.	
10/10/10	New rating		2004 Hunter 216	William Vogel	10/13/10	Base Rating 225 sec/NM, with +6 for working jib, +6 for roller furling. Adjusted Base Rating 237 . Non-spinnaker rating 250 sec/NM.	
10/25/10	New rating	Big Red	1982 Holder 20	Paul Hellings	10/31/10	Base Rating 189 sec/NM, with no adjustments. Adjusted Base Rating 189 . Non-spinnaker rating 205 sec/NM.	

PHRF Chief Handicapper's Action Items - 2010

REQUEST DATE	REQUESTED ITEM	BOAT NAME	BOAT MODEL	PHRF MEMBER	RESPONSE DATE	RESPONSE	COMMENTS
11/27/10					11/28/10	Question regarding the use of Mizzen staysails	Refer to Reference # 6
12/02/10					12/02/10	Question regarding minimum equipment standards for PHRF rating	Refer to Reference # 7

REFERENCE NO. 1 – RATING OF SANTANA 2023R (New Application)

QUESTION (from Benedek Erdos)

I just received my PHRF certificate a few days ago, and I have a question. The certificate says that my rating is 168 based on a base rating of 168 for the Santana 2023R (there were no adjustments). However, the average rating for the Santana 2023R is 174 from the US sailing website. In the PHRF base rating database on sailjax, the Santana 23 is also rated 174 (there is no 2023R listed though). In comparison, the J-24's average rating from US sailing is 168, and they are sailing with a 171 rating at FCSA. If this 168 is my rating then fine, I just would like to make sure it wasn't a mistake. Also, if a different database was used than what's on sailjax, could you please direct me to that list?

PHRF CHIEF HANDICAPPER RESPONSE

I had to give quite a bit of thought to your rating since your boat is not in the reference database for our area. FCSA uses the base ratings from Yacht Racing Association of Long Island Sound. Although one of the reasons we use base ratings from YRALIS is the size and diversity of its database, unfortunately there is no Santana 2023R in that database. To assign a rating that would be consistent with similar boats in this area such as the J-24, I first looked at your boat's rig measurements, overall displacement and ballast system and looked at differentials in several PHRF databases from similar boats that have a base rating under YRALIS. I thought this would be the fairest approach.

J-24 has I and J dimension 26.25 and 9.50, respectively with SPL = 9.50. The Santana 2023R has I = 28.00 (ISP = 32.00) and J = 8.75 with extendable pole to SPL = 13.75. The mainsail is comparable but your main is larger (taller by a foot and longer by 9 inches). Your boat is approx 650 lbs lighter than a J-24, however the type of ballast needs to be considered, so I view that point as a wash. What you lack in keel should also be offset by deeper draft with the board (5.75 ft versus 4 ft on a J-24). The Santana 2023R has about 7 inches more waterline length. Looking at these factors I would expect the Santana 2023R to have a slight edge in potential boat speed compared to J-24. If your boat had a lead keel I would think you would be significantly faster, but water ballast must be considered.

The smallest increment we use in PHRF ratings is 3 sec/nm and this was my initial judgment. But before I assigned a base rating based on this limited observation I also studied the base rating for your boat as compared to J-24 and Santana 23 in several other PHRF databases. Since the J-24 is well established in almost every PHRF database and your boat should be very close and with potential to be an edge faster than a J-24 I examined other fleet data. Following is what I found using the 2009 US PHRF Fleet Handicaps:

PHRF Fleet Blackwater: J24 = 170, Santana 2023R = 165

PHRF Fleet North Central: J24 = 174, Santana 2023R = 177

PHRF Fleet Sail Colorado: J24 = 172, Santana 2023R = 165

PHRF Fleet Southern California: J24 = 174, Santana 2023R = 162

PHRF Fleet Utah: J24 = 171, Santana 2023R = 168

These are the only comparisons I could find where the J-24 and Santana 2023R sail in the same fleet and are rated together. There is only one fleet in the country that rates a Santana 2023R as slower than a J24 (North Central). There is one fleet (Southern California) that rates the Santana 2023R as 12 sec/nm faster – I think that is ridiculous. If you throw out the high and the low differences you will find the three other fleets have the Santana 2023R as 3 to 6 sec/nm faster than J24. This would seem to support the basis of 3 sec/nm stated earlier.

I also looked at comparison of Santana 23 with Santana 2023R in three PHRF fleets as follows:

PHRF Fleet Sail Colorado: Santana 23 = 171, Santana 2023R = 165

PHRF Fleet Southern California: Santana 23 = 168, Santana 2023R = 162

PHRF Fleet Western Oregon: (PHRF numbers are high but comparable within same fleet) Santana 23 = 191, Santana 2023R = 185

These three fleets show a consistent 6 sec/nm difference between Santana 23 and Santana 2023R. The YRALIS base rating for a Santana 23 is 174. If we use the same differential the base rating for Santana 2023R would be 168. So you see I used three methods to try to determine the rating for Santana 2023R as compared with ratings in our database. Base rating was determined to be 168 with no adjustments. I understood you have made every effort to replicate the original rudder design and that in all other respects your rig is standard and unmodified.

I wish I had more data for your boat but wanted to assure you that I used all the data that was available to me and I seriously gave consideration to your base rating. We appreciate having a new boat in our fleet, and as a new boat we will watch results closely as we evaluate results this year. If we see a need to adjust your rating we will certainly consider that and any input you have that can help us give your boat a more accurate rating is welcome. Please let me know if you think I overlooked anything or if there is any other data that we could consider.

REFERENCE NO. 2 – RATING OF J-105 ODR (New Application)

QUESTION (from Jeff Knoll)

A J-105 has registered. They have a rating of 105. They are also on the PHRF list on the sailjax website with a 105. I checked Lake Erie PHRF and they have the boat at 75 and a OD rating of 90. I think there are enough J-105's around that we should be able to get a good number for the boat.

QUESTION (from Adam Norwood)

I'm looking at the YRALIS Base Ratings Database and it looks like the J105 should have a base rating of 87. Maybe there was a typo in the FCSA spreadsheet "Base Rating" column (because it says 105 and no adjustments are listed)

PHRF CHIEF HANDICAPPER RESPONSE

The boat in question is a J-105 with ODR configuration, not a J-105. YRALIS has a base rating of 105 for this boat with 16 boats in the PHRF fleet. At first I raised an eyebrow at this also. I would think a J-105 would be in the mid 90's. Attached is an earlier rating given this boat by West Florida PHRF. Should we discuss changing the YRALIS database? Even though the YRALIS base rating is based on a significant number of boats it is the highest rating in the PHRF Handicap book for this boat. The rating I assigned was based on YRALIS database.

QUESTION (from Adam Norwood)

I'm of the following opinion: stick with YRALIS until we have direct local reasons/knowledge to vary from it. On our FCSA PHRF listing, though, we should change the boat type to "J-105 ODR" for clarity.

I am curious why on the FCSA application, though, why the owner said "non-standard keel, ODR configuration". That's just plain confusing. Did anyone get clarification on this?

Looking thru the J105 class rules (j105.org), I noticed that the crew weight limit for this class is 1045 lbf (not the 1620 lbf max allowed by our FCSA rules). We should probably put this note in the comments. I also noted that the sprit cannot be extended until after the windward mark is rounded. Interesting.

PHRF CHIEF HANDICAPPER RESPONSE

If you study the poor handwriting on the rating application very closely (remember I am extremely near sighted) you will see he did not state "non standard keel". He stated under the category of "modifications" that there were NONE. The little letter "e" is very important here. I believe under the space on the form where you are supposed to declare modifications he stated "None – Standard ODR Configuration"

Again, my eyesight is poor but I believe this is what he stated. Yes, this boat should be called a J-105 ODR. We should keep an eye on him to make sure he is indeed "ODR".

REFERENCE NO. 3 – RATING OF MORGAN 27-Modified (New Application)

PHRF CHIEF HANDICAPPER INQUIRY TO CLUB HANDICAPPERS

To PHRF Club Handicappers,

Attached is PHRF application for Desdemona (formerly Cracker Jack), a modified Morgan 27. I have not sent this to Vicki Cross yet for processing because I would like to get input from the Club Handicappers first. As far as I know this is a standard rig Morgan 27 that has been modified with a high performance keel with thinner section and deeper draft. The rudder is two inches deeper, probably faster shape than original.

The YRALIS database contains 3 Morgan 27's that are of interest. There is a Morgan 27 that is called a Morgan 27 OB but it is given +6 seconds adjustment, evidently because it has an IB diesel too? It is rated 180. There is another Morgan 27 that has standard mast and is rated 174. From this I conclude the Morgan 27 base rating for YRALIS is 174.

There is also a Morgan 27 in the YRALIS database that has a modified Chance design keel. I would suspect the modification is likely similar to Cracker Jack's. That boat has adjusted rating of 168. This would support an argument that the keel adjustment would be -6 sec.

My own experience racing against Cracker Jack indicates to me that in lighter winds the modified keel/rudder is not as big a factor and the boat doesn't sail much faster than well-sailed stock Morgan 27's. However in heavier winds the modified keel/rudder performs much better – not only in speed but also pointing ability.

If the winds blew consistently heavier here I would think in terms of -9 sec for adjustment, but I personally feel -6 sec is probably fair for the average conditions in this area.

Please give me your input in the next day or two. I would like to have a decision on this boat's rating before this coming Saturday. Thanks for your input.

CLUB HANDICAPPER RESPONSES

Navy Jax Yacht Club:

The minus six sounds well thought out and fair. Dick Allsopp

Rudder Club:

Tom the Morgan 27 in the YARIS data base is the same boat I researched it back when I became the handicapper. It is from Newport RI. -6 Is should be fine. Bubba Futch

Florida Yacht Club:

Minus 6 sounds reasonable to me to account for the mods. Bill Derr

North Florida Cruising Club:

What we are talking about is 168, correct? Sounds good to me. Jeff Knoll

REFERENCE NO. 4 – RATING OF LEOPARD 40 MULTI-HULL (New Application)

PHRF CHIEF HANDICAPPER INQUIRY TO CLUB HANDICAPPERS

To PHRF Handicappers:

I have rating application for a Leopard 40 multi-hull. I scratched my head over this boat quite a bit last night and did some research. This is a 40 foot cruising catamaran who intends to race in the upcoming FCOC in a multi-hull class.

Attached is the rating application. I have also attached an article written by SAIL magazine and the published specifications.

There is not much PHRF data on multi-hulls. The PHRF Handicap Book dedicates 141 pages of small print to monohull ratings and only 3 pages to multi-hulls. And the limited data on multi-hulls has wide variation. Example: Even a well known racing multi-hull that should have good data still has wide variation. Take the F-24 Mk II for example. It rates as low as 21 in the BAMA (Bay Area Multihull) and as high as 87 on Lake Erie, both areas that race these boats. So trying to pin a rating on a cruising multi-hull will be challenging at best.

There are other comparable boats to the Leopard 40. The closest is the Lagoon 38 footer. The Lagoon 38 should be slightly slower. Lagoon 38 has 36'-1" waterline and 851 SF of sail. The Leopard 40 has 37'-6" of waterline and 1,030 SF of sail. Both boats have roughly the same displacement 15,697# for the Lagoon 38 and 16,820# for the Leopard 40. I also looked at the Catana 43 (42'-4" waterline) the Lagoon 42, and the Norseman 430.

This is the limited PHRF data we have:

Texas Multihull Association: Lagoon 38 = 147, Norseman 430 = 129. Based on this I would estimate the Leopard to be 141.

BAMA ratings: Lagoon 38 = 135, Catana 43 = 96. Based on this I estimate the Leopard to be 132.

Florida SW ratings: Lagoon 38 = 156, Norseman 430 = 159. This data just doesn't make any sense!! I can't draw any conclusions from Florida SW PHRF.

After considering all of this my instincts tell me this has got to be a faster boat than the Lagoon 38. The published PHRF "Range" in the "Range of PHRF ratings" for the Lagoon 38 is 135. Given benefit of the doubt I think the Base Rating for the Leopard 40 should be no higher than **132, perhaps as low as 129.**

On the rating application all of the dimensions appear correct except displacement. The Owner claims the boat to be significantly heavier than the published displacement. But we can't use that in his rating. We have to rate this as a race ready stock boat.

The Owner claims small headsail and roller furling but no credit should be given as this is a stock configuration. The boat has two engines with two fixed 2-blade props. I think we should adjust +6 only

(not two times +6) since the two small props constitute the total propulsion area of one larger prop if this boat had one large engine with one large prop.

So based on this the Leopard 40 should have Base Rating 132 with +6 for a two-blade exposed fixed prop. The adjusted Base Rating would be 138. The non-spin adjustment is +17 according to our PHRF rules, so the non-spin rating would be 155. This seems like a high rating for a boat that is capable of 9 or 10 knots on a reach in moderate wind, and this is why I would like your input.

I would welcome any input or data that you might find on this. We are going to be quite challenged for a while, trying to rate multi-hulls for which we have little, if any data, most of which seems to have great variation.

Please let me know this week any input you may have on this.

CLUB HANDICAPPER RESPONSES

Rudder Club:

Tom It looks like a shot in the dark and the only thing to do is go with the 132 Temporary Rating and see what happens, and go from there. If it blows everything away or not we can make adjustments from there up or down and or keep. Bubba Futch

North Florida Cruising Club:

Thanks for looking into this Tom. For my two cents, I have sailed the Leopard 40. Unless it is on a reach in a blow it is not very fast. It will easily sail to the rating if it blows 15+ on the hip on the way to St. Marys. It will struggle around the buoys and if there is more sea than breeze. So I think the rating of 132 is fair. If it is light he is turning on the motors anyway. Jeff Knoll

REFERENCE NO. 5 – POSITION STATEMENT ON WHISKER POLES

PHRF CHIEF HANDICAPPER RESPONSE TO QUESTION FROM CATALINA-22 FLEET

It has been brought to my attention and it has also been my recent experience that Catalina 22's that are raced one-design use a whisker pole to improve downwind performance. This is allowed by Catalina 22 class racing rules and local PHRF rules. The whisker poles are typically 12 feet in length which is 150% of J dimension (8.00 feet).

The base rating for Catalina 22 according to our database is 270 sec/nm, with non-spinnaker adjustment of +20 sec/nm. This base rating is based on a LP dimension not exceeding 155% of the J dimension. The J dimension for a Catalina 22 is 8.00 feet. The maximum allowable LP dimension is $1.55 \times 8.00 = 12.40$ feet.

Reference Item 2 of the FCSA PHRF Rules, Non-Spinnaker Regulations states that: "Whisker poles may not be longer than "LP" without penalty." Therefore, a Catalina 22, racing in "one-design" configuration with 12.0 foot whisker pole does not violate local PHRF rules.

Tom Davis
Chief Handicapper

REFERENCE NO. 6 – CLARIFICATION ON USE OF MIZZEN STAYSAILS

QUESTION (from SAYC)

During several offshore races this year cruising class boats have flown a mizzen staysail in the cruising class. Is this permitted under local PHRF rules?

PHRF CHIEF HANDICAPPER RESPONSE

Local FCSA PHRF Rules do not prohibit use of mizzen staysails. In fact, the formula for calculating the non-spinnaker adjustment (refer to page 5 Section F of the FCSA Rules) includes the area of the mizzen sail and the mizzen staysail in the calculation of the ratio of total mainsail area to fore triangle size. You may also refer to 2009-2012 Racing Rules of Sailing, Rule 50.4 Headsails. Assuming the mizzen staysail is not a spinnaker (refer to the definition under this rule) and it is tacked behind the mainmast (behind the foremost mast) it is not a headsail. Since it is not a headsail it can be flown on a boat in conjunction with its headsail. Provided it is not a spinnaker the boat may sail in a non-spinnaker or non-spinnaker cruiser class.

REFERENCE NO. 7 – CLARIFICATION ON PHRF MINIMUM BOAT REQUIREMENTS

QUESTION (from David Huff, SAYC)

I am wondering if we have any minimum standards for a boat to RECEIVE a rating. Not sure I see that anywhere in what you sent to me. Is there a minimum LOA, cabin requirement, etc. for a boat to be rated and compete? At SAYC we have let "day sailors" and sport boat hulls race with us on some of the events and I'm wondering what the policy at FCSA is, if any exists.

PHRF CHIEF HANDICAPPER RESPONSE

FCSA has definitions for "inshore" and "offshore" boats as far as being assigned a PHRF rating. We just recently modified (expanded) these definitions with the intent to allow (encourage) multi-hull boats to race in PHRF multi-hull classes for their own annual trophy.

Inshore Definition: Boat shall be single-hulled and self-righting or multi-hull (no minimum length requirement for either). Boat shall have auxiliary power on board capable of powering the boat to 50% of its theoretical hull speed in flat water, and shall conform to minimum U.S. Coast Guard requirements for safety and equipment applicable to the boat's size.

Offshore Definition: Boat shall be a minimum of 20 feet in hull-length, and fit for sea, with a minimum of two berths below, and self-bailing cockpit. Boat shall have auxiliary power on board capable of powering the boat to 75% of its theoretical hull speed in flat water, and shall conform to minimum U.S. Coast Guard requirements for safety and equipment applicable to the boat's size. Boat shall be single-hulled, self-righting, which shall include lifelines; or multi-hull with all crew working areas protected by lifelines or jackstays and safety harness attachment points. Lifelines or jackstays with or without safety harness attachment points may be substituted for pulpits.

When we assign ratings we don't give separate "Inshore" and "Offshore" ratings. It is up to the race organizer (sponsoring club) to define the minimum requirements for race entry. We recommend the clubs follow the definitions above, with additional stipulations for offshore events depending upon the offshore category of the event.

So, if you have a small, self-righting day sailor (i.e., has a deck) with a minimal outboard that can push the boat at 2.5 to 3 knots you can get a PHRF rating and race on the St Johns River. I don't think you would let such a boat participate in most of your offshore events.

I hope this helps more than it confuses.