

# PHRF of Northeast Florida

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## 1993 PHRF BOARD

Tom Davis, Chairman  
Drew Oliver, Treasurer

Allan Geiger, Vice Chairman  
Diana Burroughs, Secretary

Dick Bastien, Chief Handicapper

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With the sailing season now half completed, we have a close race in the overall points standings. Lamar Braxton with Express 34, Express Lane, is in first place, only 0.6 points ahead of Gregory Johnson with the J-33, Wet Dream. Included with this newsletter are the overall points totals and current roster of PHRF members.

### HANDICAP COMMITTEE

Our Chief Handicapper, Dick Bastien reports that there has been very little activity requiring review by the Handicap Committee. With the new database and roster now being maintained, it is possible to respond quickly to ratings changes and new member additions so that each race committee may have a current roster.

### BOARD ACTIVITIES

Following considerable discussion among the PHRF Board members, we have settled some items which have remained open for several years. These are:

- Modifications
- Crew Limits
- Lifelines
- Dry Sailed Boats

The rules relating to the use of cruising spinnakers remain unchanged.

### CRUISING SPINNAKER:

Yachts with cruising spinnakers (often referred to as "Flashers") will be assigned an adjustment of rating of -6 seconds per mile. If there is no "Flasher" class, the entering yacht may race in the spinnaker division and use the sail. Yachts with a "Flasher" rating may also sail in the non-spinnaker division. However, the "Flasher" may not be used, and the rating will not be changed.

### MODIFICATIONS:

We have simplified the definition of what constitutes a reportable modification. Effective immediately, ANY change to the yacht which may have the potential to improve performance must be reported. This includes any changes to the hull, keel, ballast, rudder, or rig, other than fairing of surfaces, provided the hull shape and keel/rudder profiles remain unchanged from the stock boat. The definition of modification also includes any change of the basic stock boat supplied features and appurtenances such as removal of any cushions, hatches, lockers, bunks, doors, tables, bulkheads, etc. that would be on the boat when it was originally sold. All modifications must be reported to the Chief Handicapper.

## CREW LIMITS:

We have simplified the definition of crew limitation. The formula  $0.33 \times \text{LOA} - 2$  rounded to the next whole number will now be applied. We have dropped the definition of what constitutes a "crew member;" i.e., women and children under 16 are no longer counted as 1/2 crew members. ALL members of the crew count as crew members in the above formula. Future PHRF rosters will include the maximum crew limit figure for each yacht.

## LIFELINES:

It is recognized that some stock boats, which are raced under the PHRF system nationally, are not furnished with lifelines. It is the jurisdiction of the sponsoring race committee to make specific requirements regarding lifelines and other minimum safety equipment. However, removal of lifelines from a stock boat is regarded as a "modification," intended to increase the speed potential of the boat, and will be penalized 3 seconds per mile.

## DRY SAILED BOATS:

We have determined that the base rating of a cruiser which is "race ready" assumes in the water storage. Because dry sailing is generally considered a technique to improve the speed of the boat, it is considered a modification and the rating will be adjusted accordingly. Effective immediately, all yachts which are normally stored out of the water (dry sailed) are requested to report the modification for a rating adjustment of -3 seconds per mile.

## EFFECTIVE DATE OF CHANGES

These changes outlined above are effective immediately. Please direct questions about ratings, applications for new ratings or changes due to modifications to your respective club or fleet representative or to Dick Bastien. Future renewals or rating applications should now be sent to Dick Bastien at the following address:

10900 Scott Mill Road  
Jacksonville, Fl. 32223  
262-5429

## DO YOU HAVE ANY QUESTIONS OR COMMENTS?

Any of the Board members or Chief Handicapper will be happy to answer any questions or receive suggestions from the fleet membership. We do ask, however, that all formal inquiries regarding existing ratings or rating appeals be made in writing to your club or fleet handicapper.

21 October 1993

TO: CONCERNED PHRF MEMBERS

REFERENCE: 1993 PHRF RULES CHANGES

Since the summer newsletter issued in July, we have received ten letters from the membership regarding the rules changes. One letter was sent in support of the Board's decisions and the remaining nine contained comments and criticisms on several matters. To best answer your questions and comments, I assembled the following summary.

QUESTION: What is the reasoning for the dry sail category and rating adjustment?

ANSWER: It is the Board's belief that there is an inherent difference between the weights of identical boats if one is dry sailed and the other is not. There are numerous articles documenting the absorption of water in polyester fiberglass laminates. It is obvious that water has a much higher density than the open void that it fills. The Board recognizes that there may be variations among hull designs, materials, and coating systems which may affect the amount of water absorbed and corresponding increase in hull weight. For this reason we chose to use the minimum rating adjustment increment of -3 seconds per mile.

This approach is consistent with other such adjustments already in place for oversize spinnaker poles, fixed prop, etc., where it is acknowledged that some adjustment is necessary. In most cases the actual speed potential of a particular modification on a boat cannot be quantified, however it is generally agreed that an oversize pole is faster and a fixed prop (exposed to the water flow) is slower. This same reasoning was applied to the consideration of dry sailed boats.

QUESTION: Are the new rules consistent with the PHRF of N.E. Florida By-Laws?

ANSWER: A copy of the By-Laws most recently amended January 14, 1987 is attached. We believe the rules are consistent with these By-Laws.

QUESTION: What is the definition of a "dry sailed" boat?

ANSWER: The term "principally at berth" as used in the By-Laws comes to mind as the criterion for determination of storage category. A boat kept principally immersed in the water during storage, with occasional haul outs for maintenance, transport, or winter storage is considered to be "wet sailed." A boat kept principally not immersed in the water for storage is considered "dry sailed." Like other modifications, the status of the boat is declared by the Owner.



If a boat is hauled for a bottom job a month before the King's Day Regatta, for example, it would still not be considered "dry sailed" because the boat is intended to be wet sailed and still will be principally at berth. Like other aspects of the PHRF system, the declaration of "dry sail" status is based on honesty and the corinthian spirit of the sport.

**COMMENT:** The definition change of women and children under 16 years to now count as full crew members will discourage family racing.

**RESPONSE:** The prime objective of PHRF is to establish a level playing field where boats can compete on an equitable basis given their differences in design, weight, and sail area. This is the basis of the system whereby families with family cruisers can compete under a realistic budget. We studied various crew limit rules in various PHRF localities. None have crew limit rules which discriminate among male, female, age, or any other basis.

For all but the lightest displacement/length boats, the crew limit rule is generous, and does not interfere with a family of average size. It is our belief that the few skippers who would leave their family "sitting on the dock" would likely be the same skippers who would sign up 16 heavy female crew instead of the 8 male crew allowed for a 30 foot LOA boat under the previous rule.

**QUESTION:** Why are new rules imposed during mid-season?

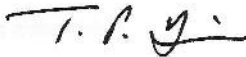
**ANSWER:** The last set of published PHRF rules and definitions was included in the 1990 King's Day Regatta program booklet. Since that time several rules have been issued such as rules pertaining to cruising spinnakers and crew limits which have never been assembled in a concise, single publication. One of the Board's goals for this year, as delineated in our April newsletter, is to publish an updated set of rules and definitions. It is our intent to publish these rules and definitions prior to the end of this year so that they will be ready for distribution early next year, before the 1994 season is under way. If the publication is updated in future years on an annual basis, the need for changes in mid-season can be eliminated.

**QUESTION:** Why were changes made without input from the fleet?

**ANSWER:** The Board can only request input from the fleet membership and does appreciate what input it receives. We announced a joint meeting among all the club handicappers, the Chief Handicapper, and the rest of the Board members on 27 April 1993. (See attached written announcement.) We received very little input from the fleet at this meeting. The general consensus on such issues as dry sailing was "let the Board decide - that's their job." We held numerous discussions on all the issues and made decisions based on our best judgement.

Although the ten letters received following our July newsletter represents a small percentage of the total fleet membership, we view each letter seriously and have considered your questions and comments. We invite you to become more active in the PHRF organization and to contribute your ideas and suggestions.

Respectfully,



Tom Davis  
Chairman

cc: R. Bastien  
A. Geiger  
D. Burroughs

## STEPHEN M. SUDDATH

August 19, 1993

PHRF Board and Committee Members

Dear Fellow Sailors:

I would like to voice my reservations regarding the recent changes in the rating of PHRF class boats. I certainly understand that the intent of the rule change is to equalize boats some of which are dry sailed and some of which are berthed in the water. In my opinion, this rule could be disruptive to PHRF sailing in Jacksonville, and I respectfully request that the implementation be delayed until statistical evidence can be available to all PHRF Jacksonville sailors.

My reasons for opposing the rule are as follows:

1. There is no evidence or reason why there should be any significant differences in a well-kept painted bottom on a boat which is left in the water and one which is dry sailed. Using a J-24 as a standard the weight gain as cited by Rodney Johnstone was approximately 20 pounds. The hard bottom paints of today are no more adhesive to the water than gelcoat which is not the issue since one could sail his boat and leave gelcoat on the bottom.
2. There is a very low percentage of PHRF fleets around the country which distinguish between dry and wet sailed boats which would tend to indicate that they too agree that the difference is negligible.
3. It is unduly prejudiced against small boats since they are the ones most likely to dry sail.
4. This move could cause lower attendance with the small boat fleets which we already have enough trouble getting out on the water as it is.
5. Those who dry sail often do so to save money, i.e. slip fees, and bottom jobs which could be easily in excess of \$2,000 a year. Therefore, this rule would create an additional expense to them if they wished to remain competitive.

6. You state the reason for this rule change is that dry sailing is, in effect, an alteration to the boat and to the base rating; and, as such, deserves a three second per mile penalty. Please keep in mind that you are penalizing boats designed to be dry sailed such as J-22s, J-24s, small Hunters, Hobie 33s, Holder 20s, SR 22s, and so on. These boats have had their ratings adjusted through the years based on their performance. If you truly believe that dry sailing does make a difference, then also acknowledge that these boats have already had their ratings adjusted for dry sailing. This is the beauty of the PHRF rule.

The J-24 is typically dry sailed in Jacksonville as well as throughout the U.S. Certainly, no one can argue that a large percentage are dry sailed. How can this committee consider this rule change anything but double jeopardy when the J-24 is hit once for performing well, because it is dry sailed (if it does make a difference), and then an additional three seconds per mile, again, because it is dry sailed.

7. Some of the fastest boats on the river are wet sailed--previously, Pepers J-29s, the J-33s, the Express 34s and the Morgan 27s. A dry sailed boat has yet to win either the PHRF river or ocean series.

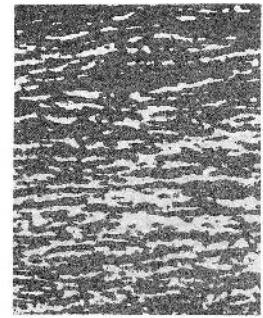
Thank you for reading and taking into account my comments.

Sincerely,



Stephen M. Suddath

August 30, 1993



Coastal Engineering

Dear 1993 PHRF Board:

As a former PHRF Chairman and Board Member for four years, I would like to comment on the recent significant rating changes implemented without the benefit of membership input. Although the Board certainly has the prerogative to make "interpretations" regarding rating techniques, bylaw intent, etc., I would submit that several of the most recent "determinations" are not based upon precedent, either locally or nationwide. Moreover, the determination regarding both crew limits and dry sailed boats smacks of personal Board preference rather than proposed benefit to the sailing community.

The first paragraph of your Newsletter reflects both upon the fact that the sailing season is half over, as well as, which boats are leading the points series. Pragmatically, how can you suggest such major revisions in individual ratings in the middle of a series?

Similarly, if you penalize dry sailed boats, should you not address those who haul their boats mid-season for purposes of specific race preparation, those who apply paint but then burnish or wet sand, etc., etc.?

It is extremely unclear as to why the Board would want to make such major revisions in the rating system as it applies to the above referenced two items at this time, unless either

- a.) such change was mandated by way of a common and consistent fleet discontent,  
or
- b.) such change reflects the personal opinion(s) of the Board and/or chief Handicapper.

The proposed interpretations regarding the evolution of a Flasher (cruising spinnaker) rating; boat modification and lifelines are consistent with both historical nationwide and local practice. I would point out, however, that certain boats without lifelines are suitable for limited hiking, which continues to be a problematic issue

Accordingly, I would suggest that the proposed "determinations" regarding the redefinition of crew limits and dry sailed boats be suspended until a fair and broad based discussion can be held at the fleet level and a new race year begins.

Thank you for your consideration in these matters.

Sincerely yours,

Erik J. Olsen, P.E.

EJO:baw

**olsen**  
associates, inc.

4438 Herschel Street  
Jacksonville, FL 32210  
(904) 387-6114  
(Fax) 384-7368



*1649 Avondale Avenue  
Jacksonville, Florida 32205*

29 August, 1993

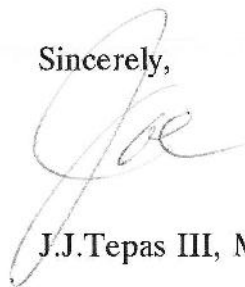
Alan Geiger  
1301 Gulf Life Drive  
Suite 1500  
Jacksonville, FL 32207

Dear Alan ,

While I understand, from a "purist" point of view, the potential advantage a dry-sailed boat would have over one stored in the water, I believe that reality dictates otherwise. Most dry-sailed boats are that way because of the extraordinarily limited time their owners have to enjoy them. I know this is so in my case, and can assure you that any potential increase in performance gleaned from the condition of my hull is more than offset by the lack of experience and training of my crew! In fact, most of the time my "crew" is a conglomeration of kids and friends than I have conned into coming aboard.

The proposed PHRF rule change thus adds even more frustration to what is supposed to be a leisure activity. I am personally opposed to it, and agree with Peter Bream that its overall effect will be detrimental to growth of sailboat racing as a recreational activity in our area.

Sincerely,



J.J.Tepas III, M.D.

August 25, 1993

Mr. Dick Bastien  
10900 Scott Mill Road  
Jacksonville FL 32223

RE: Recent Changes in PHRF Ratings

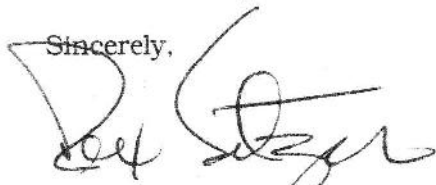
Dear Dick,

My family does not sail with me but the change of women and children will hurt those who do sail with their families. It will discourage participation.

Dry sailed boats versus wet sailed boats --- I have never seen any evidence that is meaningful enough to penalize a dry sailed boat.

My comments are: You have made some bad decisions without input from the membership.

Sincerely,



Rexford S. Setzer, Jr.

4305 Venetia Boulevard  
Jacksonville FL 32210

RSS/cws

CC: ✓ Tom Davis  
Allan Geiger  
Diana Burroughs  
Drew Oliver  
Peter Bream

August 24, 1993

Mr. Allan Geiger  
1301 Gulf Life Drive  
Suite 1500  
Jacksonville, Florida 32207

Dear Mr. Geiger:

I am writing to protest the PHRF rule changes made in mid-year without input from the membership. The new definition of women and children as "crew members" will, in effect, leave them sitting on the dock and decrease family participation. Your determination that dry sailing a boat is a "modification" is ludicrous. Buying new sails, lubrication winches and wet sanding boat bottoms are techniques to improve the speed of the boat, but they are not modifications. Neither is dry sailing a boat.

I urge you to repeal these board actions. If not, the end result will be a decrease in participation.

A concerned PHRF member,



Floyd D. Bates  
J-24 #1915 Flim Flam  
5035 Long Bow Road  
Jacksonville, Florida 32210

/gs

Dear Tom,

I would appreciate it if you would answer the following questions re the PHRF boards "settling" the dry sailed boat issue.

Do you have data that proves a dry sailed boat is faster than an identical wet sailed boat with a clean bottom? Rick Pepper had such data for the crew limit modification—do you?

Do other PHRF fleets have this modification?—examples?

What constitutes dry sailed? If some one has their boat out for a bottom job four weeks before Kings Day is that boat dry sailed?

Why did a board made up of people who all wet sail their boats decide this issue? This issue has come up for discussion at previous annual meetings and there has never been sufficient support to make such a modification from the membership at large. Please send me a copy of the By Laws.

Jay Cummings

1851 Woodmere Dr.  
Jacksonville, FL 32210



August 1993

Dear PHRF Board:

Tom

I am writing to protest the PHRF rule changes made in mid year without input from the membership. The new definition of women and children as "crew members" will, in effect, leave them sitting on the dock and decrease family participation. Your determination that dry sailing a boat is a "modification" is ludicrous. Buying new sails, lubricating winches and wet sanding boat bottoms are techniques to improve the speed of the boat, but they are not modifications. Neither is dry sailing a boat.

I urge you to repeal these board actions. If not, the end result will be a decrease in participation.

A concerned PHRF member,

PETER BREAN

Tuesday, August 17, 1993

Hi Allen,

Sorry I am late getting these PHRF applications out to you. My fault--no excuses.

I received the enclosed letter from Peter Bream expressing his views on the recent changes to the PHRF Rules. His viewpoint on max crew on board is something I have never considered as a drawback to the cruising end of our competition in PHRF. In my case--six people are more than enough and could be considered close to overloading, yet a thirty-foot boat, which is much larger, would be able to take only two additional crew.

I am concerned about the dry-sail category and am satisfied with the old ratings being all identical. I am also wondering if the J-24 performance isn't established by the performance of dry-sailed boats, in which case my wet-sailing, old sails, heavy engine, etc., are just omissions of a "race ready" boat. Class boats like the J-24, and maybe the Hobie 33, are establishing the performance standards in the dry-sailed status and as such no change in rating required. I am not opposed to sailing my J-24 against all other J-24s, all with the same ratings.

Sincerely,

  
Terry Brady

September 21, 1993

Dear PHRF Board:

I am curious as to what the penalty will be for:

1. New Sails
2. New Bottom Paint
3. New Rigging
4. "Race Ready" upkeep in general.

Dry sailing a boat does not fit the Webster's definition for modification.

I appreciate the handicapping and difficult at best, but handicapping should not convey penalizing.

Also the new definition of crew members will tend to discourage family participation which is what PHRF racing is all about.

A concerned PHRF member

**From The Board**

The 1994 Board of Directors has unanimously voted to repeal the "Dry Sail Rule".

The rule, which included a three second deduction for boats stored out of the water, found favor with some PHRF fleets across the country, but was strongly opposed by the membership of PHRF of Northeast Florida.

We are considering a modest dues increase due to rising mailing and printing cost.

The board invites your input on this and all issues concerning ratings and racing. Please contact any member of the board or your club handicapper to convey your opinions, or write us:

PHRF of Northeast Florida  
Attn: Allan T. Geiger  
1301 Gulf Life Drive # 1500  
Jacksonville, Fl. 32207

**1994 Board of Directors**

Allan Geiger - Chairman  
Diana Burroughs - Vice Chairman  
John McLaurin - Treasurer  
Ben Cornelius - Secretary  
Kenneth Ball - Chief Handicapper

**CLUB HANDICAPPERS**

Rudder Club-Rich Brew 358-7200  
S.A.Y.C. Ed Danciger 826-0345  
N.J.Y.C. Terry Brady 264-7957  
N.F.C.C. John Mc Laurin 645-1813  
E.F.Y.C. Skip Canfield 739-7150  
F.Y.C. Ed Burroughs 389-2648

**Noteworthy News**

Wednesday Night Beer Can Racing begins April 27th. Contact George Hartshorn at 388-5848 for info.

Fuller Warren Bridge opening restricted to hourly openings and none between 6-8am and 4-6pm. Have a Nice Wait!

Thirsty Thursday Racing just south of the Buchman Bridge has begun. Contact Paul Sullivan for information 269-0027

**Noteworthy News**

The Main Street Bridge will be closed for 16 to 21 days beginning April 18th. Closed clearance is 38'. The bridge may or maynot be open for the May 7th Mug Race.

All first time rated boats will have a "T" (temporary rating) for a year, and will be reviewed at years end.

All vessels with planing hulls, bowsprits or water ballast will have a rating review this year.

PHRF Rosters are available  
contact

Allan T. Geiger 398-3911

1994 Race Schedule's are available  
contact

St. John's River Sailing Association  
John Mc Laurin 645-1813

**POINTS LEADER**

To 3-31-94, points do not inc. throw-outs

Eclipse	824.32
Tar Heel	791.45
Ghost	757.46
Andiamo (ns)	713.15
Heat Wave	710.41
Deviant	706.50
Arrhythmia	626.91
Express Lane	548.86
Attitude (ns)	536.27
Whisper (ns)	477.35
Southern Exposure	433.94
Q 3 (ns)	387.40
Talisman	386.92
Sparkler V	353.66
Prince of Tides (ns)	336.30
Wet Dream	324.80

Vamp II	304.50
Cheeta	252.16
Maja (ns)	244.59
Double Trouble (ns)	243.60
Leprechaun	240.65
Hy-Time II (ns)	227.37
Wild Hare Too (ns)	223.88
Trillium (ns)	215.25
Wild Hare	204.98
Spank Me	200.43
Polythene Pam	192.34
Pony Express	185.42
Molly Brown	163.20
Prism (ns)	160.15
Desperado	126.60
Fresh Aire 3 (ns)	124.26

(NS) Non Spinnaker Cruiser Class