PHRF Meeting Minutes - July 2020

Members: Rick Sinclair (Chair), June Kendrick, Rick Royce, Paul Kueffner, Mike Colucci, Charlie Hurd, and Alistair Duke.

Apologies: Paul Wefer.

Guest: Greg Imbruce, Chris Molloy, Andrew Weiss, Paul Sevigny.

Meeting was called to order at 8.10pm, via Zoom.

- Tartan 10. Maestrale. Modified rig with swept twin spreaders, jumpers/diamond. Keel stepped. Hull number 113, previously known as Renegade, and rated by YRALIS in the early 2000s. This is believed to be the same modified rig as the boat carried then, and was assessed a -6 adjustment. The same adjustment will apply in 2020.

- Figaro II. Water Ballast discussion, presented by Rick Royce. Contrary to what was previously reported to the Committee, the COSC boats have not had their water ballast systems disabled (though they do not intent to use it) while one boat (Groupe 5) owned by NECA wishes to use the water ballast. The Committee will request that the organizations clarify how they intend to move forwards and will review this class again at the August meeting.

- Unplugged. Custom 30. Review requested by Greg Imbruce, Joyride, challenging the rating of Unplugged based on a variety of race results, largely the Breakwater’s evening series. Mr Imbruce describes a light boat, with a powerful sailplan based on a Farr30, which planes easily and displays superior maneuverability and acceleration compared to cruiser racer competition. Superior performance in light winds and downwind in all conditions with a near lockout on first place finishes suggest that this boat is rated too favorably. Chris Malloy defended the rating of Unplugged and clarified some of the design origins and evolution of the unique boat. Chris offered some more mixed results which included events beyond the evening series but cited an especially strong crew lineup that usually includes Olympians and Americas Cup talent as the prime reasons why the boat is so competitive. Decision: -3 and flag Unplugged as a sports boat (OAs may group sports boats into separate classes if entry numbers permit). 72/66/78/78 > 69/63/75/75.

- Ker Fast 40+. Christopher Dragon. Andrew Weiss described the following modifications: Modified keel fin and rake, moved rudder forward 18”, sprit extended 1ft and reinforced. Reduced sail area from the mainsail roach and spinnakers from
Thursday July 9th, 2020

191sqm - 179sqm. The net result of these modifications has been a reduction of the IRC rating of 10 points, and the ORC GPH going up 5 seconds. However, the PHRF Committee is always cautious about owners modifying their boats to make them go slower and rarely grant relief until the new performance has been demonstrated in races. Historically, this Fast 40+ design has been a strong performer in breeze above 15kts, but below 10kts the boat was both less competitive and extremely hard to sail with lee helm and extreme rake required to find balance. Decision -3 for the combination of changes with a view to review again after some racing results have been posted. Discontinue use of Ker 40+ base rating for this boat, create its own Custom Ker 40+ “Christopher Dragon” base rating. -42/-48/-42/-42 to -45/-51/-45/-45.

- GP 26 Smokeshow. Paul Sevigny joined the call to discuss a handful of modifications that were required to meet ORC and Offshore regulations. Approx 26kg of weight was added to the bulb primarily to meet an offshore rule stability requirement. This is expected to improve performance marginally - the design has always been very tender above 12kts. It is also a generally poor performer upwind, but very strong downwind. Decision -3 for the addition of the weight to the keel. Note, fathead mainsail standard, add to base rating description for clarity.

81/75/81/81 > 78/72/78/78

- Free Flying Sails. Message received from three sailmakers requesting a modification of the 2020 YRALIS PHRF Rule. They argue that the clause requiring FFH to be “of each dimension and overall area no larger than the largest headsail used to establish the handicap” encourages unusual and ineffective shapes due to the short foot of the headsail and the higher clew position of the flying sail. They recommend that the Committee substitute the dimensions element with a measure based off LP. The Committee agreed to consider this proposal at the end of this season but decline issuing a mid-season modification of the 2020 Rule.

- The Chairman once again welcomes expressions of interest from members willing to volunteer their time and expertise to the PHRF Committee. In particular, the Committee is actively seeking greater representation from the following areas:
  • New Rochelle, Larchmont, Mamaroneck, Rye
  • Western LIS, including Eastchester Bay and Manhassett Bay.
  • Eastern Long Island including Port Jefferson.

Next Meeting - August 13th, 8pm. Via Zoom.

Meeting adjourned at 11.50pm.
Respectfully submitted

Alistair Duke