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


Guest: Ken Wisdom, Steve Levy, James Coffman, Tom Dunn.

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

- Dehler 42, Ohana. Owner, Ken Wisdom, appealed the rating for the standard rig/keel variants of the Dehler range describing a heavy hull and significantly less powered rig than similar designs in the same market. Using the Dehler 38-Competition, and J/120 as performance benchmarks, the performance of the Dehler 42 was poor in all conditions, particularly light winds, but struggles in those breezier and choppier conditions when she might be expected to be in her element. The owner puts this down to the heavier displacement, partly inherent to the design and partly a consequence of the interior options selected, and a sticky hull form in the predominantly light LIS conditions. Owner is exploring rig-change options similar to the 42 Competition for future seasons, but has no plans to alter the keel. Decision: 60/60/60/60 > 66/66/66/66

- J/121, Eagle. Steve Levy had previously declared a modified carbon rudder but he attended the meeting to discuss J/121 performance now that the design has been worked up over the course of several seasons. Steve described some structural changes during the design process which made the boat heavier than was originally intended and marketed, without consequent changes to the rig which have resulted in a boat which is often underpowered. The owners are enjoying the utility of water ballast but find its usefulness is limited to a small number of racing situations. Owner reported that the J/121 struggles to beat the J/111 and J/122 on the water in all but power-reaching conditions - undoubtedly the boat’s forte. Experience against Beneteau 44.7s were presented as additional benchmarks. Decision 12/0/12/12 > 18/6/18/18. Also note that the modified rudder will attract an additional -3 adjustment.

- Hanse 375, Gemini. James Coffman wrote to the Committee requesting review of Gemini’s rating following a couple of seasons racing experience since a major rating adjustment at the end of the 2017 season. Despite a change to masthead spinnakers, investing in a staysail, updating other elements of the sail inventory and
significant effort invested improving the crew and their boat handling, James felt that Gemini was no longer competitive and could not perform against her competition commensurate with her lower rating. Many races were cited, and usefully many of the same competitors showed up in each allowing for some patterns to be identified. Decision: 108/102/108/102 > 111/105/111/105

- Tom Dunn, owner Jules, Baltic 52. Tom returned to the Committee with more information about performance - as previously requested by this Committee - following another season of racing the boat against various benchmark boats. Tom also described efforts that had been put into boat preparation and building a strong crew lineup whom he felt were getting most of the available performance out of the design. Given the very heavy displacement, even in strong breeze conditions it is proving hard to compete against considerably lighter and more modern designs. Detailed experiences from the in NYYC Annual Regatta and Vineyard Race were relayed, where comparisons against a number of different designs were noted. Per the owner, the Baltic is only ever close to being competitive in big breeze and big seas and Tom requested some relief for the typically lighter and calmer conditions of WLIS. Jules has been modified to carry a bowsprit for 2020, and the standard table will be applied to adjust for that. Decision: No change.


- Summit 35. Blue Fire. Letter received from owner requesting issuance of certificate, an explanation for delay and expressing frustration with the Committee for its handling of the Summit 35 as an example of a boat designed for both symmetric and asymmetric spinnakers. The Committee reviewed the rating and prior certificates issued and found no errors. As confirmed from the owner TPS in the base rating is updated from 16’ to 15.95. No change.

- Jeanneau Sun Fast 37.2 - Duet. Oversize symmetric spinnaker, SMW/J = 197% adjustment per table -3. Oversize asymmetric, SF 197% of J, tacked to deck at J, no sprit, no additional adjustment.

- NECA / COSC Figaro II fleet. This fleet was previously declared as having the water ballast removed. One boat would like to explore the possibility of running with water
ballast and is enquiring about the rating that would result. Committee advises that
-6 adjustment would apply for 220L of water ballast (the original design volume).

- 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 Manhasset Bay.
  • Eastern Long Island including Port Jefferson.

Next Meeting - July 9th, 8pm. Via Zoom. If anyone would like to attend the meeting, please advise your handicapper.

Meeting adjourned at 12.10am.

Respectfully submitted

Alistair Duke