PHRF Meeting Minutes - May 2020

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

Apologies: Charlie Hurd, Paul Wefer.

Guest: Todd Aven.

Meeting was called to order at 8.05pm, via Zoom.

- Todd Aven was welcomed to the Floor to explore the intent of the LRH portion of the rule which is new. Dialogue between the owner and the handicapper had determined that a Free Flying Headsail with LP similar to that of the largest jib would attract the -6 adjustment for flying sails with SMG/SF ratio of <75% due to the position of the clew yielding a longer foot length than the equivalent LP jib. Did the committee really intend for the unadjusted flying headsail to have each of luff, leech and foot smaller than the rated headsail? Todd argued that a flying sail with LP equal to the largest rated jib would make for a more usable sail plan and be easier to understand and police. In response, the Chairman explained some background to the rule development with particular emphasis on two items: (i) The original proponents of the rule change were lobbying for these sails to be allowed without penalty; (ii) the Committee's wish that boats who may wish to re-purpose equipment that they already own should not be penalized for attempting to do so should they choose not to invest in new bespoke equipment. On point (i), while the Committee was unable to agree that this suite of sails ranging from FFH to 180% LRH could be permitted without adjustment, and the “one-size-fits-all” -6 adjustment was considered to be a reasonable balance between Rule complexity and the performance potential of these sails when exploited. On point (ii), the reuse of a daisy staysail or flying an old headsail from the sprit does not warrant the same adjustment since the benefit from these sails would be considerably smaller than a purpose built, rule optimized racing sail. The Committee makes no claim that the rule was perfect at its first attempt to write it, but it will need some owners to explore the boundaries to determine whether the right balance of performance, complexity and adjustment have been applied correctly. Consequently the Committee committed to reviewing this part of the rule for 2021, incorporating Todd’s feedback and potentially adjusting and/or adding additional adjustment thresholds into the rule for 2021. Feedback from other owners exploring this part of the rule is encouraged.
- Rick Royce flagged the fact that the September 2019 minutes were not on the website. Alistair will review records and ensure that a full set of 2019 minutes are published.

- J/121 and J/122 analysis was shared with the Committee. The Committee to review offline and discuss in detail at the June meeting.

- Capri 18 - New boat, add to database. 286/286/286/286.

- Cygnus - Swan 47CB. A new owner queried an apparent inconsistency between the established base ratings for the centerboard and the fin keel versions and their corresponding notes. Owner also supplied updated records for displacement, ballast and cruising equipment carried onboard while racing. The Committee agreed with the owner that there was an inconsistency between the versions and their ratings and modified accordingly: Fin keel 81/81/81/81 > 78/78/78/78, Centerboard 78/78/78/78 > 84/84/84/84.

- Hanse 418 - Defiance. LRH declared with standard adjustment applied. 89% LP self tacking jib +3.

- Beneteau Oceanis 45 - Conundrum. Owner declared an LRH as the only downwind flying sail carried on board while racing. Committee agreed to waive the additional adjustment consistent with the intent of the rule for boats with a single “Cruising Code Zero”.

- An enquiry about the definition and measurement of SPL was addressed, but in so doing exposed the unintentional omission of a page of definitions from the 2020 regulations. This page of measurement definitions is redistributed as an appendix to these minutes and members are advised to regard this page as an integral component of the 2020 Rule, just as it was part of the 2019 Rule that it replaced. Note that no definitions therein have been changed from 2019 to 2020.

- 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 - June 11th, 8pm. Via Zoom. If anyone would like to attend the meeting, please advise your handicapper

Meeting adjourned at 10.10pm.
Respectfully submitted

Alistair Duke