PHRF Committee meeting minutes March 13, 2014


Guests : Andrew Scrivan – Ultimate 30 Zombie, John Fries – Evelyn 26

The meeting was called to order at 8 PM.

The committee approved the minutes of the last meeting.

Zombie –Ultimate 30 – from floor. The keel was rebuilt, to be 3” deeper, but with no change in weight. No change. Any addition of weight will be -3 seconds.

Evelyn 26 – From floor – Keel replaced with Evelyn 32 keel, mast is 1’ taller, rudder is thinner, longer & something cord, keel is 6” deeper, masthead jibs & chutes. Mods -6 to net at 156.

XLR8 – Evelyn 32 – see attached list of changes made over the years. No change from current rating.


Anomaly – Pearson 10M TM – longer J by 1’ – Mod -3.

Zefiro Torna – Modified 1D35 – No change.

J 111 – Rick is to ask them in for next month.

Dreadlocks – Tartan 10 – added 1’ to SPL & masthead chute. -3 for each for total Mod -6.

Santana 30/30 – Doug Stryker – George to get photo of interior to determine if cruising version.

Different Drummer – Modified Fast 40 – new rudder, not as deep & slightly fuller – No Change.


Sirius – J 33 – wants both asym & symmetrical chute. Standard penalty would to -9 if asym is to standard asym specs, i.e. larger than the symmetric chute. Rick Royce to discuss with owner.

MC 38 – Rick to call in.

Mischief – Metalmast 30 – George to research why there is a -3 mod “for rig”.

Other business – Charles Powers presented the YRA revised Equipment Recommendations. There was a long discussion on them.
The meeting was adjourned at 10:15 PM.

Respectfully submitted,

Bob Kendrick
Hi George,

I sat down with Todd and we went through the things that have been done to my Evelyn through the years. I am sure the boat is heavier than it was in 1983 but having a safe boat is a priority for me. We have precious cargo on board. The restoration work was done to make boat structurally sound and perform as it was when new. 30 years of racing takes its toll.

Please let me know your thoughts. I want to make sure we listed everything. I am not sure what is necessary to list on the actual certificate. I know all these things were ok'd last year and as we discussed I just want to list everything to avoid any future issues.

Bulkheads and chain plates were replaced by previous owner

Installed compression post between bulkheads

Removed rotten stock wood structure from keel sump added additional wood structure. (Keel sump had cracking and was flexing quite a bit)

Added support posts between the cockpit floor (below the traveler bar) and the hull to help carry load from the traveler bar. Had Cracking in the floor around main traveler.

Keel brought into compliance with E32-2 standard specifications

Bulkhead fiberglass tabbing reinforced at both bulkheads – done to reinstate proper bond which had failed in several areas

Replaced rudder with another of identical profile, shape and materials as per original 32-2 specs – known point of failure on other E 32-2s

Repaanted hull stripes and faired bottom.

Bottom Painted with Baltoplate. Sanded to 600

Lifelines replaced with Dynema

All new deck hardware consistent with original deck plan

Stripped peeling paint off original mast.

Mast crane reinforced with more substantial structure and welds – known point of failure on other E32-2s
Added Carbon boom (Same weight as stock boom) 20lbs

Extended E to 13.2

Replaced aluminum spinnaker pole with carbon

Removed rotten core and broken deck hatch and replaced with cored decking (just aft of mast under boom vang).

I hope this cold winter weather ends soon!! We are ready for the warm spring weather.

Thanks for your guidance!! Feel free to call me to discuss

Brad Porter

Owner Evelyn 32-2

XLR8