

PHRF Meeting Minutes - September 2019

Members: Rick Sinclair (Chair), Charles Hurd, Charlie Powers, Paul Kueffner, Paul Wefer, June Kendrick, Rick Royce, and Alistair Duke.

Apologies: Daniel Watt, Mike Colucci.

Guests: Marcus Lahrkamp, Butch Ulmer, Cynthia Parthemos.

Meeting was called to order at 8.10pm, at Larchmont YC.

- Dehler 46 Competition - Scylla. Markus Lahrkamp was invited to the meeting to discuss the observed performance of Scylla, which was a new boat and model for 2018. Markus relayed some initial concerns and challenging first season results which improved towards the end of the first season, as they learned to sail the boat and completed some rounds of tuning. By the end of 2018 they started to realize the full potential of the boat and had a strong Gearbuster race in '18 and a winning start to this year at the Edlu. With the intent of sailing the 2020 Newport to Bermuda race, the workup in 2018 and sailing in 2019 have continued to support this goal. Buoy racing is tough: With the standard competition keel option on Scylla, W/L performance is not the boats strength and their performance is notably weaker on this point of sailing relative to the XP44. Downwind is the opposite, the boat gaining back some of the upwind losses. Below 8kts it is sticky and heavier than some of the competition, with a more comfortable fitout, with a sweet spot between 8 and 15kts where the boat seems most competitive. Markus presented a dossier of information including different rating certificates and results of races sailed, with information about conditions in which those races were sailed all of which supported the described narrative. Scylla has been sailed with a capable, experienced crew. Decision: Adjustment of base from 30/24/30/30 -> 27/24/30/30 before re-application of the sprit table and other adjustments.
- Shields - Addition of a class standard spinnaker, 21ft SMG on an SPL of 9'4". No change.
- Figaro 2 - COSC Fleet. Several boats have been acquired as part of a new fleet. Per COSC regulations water ballast is not permitted and hence these boats have had that system permanently disabled. They are expected to race fully crewed. Various ratings for these boats exist in different PHRF regions, some as low as the 40's up through the high 50's, but most include the water ballast, and some include

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modified sail plans. Decision: 66/57/66/66, with intent to review after some races have been sailed to more fully assess the impact of the water ballast removal on the overall performance of the boat.

- Dawn 41 - Nepenthe. Letter received from owner, Larry Rouen, citing performance concerns relative to other boats in their local fleet. Acknowledging that Dawn is a unique boat which has competed against the same boats for a long period of time, the owner cites race performance over many years as illustrative of a persistent delta between Dawn and its competition. Decision: 111/111/111/111 > 114/114/114/114.
- Beneteau First 345 - Veronique - Bert Rubin de Cervens. Owner appeal citing performance comparison, particularly relative to the First 375. The Committee considered the two designs, rig variants, and the adjustments factored into the certificates of the particular boats quoted in the appeal before arriving at a decision. Decision 123/123/123/123 > 126/126/126/126.
- Beneteau First 36.7 - Rambunctious - mid season adjustment (added sprit). Committee approved. The setup was quoted as a copy of Charlotte's configuration, which caused the Committee to note an inconsistency in the ISP measurement of Charlotte relative to the base boat. Adjustment for increased ISP -3 to be applied to both boats. Other Beneteau 36.7 certificates to be reviewed for consistency.
- Beneteau 46.1 - This new design appears to be more evenly proportioned and is expected to perform markedly better than some of the smaller ".1" family of designs. Comparison to a wide variety of Beneteau and other manufacturer cruiser/racers were considered. New design, add to database: 108/108/108/108
- Ker 11.3 Custom - Peacemaker - This design was missed out of rating adjustments following the sprit-table adjustment at the start of 2019. 6/0/6/6 > 9/3/9/9.
- The Committee continued its discussion of potential new regulations. Butch Ulmer shared perspective on flying jibs while suggesting some practical limits and adjustment guidance. Separately, the Committee discussed Large Roach Headsails (also known as Tweeners) which are legal sails in ORR and ORC but which measure into a no-mans-land in the current PHRF measurement definitions. Draft wording for the 2020 YRALIS PHRF Rule has been developed and will be finalized at the October meeting.
- 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

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- Western LIS, including Eastchester Bay and Manhasset Bay
- Eastern Long Island including Port Jefferson.

Next Meeting - October 10th, 8pm. A Long Island venue is anticipated, TBC.

Meeting adjourned at 10:51pm.

Respectfully submitted

Alistair Duke