

Draft Minutes

YRALISPHRF Meeting 13JAN22 held via Zoom.

Nye Rating Appeal

Present: YRALIS Executive Board: Cynthia Parthemos(Pres.) Board members Frederick Heerde, Richard West, Park Benjamin, Peter Becker

PHRF Committee: Rick Sinclair (Chair), Andrew Weiss, Alistair Duke, Mike Colucci, Charles Hurd, June Kendrick, Paul Kueffner

President Parthemos opened the meeting at 20h00 by welcoming the attendees and outlining how the meeting would proceed: Mr. Nye would present his appeal to the group and then would stand by as the Committee deliberated. He would then rejoin the group to be advised of the decisions made. She then asked Mr. Nye to present his appeal to the group.

Mr. Nye presented his appeal regarding the Olson 30 rating, focusing on four points:

- The elliptical rudder

- The distance rating offset

- The base rating change

- The “Beam of Destiny”

He compared Olson 30 ratings to the ratings of comparable boats in different areas of the country and how they rate in other PHRF regions. Graphs were presented and studies done by other regions were brought up. He also provided details about the rudder and Beam of Destiny.

President Parthemos then asked if there were any questions for Mr. Nye. After he had answered them, President Parthemos placed Mr. Nye in a ‘waiting room’ and the PHRF Committee deliberated on the points he had raised with the Executive Committee observing.

The PHRF Committee discussed the elliptical rudder. They noted that the design does increase wetted surface and drag compared to the original, standard rudder. It is not thinner. It seems to improve control in big waves and strong winds – conditions that are not prevalent on Long Island Sound. Owners in general do not seem to have migrated to the elliptical rudder unless they are sailing in big waves and strong winds. While elliptical rudders on most boats tend to improve performance markedly in a range of conditions, the PHRF Committee decided that in this case the Olson 30 class elliptical rudder does not warrant an adjustment.

The PHRF Committee then looked into the distance rating offset. It was determined that the offset was created many years ago in order to even out disparities between light, easily driven hulls and older designs. PHRF fleets, including PHRF YRALIS seem to have been phasing them out as older designs stop racing. No other symmetrical-spinnaker boat appears to retain this vestigial rating offset. Reviewing results including the testimony from Mr. Nye as well as other Olson 30 finishes and the circumstances surrounding some of them, the Committee concluded that observed performance on the race course – across a number of events and various points of sail – showed that the Olson 30 appears to sail to its distance rating of 105 in LIS conditions. Noting that other PHRF regions rate the Olson 30 faster than on LIS (PHRF San Diego: 96,

MidWest PHRF: 102, NWPHRF: 99), the PHRF Committee decided that the distance rating for the Olson 30 : 105, is not overly harsh and does not warrant a change at this time. In the absence of any significant W/L performance data to the contrary, and universal agreement that the disparity between the distance and W/L rating needed to be eliminated, the Committee resolved to modify the Olson 30 base rating to 105/105/105/105.

For the base rating change made in 2018, the PHRF Committee reviewed the results of races to determine that the change from 111 to 105 was warranted. It was noted that with few boats of a type racing – as with a custom design - results can be difficult to interpret. To verify the accuracy of the rating, other boats in the range – Hobie 33, Frers 33, J/105 and Beneteau 36.7 - will be reviewed by the PHRF Committee to ensure fair rating spreads for them.

“Beam of Destiny” is a term coined by Olson 30 sailors to refer to a transverse strut that reinforces the hull in the way of the mast, chainplates and main bulkhead. As the boats have aged, owners have installed them to stiffen the boats. They are often carbon fiber constructions bonded to the hull and frames. Claims that stiffening the boat did not improve performance were contradicted by the large number of racing Olson 30’s nationwide that apparently have them, as well as studies by naval architects and the experience of PHRF Committee members in other boats. The PHRF Committee decided that installing a “Beam of Destiny” warranted an adjustment of 3 seconds per mile faster.

President Parthemos then moved Mr. Nye back into the group and he was advised of the PHRF Committee’s decisions. After some discussion, the meeting concluded at 22h15.