

Minutes YRALIS PHRF Meeting 10Aug23

Held via Zoom

Present: Rick Sinclair, Chair, June Kendrick, Alistair Duke, Paul Kueffner, Mike Colucci

Meeting came to order at 20h10.

Redemption: Farr 395 rating review

Certificate indicates a new rudder, which appears to differ markedly from the original profile.. The new blade also has a carbon fiber stock. -3 for rudder modification.

Kyrie Tartan 4100 rating review

It appears that this boat has had myriad changes over the years. The original shoal draft keel was deepened, a r/f jib was added, an original aluminum mast was replaced with a carbon fiber one, and a fixed sprit was added. Some of these changes got dropped from the records when the boat's certificates were renewed over the years. TPS now reported as 18.40', with J= 15.7 for 122%. The Committee reaffirms adjustments of +3 for the r/f jib, -6 for the carbon fiber mast, -9 for the custom deep keel, and +3/-3 for a sprit with a TPS/J= 122%

Tango F&C 44 staysail question

The Committee reaffirms that mizzen staysails may be flown in spinnaker racing divisions, but that in non-spinnaker racing, yachts sail off the wind with the same sails they use to sail on the wind. Therefore, ketches and yawls may not fly staysails off the wind in non-spinnaker racing unless such sails are used when sailing upwind.

Endless Summer Ericson 35 rating review

A discrepancy on the certificate brought up the question as to whether the vessel had a fixed 3-blade propeller or a folding propeller. The owner clarified that it is a folding propeller, so certificate will be adjusted accordingly. A review of the rating comparing finish times of Ericson 35's with other vessels found that no adjustment to the base rating was warranted at this time.

Catalina 320 Mk II new base rating

It appears that the main difference between the Catalina 320 Mk I and the Mk II is the addition of a sugar-scoop transom. All other dimensions and significant weights are the same. The Committee determined that the added LWL warranted a base rating for the Mk II version that was 6 seconds per mile faster than the Mk I.

Blue Yankee ILC 46

This boat is en route to LIS, and will likely rate in the -teens to -low twenties. The Committee discussed similar boats and how they might compare to this one. No decision at this time.

J/112e's and Italia 11.98's

The committee discussed recent races involving these two designs in the U.S. and Europe. They seem quite comparable in speed. J/112 and Italia 11.98 owners will be invited to a future meeting to help us determine how close they really are to one another.

GP 42 Arma and Soto 40 Avalanche

It was brought to the committee's attention that there was no distance offset in either of these boats ratings and that they both are rigged with a sprit. Both certificates were reviewed and an error was found that the sprit table was not applied to either boat as was noted on the base rating for each boat. A letter is to be sent out and the error will be corrected on the certificates.

It was noted that the Committee can sometimes issue a certificate that contains an error or omission. The Committee will endeavor to correct any such errors or omissions as soon as they are discovered, and will issue a new certificate with corrections. The new certificate should be used from then on.

Owners are reminded to review the sizes of their genoas, and that they are in compliance with the maximum size genoa indicated on their PHRF Certificate. If your genoa extends back almost to the cockpit it is probably not a 135% genoa, and you should not be getting an adjustment for having such a small sail. Additionally, if the owner notices any other errors or omissions it is encouraged to notify your handicapper.

Meeting was adjourned at 22h41

Respectfully submitted,
Paul Kueffner
Secretary
YRALIS PHRF Committee