



Mark D. Brennesholtz  
NC-PHRF Secretary  
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## NC-PHRF Meeting Minutes – February 26, 2012

Attendees: *Members:* Bill Jarvis, Mark Weinheimer, Craig Beavers, Leo Zimmerman, John Bloom, Dyk Luben, Mark Brennesholtz

*Visitors:* Ed and Barbara Pierce, Jerry Buckman, Allan James, Jerry Dassen, Ken Small.

1. The “acting” treasurer reported that income vs. expenditures was positive by about \$787 in 2011, but some expenses remain outstanding, including +/- \$250 from January mailings. Cash balance is approximately \$5900. Member clubs were not billed in 2011, but since we had a positive cash flow, it was moved and approved that we forego those five or six membership fees for now. Keeping face to face meetings to a minimum saves roughly \$500 per year.
2. The secretary reported that USSA has not included our input for the past two or three years, claiming they were not electronically received. Input in November 2011 has been confirmed received and should reflect three years updates and additions in the 2012 USSA PHRF History of Fleet Handicaps.
3. Ed Pierce appealed the handicap on a CS 40 SD with a sprit modification and oversized spinnakers. A new base rating was granted since the CS 40 SD is not the same boat that NC-PHRF had previously rated. The revised base rating for this class is 93 (was 87). The other penalties and allowances stand.
4. Jerry Dassen requested guidance from the Committee about spinnaker vs. non-spinnaker rating differences. We reiterated that we maintain a single number system. An advisory recommendation we have made in the past, with some empirical analysis, is that a 15 second per mile allowance be given to non-spinnaker vessels when racing divisions cannot be cleanly split. This may not be valid in all conditions, and sport boats are even more difficult to adjust because of their planning ability in the right conditions. Ultimately, it is up to the club or organizing body to determine allowances if spinnaker and non-spinnaker results must be combined. This is not a change in NC-PHRF policy.
5. The Secretary’s response to Jim Day about the rating of the San Juan 28 is confirmed. The rating appears to be fair based on national ratings and recent local results.
6. Jerry Buckman appealed the rating of his modified Cal 28, aka Buckman 31. Any modified or custom boat is difficult to rate accurately or permanently without race data. When Mr. Buckman submits such data, the rating will be reconsidered. For now, the base rating remains 147P.
7. Dick Matthews submitted a revised application for rating based on corrected weights and dimensions for the LF Herreshoff Cutter Ketch. Based upon data that revised

displacement up by 7000 pounds and waterline length down by 6 feet, the base rating was revised to 195 from 174.

8. No action was taken on Pete Thorn's informal request for an adjustment based upon raising his boom, resulting in a loss of approximately 10 sqft of mainsail area. The conclusion of discussion was that there might be advantages and disadvantages of the modification, but it was too close to make a 3 second adjustment (by policy the NC-PHRF increment). In addition, anecdotal performance information does not show the boat to be any less dominating in race results.
9. The list of 19 types with provisional ratings was reviewed with the following changes:
  - a. The J109 ODR rating was made permanent at 72.
  - b. The Viper 640 ODR rating was made permanent at 96.
  - c. J-27 Mod EZ-Pass owned by Leo Zimmerman was made 123P from 123.
  - d. Colgate 26 in a PHRF configuration (155% genoa) was changed from 162P to 150P base, plus a 3 second roller furling allowance.
  - e. Other P ratings remained because of lack of race data.
10. The experimental prop adjustments tried in 2011 were discussed and feedback reviewed. Some initial negative response has faded, and no known props were changed back to fixed from folding in an effort to gain an advantage. The Committee voted to make the changes permanent.
11. John Bloom presented an analysis of a class of 22 PHRF boats in nine races at Charleston Race Week. Statistically, it showed that random race results, for whatever reason, seemed to be 16 times more significant than a 3 second rating difference. In other words, a 3 second change in a boats rating will improve its results only one time out of 16.
12. We welcome Leo Zimmerman from CLYC as a probable replacement for Wayne Ingersoll and thank him for his active participation.
13. The next meeting of the Committee would normally be scheduled for May 2012 if an agenda warrants.

Respectfully submitted,

Mark D. Brennesholtz  
Secretary NC-PHRF