



Mark D. Brennesholtz
NC-PHRF Secretary
9322 Ocean Drive
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NC-PHRF Meeting Minutes – March 1, 2015 (draft)

Attendees: Bill Jarvis, Chris Webster, Mark Weinheimer, Harry Preddy, Dyk Luben, Henry Frazer, Mark Brennesholtz

1. We welcomed Henry to the committee replacing John Bloom.
2. John provided a statement and graph showing that NC-PHRF has about \$7000 cash on hand as of year end 2014. Additional income in early 2015 will add at least \$1000 to that. Cash has grown steadily since 2007. Bill suggested that this was too much money for our projected needs and we discussed possible ideas for uses that would benefit all members and the sport. Consensus was that lowering the already nominal fee was not a good idea. We could extend all current certificates by one year at a cost of around \$3000. We could do advertising for sailing in general or specific events as some clubs are doing now. We should seek feedback from non-racers on what we could do to improve racing. Discussion was tabled until the August meeting but members were asked to exchange ideas via email before then.
3. Bill will temporarily assume treasurer duties. Henry will check out the possibility of doing it.
4. Jeanne B. would like to quit providing database support as of May 1.
5. The committee reviewed a brief letter from Dick Mannion regarding his rating on his Bristol 31.1 Mod. While it was not a formal appeal, we concluded that shortening the mast by 17" had reduced his total sail area by about 20 sq. ft., which was roughly double the amount assumed when we last adjusted the rating. Therefore, the base rating on Wind Melody was increased from 195 to 198. Above deck roller furling increases the sailing rating to 201. No adjustment can be given for a dodger.
6. Tom McKnight contacted the committee to find out if moving his traveler aft and extending the boom would be permitted without penalty. There would be no rating penalty if the mainsail remains class size. The new boom should be banded, as all booms and masts should be, to show the legal "E" length.
7. Provisional ratings were reviewed, and "P" suffixes are removed from Allmand 31 (Eastwood), Bavaria 36 (Imhof), Beneteau Oceanis 40 CC (Hallquist), Columbia 8.3 (Davies), F-24 Mk 1 (Covati), F-27 Formula (Frank), Hunter 28.5 SD (Primmer), J-70 (Flaherty), Jeanneau SO 37 (Knie), Morgan 36.4/6 CB (Price), O'Day 37 (Griffith), Taipan 28 (Prince).
8. The Columbia 8.7 base rating was changed to 219P from 210P to be more consistent with other areas.
9. The next meeting is tentatively scheduled for August.

Please let me know of any additions or corrections, with copies to all committee members.