

# PHRF-NB Meeting Minutes September 2021



Date: **Monday, September 27, 2021**  
Time: **1830**  
Location: **Finn's Harborside (East G)**

## I. Call to Order – By Commodore Kern at 6:30pm

- II. **Roll Call:** Don Kern, Commodore; Will Museler, Rating Chairman; Roy Guay, Treasurer; Bob Horton, Secretary; Paul Grimes, committee member; Todd Johnston, committee member; Ken Madeiro, committee member; Moose McClintock, committee member; Mark Nannini, committee member; Randy Shore, committee member; Kathy Rotsky, administrator
- III. **Approval Meeting Minutes:** Minutes of the August 30, 2021 meeting seconded and approved by members present
- IV. **Appeals: None**
- V. **Ratings:** Certificate 16282 - Laniva, Gulfstar 37, Michael Garretson, owner. Need base rating, no existing base in PHRF-NB for this model. After discussion by the members present it was agreed and voted to establish a base rating of 159
- VI. **Old**
- a) Communication with US Sailing. Will sent a letter to US Sailing with a list of questions, to report if he has received any response. – US Sailing Tom Barnes, Michigan PHRF responded that US Sailing is fragmented but agreed with many points in Will's letter. The national meeting may be held by year end the goals in Will's letter will be presented.
  - b) For Discussion at September's Meeting: Proposed changes to the rules for 2022, Don's suggested changes are found in Attachment A. Please review, recommend modifications and any other changes to the rules you believe will enhance the racing experience.

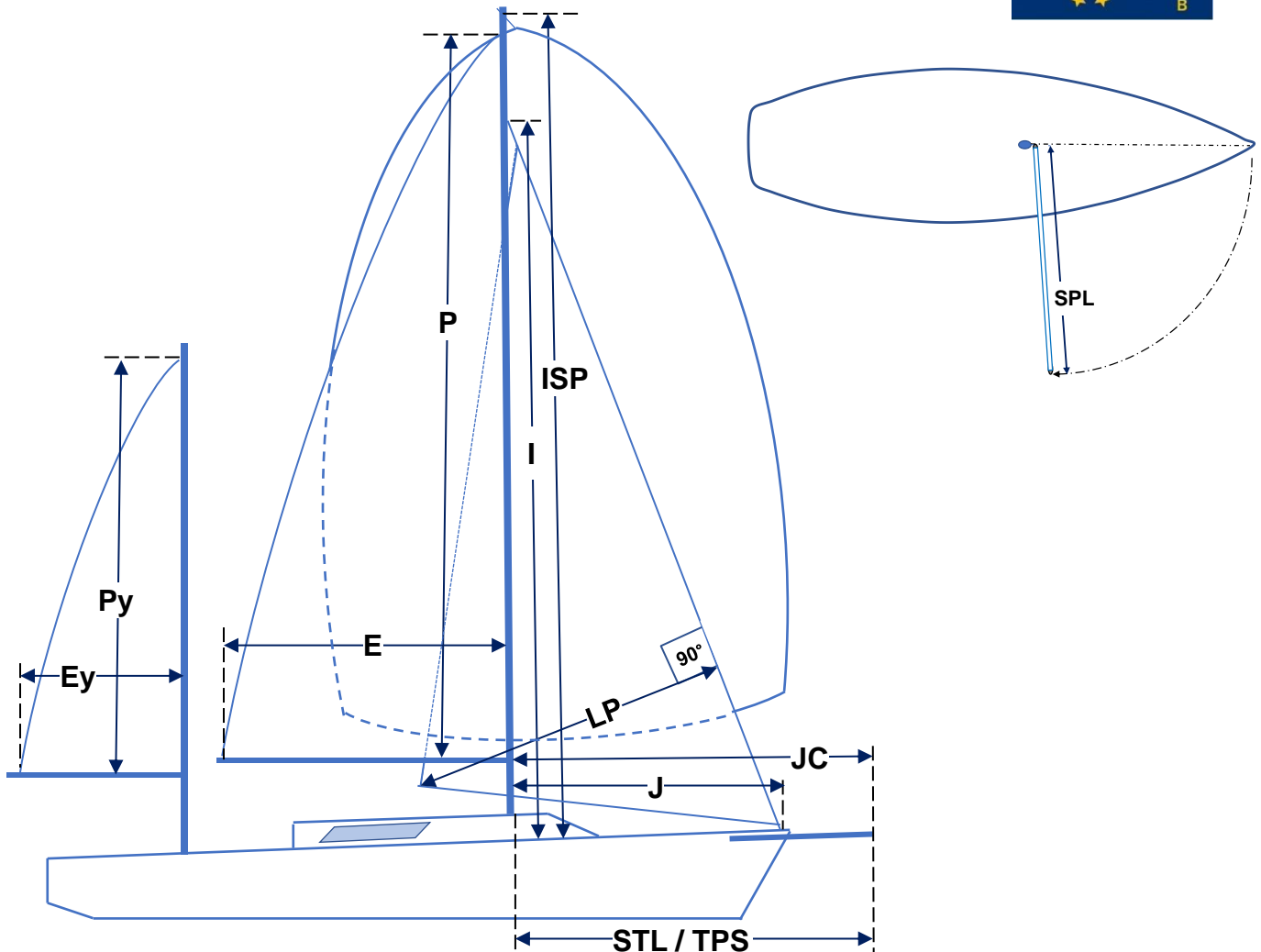
## VII. New Business:

- a) Review of provisional ratings – continued, to get list of all 2021 provisional from Bob and Kathy as done in previous years along with appeals.
- b) Review Delta (>9sec) between PHRF-NB and –NE – Don provided data for review
- c) Proposed changes to *Guide for Yacht Clubs and Race Committees* for 2022, Don's suggested changes are found in Attachment B
- d) Fix webpage so PDF print of cert works – this seems to work for some certificate holders but not others. Further review needed.
- e) Add Graduated costs: \$50 new Cert, \$25 Change to Cert, \$100 new Cert or Change within 10 days of requirement – discussion to continue as system is limited.
- f) Unify the Model on application; i.g., “ODR” means no variances from class rules, J boats are listed as J/xx, J xx, Jxx, J-xx, J.xx; “Mod” Modify means the boat was changed after factory delivery, “Cust” Custom means the boat was modified by the factory prior to delivery. – Discussion to continue to be as clear as possible. This item drew considerable discussion. Definition and rule to be worked on by Randy Shore.
- g) New rating classification for twelves manufactured before 1945. “Vintage 12 Metre”; i.e., *Gleam* – agreed to use the definitions provided by Peter Giraud
- h) Request of sailing non-profits for gratis certifications - Limit to the number of certs? Members present voted to approve 3 certificates per applicant
- i) Add to the website the “How to measure sails diagrams” – this has been done
- j) Meeting Oct 25th - Zoom and/or place – agreed to Zoom

VIII. **Adjournment: 9:21pm**

PHRF-NB

Proposed changes to the rules for 2022



4. Definitions (In order as they appear in Certificate's Application)

- P Mainsail luff length from the top of the boom to the bottom of the upper mast band. If no band, to the top of the main halyard sheave.
- E Foot length of the mizzen sail from the aft face of the mast to inboard edge of the band boom, if no band, to the clew in its most outboard position.
- SPL Spinnaker/whisker pole length is measured from the center line of the mast (fore side) to the extreme outboard end of the fitting, with the spinnaker/whisker pole in its mast fitting and set in a horizontal, athwart-ship position.
- Py/P2 Mizzen luff length ...
- Ey/E2 Foot length ...
- Max Draft Maximum depth ...
- Other Ballast Note any additional ballast with amount and location, such as bilge ballast or corrector weights. If Port & Stb'd water ballast, total gallons on one side.

## Reaching Headsails (Flying Headsails)

A headsail that is not attached to the headstay and spinnaker that does not conform to having a SMG  $\geq$  75% of the foot length.

Propeller Installation How the propeller installed, aperture, exposed shaft, sail drive, thru keel, and drop box. ~~shaft/strut, etc~~

Note: "Aperture" is where the propeller is located in a faired opening between full keel and attached rudder

"Thru Keel" is where the propeller shaft exits from the trailing edge of the keel.

## 5.1. PHRF-NB considers the base boat to be as follows:

- f. **One Design** - Boats rated in a One Design Rating (ODR) configuration shall comply with the hull, appendage, rig, and sail configuration specified by its Class requirements/restrictions. Additional class requirements such as limitations on crew weight, hiking, sail materials/weight, number of on-board sails, new sail purchases, etc., will not apply. Variations shall be reported to the Rating Committee. If the excursion(s) is deemed significant, a PHRF-NB base rating will be issued, which notes the modification(s).

## 6.1 Mainsails

### f. Cruising Mainsail Credit (+3)

The mainsail's material must be: Woven Polyester, Polyester Composite or Polyester laminate, with an additional layer of woven polyester (taffeta), or Composite skin, both with the intent of adding durability to the sail. Exotic materials are not allowed; (Pentex, PEN, Aramid, Technora, Carbon, Spectra, Ultra-PE, etc.).

## 6.2 Headsails

### c. Roller Furler Credit (+3)

Class Boats or a custom boat equipped by the original manufacturer with a roller furler, upon which the base boat handicap is established, are not eligible for a roller furl credit.

- i. Headsails shall comply with the following:
- ii. All sails to be used shall have a luff length 2.5% of the I measurement shorter than the head stay length as measured from the deck sheer line to the mast intersection.
- iii. Roller furl clues, when close hauled, shall be above the lifelines. If no lifelines are installed the clews shall be 18" minimum height above deck for boats under 30' LOA. For boats 30' and greater roller furl clues, when close hauled, shall be 24" minimum height above deck.
- iv. When hoisted there shall not be sail area below a straight line drawn between the tack and clue "foot roach".
- v. The cruising headsail shall be attached to the bottom drum, hoisted in a foil extrusion and have a top swivel, the system shall be functional.

**d. Cruising Headsail Credit (+6) Cruising Headsail Credit (+6)**

- i. Cruising Headsails shall comply with the following:
- ii. The cruising headsail shall have a luff length 2.5% of the “I” measurement shorter than the head stay length as measured from the deck sheer line to the mast intersection.
- iii. Roller furl clues, when close hauled, shall be above the lifelines. If no lifelines are installed the clues shall be 18" minimum height above deck for boats under 30' LOA. For boats 30' and greater roller furl clues, when close hauled, shall be 24" minimum height above deck.
- iv. When hoisted there shall not be sail area below a straight line drawn between the tack and clue “foot roach”.
- vii. The cruising headsail is regularly used as the primary genoa/headsail when the boat is racing, day sailing or cruising during the sailing season, in or out of PHRF-NB’s region.

**6.4 Reaching Headsails (Flying Headsails)**

~~a. These sails are defined as either spinnakers that do not conform to 6.3.b.iii. or headsails not conforming to 6.2.a.~~

These sails are defined as a headsail that is not attached to the headstay (6.2.a.) and a spinnaker that does not conform to having a SMG ≥ 75% of the foot length (6.3.b.iii.).

**Table I: Propeller Adjustment**

Position	# of Blades	Type of Propeller	Sec/Mile
Aperture	3	Solid	6
Aperture	2	Solid	3
Aperture	2 or 3	Feathering/Folding	-3
Exposed Shaft	2 or 3	Feathering/Folding	0
Exposed Shaft	2	Solid	6
Exposed Shaft	3	Solid	12
Sail Drive	2 or 3	Folding	0
Sail Drive	<del>2 or 3</del>	Solid	<del>Varied 3</del>
Sail Drive	3	Solid	6
Thru Hull	2 or 3	Feathering/Folding	0
Thru Hull	2	Solid	3
Thru Hull	3	Solid	6
None/Insufficient	---	---	-3
Outboard (not in water)	---	---	0
Drop Box Propeller	2 or 3 or 4	Solid	Varied

**7.4 Keel Type Changes / Modifications**

iv. Dagger boards – 0 sec/mile

v. Deep draft, wing, bulb/strut, canting, etc changes will be addressed individually by the Rating Committee.

## 8.1. Reportable Modifications

q. ~~Increasing the size of sails.~~ All sails, new to the boat, shall be reported and the application shall be accompanied with a sailmaker's certificate.

### PHRF of Narragansett Bay

#### Guide for Yacht Clubs and Race Committees

- **Purpose:** To provide basic information to assist Yacht clubs and Race committees organize and run regattas using PHRF-NB
- **Background:** PHRF-NB, which rates approx. 500 boats, is one of the larger PHRF fleets in the United States. We rate boats, sailing in and around coastal Narragansett Bay and on the open coast of Rhode Island and Block Island Sound. We are independent of NBYA, and the NE and Long Island Sound PHRF organizations. This independence is not unusual in the country, and while far from perfect, has led to a rating approach that adapts and rates far, far more boats for far longer than any other rating approach.
- **PHRF Rating Committee Make-up:** The PHRF-NB rating committee makes all decisions regarding boat ratings, appeals, etc. It is led by the Rating Chairman, however, each member on the committee has an equal vote. We attempt to have a broad-based committee from different geographical areas on the Bay, from different yacht clubs and of different professional backgrounds. If you feel your Yacht club or area is not properly represented, please contact the PHRF office to discuss possible committee additions.
- **Rules/Procedures/Rating List:** “Principles of Narragansett Bay”, our Rating Procedures, By Laws, Notes to Appellants, Standard Adjustment Guidelines, latest Boat Ratings List, others comments, and results of appeals are all posted on our Web site < <https://www.phrf-nb.org/>>.
- **Web Site, eMail and Phone:** Our web site is: <https://www.phrf-nb.org/>, Our email is [phrf-nbadmin@phrf-nb.org](mailto:phrf-nbadmin@phrf-nb.org); , and our phone is 401-253-0207.
- **How to Handle Ratings:** We email renewal ratings to all members by early March and applications and instructions are available from our office web site. For your lowest hassles, we recommend the following:
  - 1) Your regatta/race notice state that “Valid 202x Narragansett Bay PHRF ratings are required.” Certificate renewal notices are sent members in March of each year. Help for any problem with certificate renewal can be obtained by calling the PHRF-NB office at 401 253-0207. New 202x Certificate applications and instructions can be downloaded from our web site.
  - 2) Don’t get in the middle, keep the responsibility of filling-in the PHRF application and obtaining the PHRF-NB rating certificate on the sailor. PHRF-NB does provide quick turnaround, is very flexible and will provide email service for special cases.
  - 3) Please be advise that PHRF does re-evaluate class boat’s base ratings and the criteria for adjustments from the base ratings in an attempt to stay current with technology improvements. Thus, previous boat ratings may not be valid for the current season.

**Spinnaker and Non-spinnaker ratings:** PHRF issues both a spinnaker and a non-spinnaker rating for each boat. Your race instructions need to specify which one is to be used. Theoretically, the ratings reflect the speed difference between a spinnaker and a non-spinnaker, however, we strongly recommend that you do not mix spinnaker and non-spinnaker, within the same class.

- **Time-on-Time vs Time-on-Distance Scoring:** Races within the US are slowly changing to Time-on-Time (ToT), i.e. rating corrections are based on the time sailed whereas the earlier format of Time-on-Distance (ToD) uses time over a the distance. The race committee can use the PHRF rating to score either way: Your instructions need to state whether “Time-on-distance scoring will be utilized or “Time-on-Time” scoring will be utilized. In general, we recommend ToT be used if your classes contain large rating spreads, i.e. greater than 30 sec/mile, your courses vary between “all reaching” and/or “all beating” since ToT would offer fairer scoring. However, Time-on-Distance scoring is more familiar to older racing sailors in the US and is applicable for Pursuit type races.
- **Safety/Boat size issues:** PHRF does not set safety criteria, e.g. lifelines, fire extinguishers, etc. PHRF does not restrict our ratings to any particular boat size or style. If you wish to limit your regatta to particular size of boats, e.g. “between LOA of 25 to 45 feet” or PHRF ratings, you must state such a restriction in your race instructions. Likewise we do not specify instructions for safety in which our ratings are used for local club racing. If you are the Organizing Authority for races traversing into Rhode Island Sound, Buzzards Bay and Long Island Sound or heading to Bermuda we recommend invoking the applicable recommendations found in US Safety Equipment Requirements – Coastal or Ocean grids (<https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/>). We also recommend when a boat checks in at the beginning of the race that the boat reports the number of “Souls on Board”. Your race instructions must specify any safety or ORC safety requirements.
- **Crew Weight Limitations:** PHRF does not restrict the number/weight of crew on any particular boat.
- **Class splits/Sport Boats:** Classes with rating spreads of 30 sec/mile or less are best. In addition, boat types should also be considered. There is a major problem with “Sport Boats” e.g. Melges 24, 30, Viper 840, VX-1, etc racing in the same class as normal boats as their speed on reaches and maneuverability are significantly different than the norm. All attempts should be made to segregate sport boats into their own separate class.
- **Major Regatta and General support:** For a major regatta, the race notice should specifically state that current PHRF-NB ratings are required, and that applications must be submitted by a certain date prior to the regatta. PHRF-NB would be pleased to work with you on any race notices, and offers to provide any last-minute ratings just prior to the regatta, but these should be limited to special cases. Please feel free to ask for any advice from PHRF on class splits, regatta notices or race instructions, crew limitations, etc.