

Minutes YRALIS PHRF Committee 12 APR 2024
Meeting held via Zoom

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

Chair Alistair Duke opened the meeting at 20h00.

J/125 - Good News. Ex Timeshaver. Presents with modified rudder and mainsail that does not meet YRALIS standard maximums. Rudder -3, Mainsail -3.

J/99 - Thin Man. In addition to spinnakers and a >75% mid-girth code zero, Thin Man is adding a Free Flying Headsail with LP smaller than the largest jib used to establish the rating. This sail attracts a -3 adjustment per table 3.C.1 of the Rule.

Sunfast 3300 - Byte. Clarification of the March minutes where a simple -9 adjustment was mentioned. This was intended to be additive to the 2023 rating, consequential of the replacement longest bowsprit. In the interests of clarity, and since the design is now presenting with multiple bowsprit configurations the Committee will remove the bowsprit from the base rating and apply the "sprit table" - table 3.E.2 from the Rule. This will result in no change for boats presenting with the same equipment as 2023, but an overall -9 adjustment for Byte commensurate with the additional sprit length.

Tofinou 12 - Atua. The owner presented significant comparative data and independent observations that verified the evidence over a variety of YRALIS qualifying events. The Committee finds that this boat warrants a 60/60/66/60 rating for 2024.

Ericson 35-3 - Endless Summer. The owner presented significant results-based data and non-spinnaker performance comparisons against the Metalmast 30, Sabre 34 and others. YRALIS already has the Metalmast 30 at the lowest end of the range of handicaps and the Ericson 35-5 at the upper end of the range for the US PHRF bodies and elected to make no change.

Jeanneau Sun Odyssey 410 - Bavaria. The owner requested review of rating based on observed performance in a number of YRALIS qualifying regattas. The shoal draft configuration, smaller non-overlapping sailplan and absence of a mainsail traveller were called out as key differentiators relative to the performance potential of the Jeanneau 409 and others in this range. The Committee finds that a 108/108/108/108 rating, with sprit table modifications as appropriate, is warranted for this design.

C&C 121 - Arabesque. Unknown at the time of purchase, the owner now realized that the boat has a replacement mast. Different spreader and section details warrant adjustment over original. +3.

X 4.3 (Deep Keep) - Katana. To correct an inconsistency in the standard base ratings table, a new record for x4.3 and x4.3 DK will be created. No adjustment to Katana will result.

Sabre 386 Tall Mast - Eclipse. The Committee clarified that the rating is standard with a Carbon Rig, aluminum would be a +6 adjustment. No change for Eclipse.

J/112 - Various owners have contacted member of the Committee following the decision to modify the rating for the 2024 season. The Committee stands by its opinion that the modification was appropriate and dismisses the arguments being made, finding that they are typical variations found across any and every dual-purpose racer-cruiser fleet. The YRALIS PHRF Rule has more accommodations for cruising sailors than ever before but finds it impossible to accommodate the degrees of adjustment being requested. Nowhere in the rule do we differentiate, nor among any other class do we try to arbitrate between performance cruising and racing sails, nor extra batteries, lazy-jacks or stack-packs. Cruising amenities may attract an adjustment if they are considerable and fixed, with roller furling systems, Hoyt booms, cruising canvas/dacron, solar panel structures and similar modifications being eligible for rating relief. More subtle differences than these cannot be so easily defined, described and differentiated and there is no precedent for doing so.

Meeting was adjourned at 2145.

Respectfully submitted,

Alistair Duke

Chairman
YRALIS PHRF Committee