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Monday, May 19, 2025 – ZOOM Call – 7:00p

Attendance: Ryan, Merkle, Raynor, Burris, Daley, Schiavoni, Andrews, Earhart, Ruckstuhl, Glass, Blackburn, Filson, Judy Kellner. Quorum was present; 7 of 12 voting members were present.

Administrative – Meeting was called to order at 7:00p. Minutes from the April 6, 2025 meeting was reviewed and approved with a motion by John Earhart and a second by Drew Blackburn. Meeting adjourned at 10:00p

APPEALS

MODIFICATIONS

Cat 27 IB – Monroe-Andrew Devenish -- new rudder; 3 second penalty was discussed at the November 17, 2024 meeting. Owner has since sent pictures, etc. on the new rudder. The committee examined manufacturer's drawings and discussed the rudder's deeper design, and confirmed the 3 second penalty is appropriate. The group also touched on the efficiency of the new rudder, noting its higher aspect ratio and reduced drag, which would likely improve the boat's performance.

NELSON MAREK 3/4 TON (33) – Skip Dieball/NCYC- would accept a 6 second penalty to increase spinnaker hoist to masthead spinnaker if he does it. The change would increase the spinnaker size by 15% in height and area. Skip to let us know and provide sail dimensions. Some members expressed doubt that the 6 second penalty would be sufficient.

NEW RATINGS

Beneteau 30.1 – Robert Miller/BHSC; John Earhart presented his research. The group discussed the Beneteau 30.1, a new performance cruiser with a fixed shallow draft keel, twin rudders, and a sprit that is longer than the original design drawings. John presented the boat's specifications, including its displacement, sail area, and PHRF ratings from different regions, noting that Midwest PHRF rates it at 153. The group compared the 30.1 to similar boats and found that it is slightly faster, with polars indicating a speed advantage of about 15 seconds per mile at 10 knots. They discussed whether to include the sprit length in the base handicap or as a penalty, but Nori pointed out that the sprit is longer than the original design which was considered in the rating. The base rating will be 144 and includes the bow sprit. There was some discussion about the published E measurements of 12.37 and 10.75. This boat has an E of 12.37. The shorter boom is used with a flat top main which would be penalized. Rob Daley to monitor performance during the summer and provide feedback. It will be reviewed as a new rating over the winter.

PJ43 – Frank Schreiber in Buffalo is questioning the class that has been assigned for the boat since 2008 when the original application was submitted. He says it should be a PJ43, not the Swan 43. The committee discussed this at great length. The measurements are pretty much the same except the PJ43 weighs more and has a deeper keel. The database will be updated to reflect a name change to PJ43. No rating change at this time.

Tartan 4100 – Ted Pinkerton/Mentor – The measurements for the Tartan 4100 do not match published manufacturer measurements. Mast is 3' too tall for 4100. May be a mast from 4300 and is CCR rig. CCR was not available on the 4100. Main and Jib appear to be for 4100. 4100 TM "I"=57.00; 4300 "I"=59.5. 4100 SD=5.3; 4300 SD=5.8. The committee agreed to allow the current rating without penalty if the owner adds a black band at the appropriate height on the mast, though they noted concerns about the owner's lack of transparency about the boat's history. 4100 TM SD Rating=93.

J-70 – Eugene O'Neill/BHSC; Club Rating of 111 will be rated with class sails with main area and oversized mid-girths. The committee approved a motion to not penalize a J/70 for having a roached mainsail, following precedent set by other boats like the Flying Tiger and J88. The standard configuration will be the One Design main with midgirths and area that exceed the LE Max. No credit for PHRF-LE legal main per PHRF-LE Class Rule 7.1.

Henderson 30 Non-Articulating – Heid (Mojito)/NCYC – asking to allow standard configuration with the One Design main (which has oversized midgirths under LE Rules) at 51. The base rating with LE legal main was changed to 57. The One Design Main will incur a 6 second penalty which keeps them at 51. A change can be made once per season per LE Class Rule 14.5.1

TREASURERS REPORT

Balance at 5/16/25 \$19,204.01. No extraordinary expenses are expected. 314 members in 2025; same period last year was 358. We have budgeted 410. The Square and Venmo options are working as expected. Dave suggested that we extend the late payment period to May 31st and send out an email blast to those who have not renewed.

OLD BUSINESS

New Ratings Review – Finished up the 1 item left; 6 ratings were changed.

Rating Range Review - 100 to 135 (96) – Finished at April meeting with no rating changes.

NEW BUSINESS

Next Meeting: No June meeting is needed. The next meeting will be in October.

409 members in 2024; 413 members for 2023; 416 members 2022; 429 members 2021; 382 members 2020 (Covid); 438 members for 2019; 447 members for 2018 (South Shore had 52 of our previous members), 484 members for 2017; 498 members for 2016; 514 members for 2015; 521 members 2014; 533 members 2013