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Sunday, March 22, 2026 – Houlihan's Westlake

Attendance: Ryan, Merkle, Raynor, Schiavoni, Daley, Earhart, Blackburn, Glass, Mueller, Klock via phone, Judy Kellner. Quorum was present; 7 of 10 voting members were present.

Administrative – Meeting was called to order at 10:30a. Minutes from the February 19, 2026 meeting were reviewed and approved with a motion by Drew Blackburn and a second by Nori Glass. Meeting adjourned at 1:40p

APPEALS

Melges 24 Appeal - After reviewing race results provided by the appellant for the Melges 24 in both the western and eastern basins of Lake Erie, along with a summary from the owner holding an LE certificate, input from the LE Area Handicapper in Buffalo, and comments from committee members, the committee determined there will be no change to the rating at this time. In Buffalo, the Melges 24 is not outperforming competitors significantly when sailing with an average sail inventory. The eastern basin typically has more chop and favors windward/leeward courses, while the western basin has flatter water and course layouts that can be more favorable to the Melges 24. North Cape Yacht Club will attempt course adjustments within their program. The committee will monitor the boat's performance under these changes and revisit the rating during next year's New and Changed Ratings review. Dave will prepare and send a Determination Letter.

MODIFICATIONS

Csaki/Ford Yacht Club – Kelt 8.5 Custom – The committee reviewed photos of the completed project and confirmed no change to the current base rating. The modification involves changes to the sugar scoop. The existing scoop has delaminated, and during repair it will be extended by 8 inches overall and 4–5 inches at the waterline/centerline, which remains above the waterline at rest. The committee determined that this modification is minimal and unlikely to generate a 3-second rating impact. While similar stern overhangs (as observed on a C&C) can submerge underway and effectively increase waterline length, the calculated potential speed increase (0.07 knots) is negligible. After review, the committee voted unanimously to maintain the current base rating.

NEW RATINGS

C&C Northeast 39 – Beck/Bayview Yacht Club – Base Rating of 81. Added oversized sprit, so will not be able to use symmetrical spinnakers. LE rating will be Base 81, -3 sec Main, +3 RF credit, -3 sprit (exceeds 12%/20" rule), +3 convert to asymmetrical only. Midwest PHRF was Base 81, -3 sec Main, +3 RF credit. Sprit added for 2026. Wants to do cruising in Mills. Send him last year's cruising credit rules specifying no spinnakers.

Assigned a base rating of 81.

The boat has an oversized sprit and will not be permitted to use symmetrical spinnakers. The Lake Erie rating will be:

Base 81, -3 sec main, +3 RF credit, -3 sprit (exceeds 12%/20" rule), +3 conversion to asymmetrical only.

Midwest PHRF previously rated the boat as:

Base 81, -3 sec main, +3 RF credit.

The sprit was added for the 2026 season. The owner intends to participate in cruising events at Mills. Send last year's cruising credit rules, specifying that no spinnakers are allowed.

TREASURERS REPORT

Balance as of 3/15/26: \$9,681.60. No extraordinary expenses are anticipated. There are currently 95 paid members, compared to 150 at the same time last year. Renewal emails were sent on March 13, so renewals are coming in more slowly than expected.

NEW BUSINESS

Reinstated - US Sailing National PHRF Committee - There has been positive movement within US Sailing regarding PHRF fleet support. Dave has accepted an invitation to represent PHRF-LE on the newly formed "PHRF Advisory Group," which will meet for the first time on March 24. The group consists of representatives from nine PHRF areas, including two from US Sailing.

The Advisory Group meets weekly and is divided into Technical and Administrative/Governing subgroups. The Technical group will provide regular summaries of its activities.

It was noted that the RW&B book currently lacks consistency, as different regions use varying names to describe the same boats and do not always use the same baseline configurations. The Technical Committee will review these discrepancies and establish standardized baselines, after which the book and corresponding website will be reactivated.

A full-time position will be created to support PHRF, funded by US Sailing for the first year. Long-term funding options are still under discussion.

The group will also develop a reference library addressing topics such as large roach jibs—permitted in some regions but not in Lake Erie—as well as the multiple approaches (seven or eight currently in use) for handling asymmetrical conversions. This will allow regions to better compare and evaluate differing methodologies.

No changes resulting from this work will impact the current season.

2026 I-LYA Spring Meeting - March 27 - 28, 2026, Sheraton Detroit Metro Airport, 8000 Merriman Road, Romulus, MI 48174 734-729-2600. Please make your room reservation by March 6th.

The Sail Committee - Regatta, PHRF & Intersectional to meet from 9:00a to 10:30a.

OLD BUSINESS

Scott discussed a proposed sail measurement event to be held in a school gym and will provide additional details.

The committee continued its discussion on performance differences between older and newer sailboats, with particular focus on asymmetrical sails and sprit-equipped boats. The primary objective is to develop a fair method for adjusting ratings for boats converting from symmetrical to asymmetrical spinnakers.

Dave presented one example of an asymmetrical analysis. He will compile and distribute additional examples from five other regions outlining their approaches to asymmetrical spinnaker rating adjustments. Notably, Midwest and Narragansett Bay have developed methods that may be useful. These approaches will be reviewed and considered for potential rule changes next season.

A current challenge is the lack of a standardized method to assign rating penalties for modifications such as adding a sprit (e.g., a 5-foot sprit). At present, the committee does not have a consistent way to determine an appropriate adjustment.

Using the sample framework discussed, any proposed rule change would follow the established process: introduction and first reading, followed by a second reading at the subsequent meeting, after which it could be adopted into the rules. The committee will also evaluate how US Sailing guidance may support this effort.

The sample framework includes the following boat classification identifiers:

- AB – Traditional, heavy displacement
- C – IOR and other moderate-displacement racer-cruisers
- HP – High-performance, light-displacement racer-cruisers
- SB – Sport boats

Scott will develop and distribute a flowchart (strawman proposal) outlining potential approaches to asymmetrical spinnaker rating adjustments.

North Cape Yacht Club has begun using a new app, RailMeets, for registration and scoring. The platform supports importing Midwest certificates. NCYC has requested that PHRF-LE provide a similar capability, potentially via API integration with a JSON response (e.g., LE certificates and/or ratings). Alternative options include providing a consolidated PDF of certificates, direct database access, or an Excel export. Craig is organizing a group meeting to discuss these options. Scott and Craig will also meet separately to review RailMeets usage and experience.

Reminder: Need Club Profiles for newsletter

386 members in 2025; 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