



**PHRF OF BC
FALL 2015 HANDICAPPERS COMMITTEE MEETING**
October 28, 2015 West Vancouver Yacht Club

MINUTES

Present: Gunnar Jonsson, Chair

Matt Wagstaffe (Member At Large)

Brett Willetts (Royal Vancouver YC)

Clint Currie (West Vancouver YC, Squamish YC; Gibsons YC,
Kitsilano YC, Garden Bay SC, Centennial SC)

Jason Vandergaag (Vancouver Rowing Club)

George Streadwick (Eagle Harbour YC)

Al Whitfield (Point Roberts YC)

Trevor Salmon (Deep Cove YC)

Guests: John Windas and Ron Turner, SNSYC

Meeting called to order 1806 hrs.

ITEM 1: Acceptance of Minutes of the Spring 2015 Handicappers Committee Meeting.

Moved by Jason Vandergaag, 2nd Al Whitfield:

The Minutes of the Spring 2015 Handicappers Committee Meeting be accepted as read.

Passed.

ITEM 2: Review of new PHRF BC base boat rating assignments and changes.

Moved by Al Whitfield, 2nd Matt Wagstaffe:

The new PHRF BC base boat rating assignments be accepted as read.

Passed.

ITEM 3: Watch list review.

All current Watch List yachts to remain on the list pending further race results except Laser 28 (Fleet) and C&C 35-1(Fleet) to be removed from Watch List due to lack of results in support of continued monitoring.

ITEM 4: Administrative update.

1. Current 2015 certificates issued or pending: 251.
2. No fee increase for 2016.

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ITEM 5: Rules Review.

Discussion about amending the current PHRF BC spinnaker formula to more accurately reflect actual sail areas of symmetric and asymmetric spinnakers. The current formula has been shown to underestimate the square footage of asymmetric spinnakers which can lead to inaccurate code assignments and rating adjustments.

After extensive review the Handicappers Committee believes that adopting the spinnaker area calculation formula that is used by PHRF NW and other rating agencies is a positive step for the PHRF BC Fleet for the following reasons:

1. Symmetric and asymmetric spinnaker sail areas will be more accurately calculated.
2. Competitors will be more fairly scored as boats retrofitting to asymmetric spinnakers will be more accurately rated.
3. Spinnaker hoist will also now be routinely captured whereas previously it was not formally recorded.
4. Moving to the same formula as PHRF NW will help cross border racing owners when having sails built since they will be rated the same in both NW and BC and can be built to max code potential under both rating systems.

Moved by Jason Vandergaag, 2nd George Streadwick:

The following 6 changes be made to the Rules of PHRF BC:

10.0 Sail and Rig Measurement Definitions

BASIC DIMENSIONS

Add dimension "JC":

JC: AS-DESIGNED Base of spinnaker foretriangle. For boats with asymmetrical sail, JC is measured horizontally from fore side of the mast to the point where the tack of the spinnaker attaches to the deck or bowsprit. For boats with conventional mast-mounted poles, JC is measured from fore side of the mast to the extreme end of the spinnaker pole.

Add dimension "ISP"

ISP: AS-DESIGNED spinnaker hoist height. Measured vertically from deck datum to the halyard sheave exit.

Add dimension "H"

H: Height of spinnaker sheave above deck datum.

Redefine dimension "SPL":

SPL: MEASURED base of spinnaker foretriangle. For boats with asymmetrical sail, SPL is measured horizontally from fore side of the mast to the point where the tack of the spinnaker attaches to the deck or bowsprit. For boats with conventional mast-mounted poles, SPL is measured from fore side of the mast to the extreme end of the spinnaker pole.

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2. Rule 10.0 Sail and Rig Measurement Definitions (continued)

SPINNAKERS

Replace current text:

Symmetrical Spinnakers

LLS: Luff Length Spinnaker, measured from head to clew when stretched taut.

*G: Girth of spinnaker, measured by folding the spinnaker in half, measuring maximum half width and doubling. G will be at least $1.8 * J$ of the standard boat and at least $1.8 * SPL$ of the actual boat.*

and

Asymmetrical Spinnakers

DH: Girth between points .5' from head on luff and leach

D1: Girth between points 1/4 leach and 1/4 luff from head

D2: Girth between points 1/2 leach and 1/2 luff from head

D3: Girth between points 3/4 leach and 3/4 luff from head

DF Foot

With:

*SLU: Spinnaker Luff length, measured from head to tack when stretched taut.**

*SLE: Spinnaker leech length, measured from head to clew when stretched taut**

*SGM: Girth of spinnaker, measured from the midpoint of luff and leech, with the spinnaker stretched tight across the girth. SGM will be at least $1.8*JC$.*

SFG: Foot length, measured from tack to clew, when stretched taut.

** For Symmetrical spinnakers, SLU and SLE will be equal*

3. Rule 11. Standard Sail Areas

Replace current text: *11.2 Spinnaker* $1.566 * I * J$

With: *11.2 Spinnaker* $1.494 * ISP * JC$

4. Rule 12. Actual Sail Areas

Replace current text:

12.2 Spinnaker $0.87 * LLS * G$

12.4 Asymmetric Spinnaker $(DH + DF + 4 * (D1 + D3) + 2 * D2) * (LUFF + LEECH) / 24$

With:

*12.2 Spinnaker: $0.83 * ((SLU + SLE) / 2) * ((SGF + (4 * SGM)) / 5)$*

*12.4 For boats where "H" is greater than "ISP", use the greater of SLU or $(0.95 * (H^2 + JC^2)^{0.5})$ to calculate the non standard spinnaker area.*

5. Rule 16. Spinnaker Pole and Whisker Poles

Replace current text:

*16.1 If SPL is longer than "J" it shall result in Actual Spinnaker Area being calculated with $G = 1.8 * SPL$ or the sails measured girth whichever is greater.*

With:

16.1 If SPL is longer than JC it shall result in actual spinnaker area being calculated with $SGM=1.8*SPL$, or the sail's measured girth, whichever is greater.

6. Rule 15.5 SAFS Rating Bands

Change current Code 5 and 6 SAFS bands to:

SAFS	Adjustment	Code
1.045+ - 1.075	- 3	6
0.955+ - 1.045	0	5

Motion Passed for action subject to member ratification per NOTE below.

ITEM 5: Rules Review continued.

Moved by George Streadwick, 2nd Trevor Salmon:
The following change be made to the Rules of PHRF BC:

Rule 16. Spinnaker and whisker poles

Replace current text:

16.2 Yachts originally designed with a symmetric sail plan retrofitting to an asymmetric spinnaker with tack point on centerline 1 foot or less forward of the yacht's forestay deck attachment shall receive a 6 second credit. A yacht with a retrofitted sprit or retracting pole on centerline where the spinnaker tack point extends more than 1 foot forward of the forestay deck attachment shall receive the 6 second credit for a fixed pole but will be penalized 3 seconds for every additional foot (or part thereof) that the spinnaker tack point extends beyond 1 foot forward of the forestay deck attachment. Yachts choosing to race with both symmetric and asymmetric spinnakers shall not receive the 6 second fixed pole credit.

With:

16.2 Yachts originally designed with a symmetric sail plan retrofitting to an asymmetric spinnaker with tack point on centerline shall receive a 6 second credit.

Motion Passed for action subject to member ratification per NOTE below.

NOTE: The handicappers committee has indicated their strong support for implementation of changes to the existing PHRF BC spinnaker sail area calculations and adjustments as described above. However these changes will not be enacted until they are ratified by the current membership of PHRF BC. A membership survey will be enacted to poll all current PHRF BC certificate holders as soon as possible.

ITEM 6: New business.

a. Update PHRF BC/NW communications:

Chair Gunnar Jonsson reviewed his recent discussions with BC Sailing Chair John Abel, PHRF NW President Eric Nelson and discussed a recent letter and e-mails

received from RVicYC Swiftsure Chair, Round the County Race Committee Chair and Van Isle 360 Chair. Dialogue continues around BC/NW reciprocal acceptance of each jurisdiction's current certificates (how to decrease the need to "normalize.")

PHRF BC Gunnar Jonsson will continue communications as needed to ensure the best outcomes for PHRF BC members.

b. Items for improved communications through the PHRF BC region and between members and the Handicap Committee.

Published base ratings: Existing PHRF BC base ratings are currently being reviewed for accuracy and will be published on the website once this review is complete.

Class designations: Existing PHRF BC class designations are being reviewed and updated concurrently with the base rating review.

PHRF NW has declined to share their database with PHRF BC.

Additional Handicappers Meetings will be called if and when needed. No formal plan for increasing the number of permanently scheduled meetings was made. Further, details of Appeals meeting locations is to be worked out in consideration of the increasing number of Vancouver Island PHRF BC members

Electronic meeting attendance was discussed.

ITEM 7: 2014 PHRF BC Fall Appeals hearings - 1930hrs.

1. Roger Kibble, SISC, appealing Aphrodite 101, CAN109, Electra -postponed to 2016 Spring Appeals.
2. Owner rep'd by Ken Pike, KitsYC, appealing Beneteau 45-F5, #46724, Electre
Decision: Base boat rating to remain at 60. Misc Code K to be applied (+6 seconds) recognizing the yachts iron keel, ballast profile and draft shorter than the lead keel version of the same boat.
3. Owner rep'd by Andrew Vickerson, RVYC, appealing modern 6Meters, #135 - St Francis and #111 - Blade
No modern 6Meter yachts have applied for a 2015 PHRF BC certificate and so are not current members of the Fleet. Usually this appeal would not be heard.
However, in the interests of education and updating the PHRF BC database the following suggestions/decisions were made:
 1. The appellant was encouraged to protest any yacht on the race course for lack of a certificate (see PHRF BC website for an outline of the protest to be used in this instance). This will encourage fair racing for all members of a PHRF fleet.
 2. The data presented as well as on the water observed performance of the 6Meter fleets, both classic and modern, was considered by the Committee.
Decisions: All Classic 6Meters to be assigned ODR 125 and all Modern 6Meters will be assigned ODR 105.