

**PHRF OF BC**  
**SPRING 2019 VAN ISLEHANDICAPPERS COMMITTEE MEETING**  
MARCH 9, 2019, 1230 hrs  
Sidney North Saanich Yacht club

**MINUTES**

**Attendees:** Jason Vandergaag, Dennis Lefeaux, Trevor Salmon, John Windas, Terry Waters, Jack Stacey, Douglas Woolcock

**ITEM 1:** Open discussion of 60-100 fleet review, open floor to feedback and discussion.

Jason Vandergaag outlined findings and reviewed current published/proposed changes. Plan will be to ratify this review at the spring meeting on the mainland.

John Windas raised concern regarding certain vessels not included in the review to date. Two primary vessels of concern include the FT10m and Cheetah 30 classes. FT10 has not been included in review as rates faster than 60, but in some areas races directly against the Melges 24, which is seeing a significant adjustment. Cheetah 30 has not had a rating in BC recently and so was not included.

Council notes that the rating of the FT10 vs boats of similar size and speed is most important, Farr 30 other vessels in this group are likely more appropriate reference markers for the FT10 than the M24.

Cheetah 30 will be added to fleet review spreadsheet.

Sabre 386 was noted as a vessel that may warrant a 2-6 second increase in rating vs reviewed numbers. Committee will review before next meeting.

J/36 proposed rating was questioned as possibly being too slow and will receive further review.

**ITEM 2:** J/105 and ODR ratings

Terry Waters proposes that we create a separate ODR rating for J/105 class when sailed in one design configuration only. This rating would not affect the base boat rating of 105s sailed out of class trim and would ultimately be slower than the calculated rating of a 105 sailed in class trim currently.

Resulting discussion regarding whether or not PHRF BC can have a 'Base Boat' separate from a 'ODR' rating that do not mathematically add up when codes are applied.

Consensus was reached and accepted that ODR rating can exist completely separate from a class 'base boat' number, providing that a One-Design certificate is submitted to PHRF BC to obtain an ODR rating.

This will require a general 'tidy up' of ODR designations that have been applied to vessels not sailing in true OD configuration such as the J/109. Jason Vandergaag to create a list of "ODR" classes that will need attention.

**Motion:** *To create an ODR rating for the J/105 class of either 90 or 93 at discretion of review committee, to be included in 60-100 fleet review for next meeting.*

Motion approved.

### **ITEM 3:** Safety Equipment and amendment to rule 9.2

John Windas proposes a change to rule 9.2 to include a requirement for lifelines for classes where one-design rules do not exempt them. Currently the application of code "G" for Removal of Standard Equipment is not applied evenly as there is no clear definition of standard equipment. As a specific example, the San Juan 24 One Design class rules require lifelines, but the original sales brochure for the boat lists lifelines as an option.

Proposed rule change would be to add rule 9.2 (e) as follows:

9.2 (e) Lifelines as per applicable PIYA or World Sailing requirements, except as exempted by class rules.

This change would allow a more consistent application of code G for removal of lifeline equipment.

**Motion:** *Add rule 9.2 (e) as above to PHRF BC rules effective immediately.*

Motion approved.

### **ITEM 4:** New business arising.

**a.** Open discussion on decentralization of certificate issuing process. Jason Vandergaag feels that turnaround time for certificates is unacceptably slow with only him responding to requests. Using the new database tool created in 2017 it should be possible to spread the workload among the club handicappers within certain limits.

**b.** Website

Noted that the list of club handicappers on the website is out of date and requires significant revision. This will be taken care of this spring.

**c.** Flying 15 ODR

Douglas Woolcock notes that the Flying 15 fleet is sailing in OD configuration and requires clarification on mounting of engines etc. Committee agrees that this class should be an ODR class and that number will take in to account lack of engine installations.

### **ITEM 5:** Appeals

John Windas withdraws appeal against San Juan 24 due to agreement to amend rule 9.2