



PHRF BC
Fall 2018 HANDICAPPERS COMMITTEE MEETING
Oct 16, 2018 West Vancouver Yacht Club
MINUTES

Present: Jason Vandergaag, Chief Handicapper

Trevor Salmon (Deep Cove YC)
Roger Kibble (Saltspring Island SC)
Al Whitfield (Pt Roberts YC)
Clint Currie (West Vancouver YC)

Terry Waters (Nanaimo YC)
Dennis Lefeaux Chairperson)
Ian Lloyd – Prospective

Meeting called to order 1745hrs.

ITEM 1: Acceptance of Minutes of the Spring 2018 Handicappers Committee Meeting.

Moved by Trevor Salmon, 2nd Terry Waters:

The Minutes of the Spring 2018 Handicappers Committee Meeting be accepted as read.

Passed.

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

Noted by Terry Waters that Hunter Legend 40.5 Regalo did not receive 6-second credit for centerline pole, but as-sailed rating seems correct. Base rating will be adjusted to 114, rule 16.2 will be applied properly, and as-sailed will not change.

Moved by Terry Waters, 2nd Dennis Lefeaux:

The new PHRF BC base boat rating assignments as listed in the Meeting Agenda be accepted with the noted change to Hunter Legend 40.5.

Passed.

ITEM 3: Administrative update.

a. Jason Vandergaag has been performing tasks of Chief Handicapper for solely for 6 months at this time. No secretary is currently participating on the board, if anyone would like to volunteer or suggest a candidate for secretary, it would be appreciated.

b. Nanaimo Yacht Club membership has voted to use PHRF BC as primary handicapping system for 2019. Many NYC boats already have PHRF BC certificates so this should not change operations significantly at PHRF BC.

c. Noted after meeting: Clint Currie will be retiring from the handicapper's committee and has nominated Ian Lloyd to take his place as WVYC representative.

d. General agreement is that a March appeals meeting will be held on Vancouver Island, date and location TBD.

ITEM 4: New Business

a. Moved by Jason Vandergaag, 2nd Al Whitfield:

Remove the anomalous "79" rating J/35 base boat from the database and correct these two certificates to standard J/35 vessels.

Discussion regarding J/35 ODR status ensued, standard J/35 will also have its ODR status removed, as many of these boats are being sailed as racer/cruisers at this time and use furling etc.

Passed.

b. Fleet Review; 60-100 rated

Jason Vandergaag outlined proposal for handicapper's committee to begin a systematic review of all ratings in the database, starting first with the 60-100 band. A framework was agreed to and can be summarized as follows:

- Initial conversations / broad consensus on desired adjustments was attained at this meeting (Fall 2018)
- A working group of 3 handicappers will create a complete and detailed list of proposed new ratings, ready to be publicized by early January, 2019, and presented to the membership
- Membership will have time and opportunity to respond to this proposal in months prior to the Spring appeals meeting, where a motion to accept the revised base ratings will be voted on.
- The method of assessing or adjusting ratings will be to establish base-boats of known performance in the displacement and planing fleets, and work with relative performance from these base boats. Suggested base boats in this case will be the J/109, Melges 24.
- If the process is viewed as generally positive, the following 6-month review period will be utilized to address the next rating band approx 100-150, and so on until the entire fleet has been reviewed.

c. Spinnaker treatment / Database entry issues

Based on recent requests, a number of certificates have been double-checked and turned up errors due to incorrect data entry. In recent weeks two certificates have been reissued due to data entry errors, and a further 4 designs have been identified at this meeting that require checking.

Outcome is, Jason Vandergaag will immediately engage the database designer to make certain changes to prevent future errors, and will manually check X-119, Antrim 27, Viper 640, and C&C115 certificates which show inconsistencies from boat to boat.

d. Motion: Roger Kibble 2nd: Dennis Lefaux

As island clubs convert to PHRF BC, a sticking point has been the 'standard' sail area definition for genoas. Specifically the NW formula allows a very slightly larger standard SA for genoas under code 5, which means that many boats coming into PHRF BC are being penalized 3 seconds for a genoa which just barely crosses into code 6. The difference in sail area is approx 1% of headsail area, and as such motion is to align our standard jibSail Area coefficient with PHRF NW.
Passed.

ITEM 5: Appeals

No Appeals were received for this meeting.

Meeting adjourned 1950hrs.