

PHRF of BC

SPRING 2024 HANDICAPPERS COMMITTEE MEETING

Thursday March 14, 1700 hrs
West Vancouver Yacht Club

MINUTES

In Attendance:

John Windas (Chair) Jason Davies Ian Lloyd Douglas Woolcock
George Bishop Graham Heath John McManus

ITEM 1: Acceptance of minutes of the Fall 2023 Handicappers Committee Meeting.

Motion: The minutes of the Fall 2023 Handicappers Committee Meeting be accepted as read.

Motion Carried.

ITEM 2: Review of Tentative ratings (T Ratings).

Motion: The new classes base boat rating assignments be accepted as read except the following to remain as T (Tentative) ratings and to be reviewed at next meetings:

CLASS	NAME	BASE	AS-SAILED	CLUB
BENE OCE 41.1	FLANC MOU	63	96	(no affiliation)
HUNTER 30-2	SOUTHPAW	186	207	(no affiliation)
JBOA 112EE	TBD	42	54	Cascadia SC
BAVARIA C45	EAGLE	48	57	CFSA
BAVARIA C45	OSPREY	48	57	CFSA
BENE FIRST 27-2 SE	YOYO	114	105	EHYC
BENE OCE 31	LA BELLA VITA	162	195	Garden Bay SC
J/9	BUTTER TART	117	120	Kelowna YC
MAIL ORDER BRIDE	FARRIER F-85 SR	0	-3	NYC
VIKING 28 O	WILD FIRE	183	183	Penticton YC
WITTHOLTZ 35	RITANA	201	215	Powell River SC
TRIPP 41 X	BANDIT	3	9	RVanYC
ARCHAMBAULT 31	KINCORA	84	87	RVanYC
JBOA 112E	MANAH MANAH	42	57	RVanYC
BENE OCE 393	UNWIND	126	138	RVanYC
JEAN 45.2 DK TM	ADVENTURIST	75	81	RVicYC

BENE OCE 380 WK	PAX	132	174	RVicYC
CUST 25	POINT BLANK	195	168	RVicYC
LEFT COAST DART	OGOPOGO	105	99	SISC
DIAM 24	PAPILLON 2 NUIT	-6	8	SISC
OVERDRAFT	FAREAST 23R		117 ODR	SNSYC
ANDREWS 26	SAINT VITAS DANCE	141	138	Summerland YC
TANZER 26	AURA	210*	216*	Sunshine Coast YC
FARRIER F-82R	UNLEADED	49	39	Turkey Head SA
WAVELENGTH 24	BUSHTIT	172	172	VRC
BENE 10R	LOST TOGETHER	93	102	VRC
JBOA 88 ODR	JAVELIN		81 ODR	WVYC
DUFOUR 40E P	SONGBIRD	72	75	WVYC
CATA 310	SWAN SONG	168	195	WVYC

*Tanzer 26 AURA to remain T but rating changed per Fleet Captains' Review (see below).
Previous base rating was 213 and as-sailed rating 219.

Motion Carried.

ITEM 3: Rules Review.

a. Code Zeros

Motion: Multihull screechers, due to their wide shroud base and tall aspect ratio rigs, be exempt from the Free Flying Sails 55% rule and are allowed to sheet inside the shrouds. Existing multihulls were already rated on that basis.

Motion Carried.

b. Furling Mainsails

The PHRF application form will be amended to indicate whether the mainsail is a furling mainsail. This is for possible use in the future.

ITEM 4: Rating Reviews – Fleet Captains Review List.

Keeping ratings fair relies on the appeals process. However, it is apparent owners are reluctant to submit appeals. Therefore, the Handicappers Committee asked fleet captains to nominate boats that they or their fleet feel needed review.

These are the boats/classes they nominated and the result of the handicappers' review:

C&C 39 “Terna III” – suggesting a higher PHRF rating.

Handicappers’ assessment: No rating change, but corrections to base boat setup in database results in change to base rating. As-sailed remains the same.

Catalina 37 “Topless” – suggesting a lower PHRF rating.

Topless is a one-off custom version of the standard Catalina Capri 37. North American ratings for the standard Catalina Capri 37 range from 66 to 72. However Topless has a shorter mast and other variations including increased displacement.

Handicappers’ assessment: the Catalina Capri 37-1 I base boat rating be reduced by 24, making base rating 90 and Topless’ as-sailed rating 84.

CY 8.0 “Incisor” – suggesting a higher PHRF rating.

Handicappers’ assessment: CY 8.0 ODR status to be removed to allow sail area changes to reflect on the boats rating. Base boat rating be increased by 3, making base boat rating 111.

With removal of the ODR status the net effect is a reduction of 2 in Incisor's as-sailed rating, reducing it from 108 to 106.

Davidson 29 “Kodiak” – suggesting a higher PHRF rating.

Handicappers’ assessment: Davidson 29 base boat rating be reduced by 6, making base boat rating 111.

Boat has moved out of area and does not have a current as-sailed rating in BC.

Hotfoot 27 class – suggesting a lower PHRF rating.

Handicappers’ assessment: Hotfoot 27 base boat rating be reduced by 6, making base rating 141.

Laser 28 Class – suggesting a higher PHRF rating.

Handicappers’ assessment: No rating change.

Newport 30-2 “Aria” – suggesting a lower PHRF rating.

Handicappers’ assessment: Newport 30-2 base boat rating be reduced by 13, making base boat rating 192 (NA average is 177) and Aria’s as-sailed rating 213.

Olson 30 Class – suggesting a higher PHRF rating.

Handicappers’ assessment: Olson 30 Class Rules were relaxed over time to allow variations in rig, keel, rudder, and significant structural changes below deck. A boat with these modifications would be significantly faster than the

original as-designed boat. The handicappers concluded a survey of current owners will be conducted to determine which if any of these modifications were made to their boats. Results will be reviewed at a subsequent handicappers meeting and the individual ratings may be revised.

Tanzer 26 “Aura” – suggesting a lower PHRF rating.

Handicappers’ assessment: Tanzer 26 base boat rating be reduced by 3, making base rating 210 (NA average) and Aura’s as-sailed rating 216. Boat to remain T rated and can be reviewed further at a subsequent handicappers meeting.

Ross 930 Class – seeking explanation of rating variations.

Handicappers’ response: see **APPENDIX A.**

ITEM 5: PHRF Fees.

The PHRF application and change fees had remained at \$45.00 for many years. As of June 1, 2024, the new fee will be \$55.00. This will apply to all new PHRF applications. The first change in a calendar year is free of charge. Subsequent changes in the same calendar year will be \$55.00 each.

ITEM 6: 2023 PHRF BC FALL APPEALS REVIEW (1700 hrs)

1. Mark Evans, VRC & SCYC, appealing his C&C 39 “Namba”.
- appellant requested adjustment for the modified keel and rudder be reduced.

See C&C 39 “Terna III” notes above for details on base boat dimensional adjustments which relate to Namba as well.

Appeal granted. The rudder, replaced many years ago, is not a modern design and does not warrant a rating adjustment. The previous -6 rating adjustment for rudder and keel is reduced to -3 and recorded as a keel adjustment only.

APPENDIX A: ROSS 930 Report on Ratings

HISTORY: The Ross 930 was designed in the early 1980's and built in New Zealand. Later, some were also built in California. Original design was for a ULDB with the ability and space to do short passages and family cruise.

There was a strong one design fleet, especially in New Zealand. The original design came with a conventional fin keel. Later on in the early 90's a modification to the keel, which added a lead bulb and greater depth was adopted as the new base design. The rudder depth was also increased. Older boats were encouraged to make these modifications to conform to the one design rule.

Locally, adherence to the one design criteria ceased around 2005.

Rigs vary somewhat from boat to boat with the main difference being changes from the class 3/4 rig to 7/8, to masthead.

There are a couple of boats with no certificate this year that have further modifications such as a bulb keel, modified stripped interior, rudder, rig, and engine placement.

Presently, there are 3 Ross 930's with a current PHRF-BC rating

1. 112 Jinx 930-1 original design, inboard engine, min Disp: 4840
2. 104 Dilligaf 930-2 updated keel and rudder design, outboard, min Disp 5100
3. 101 Kaitoa 930-2 updated keel design, rudder? masthead rig, min Disp: 5100

Two boats with current PHRF-NW

1. 111 Gaucho
2. 96 Kaitoa

PHRF-BC has 2 base ratings reflecting the 930-1 at 123 and 930-2 at 114. This 9 second difference represents the difference between the keel depth, ballast shoe, and rudder depth. There is no adjustment for engine installation differences. This may be because the class rules only stated that either inboard, or outboard in a well, could be fitted within specs. There is a lot of information in the class rules stating where additional ballast should go to bring the boats up to minimum displacement, so this indicates that there would have been no weight penalty to having an inboard engine, only a drag difference.

- Meeting ended 2015 hrs -