

PHRF BC

HANDICAP APPEAL FORM

APPELLANT INFORMATION:

NAME: \_William Richard King\_\_\_\_\_ YACHT CLUB: \_\_\_Turkey Head Sailing\_\_\_\_\_

PHONE:\_\_\_250 561 1986\_\_\_\_\_ email: \_\_\_wrking252@gmail.com\_\_\_\_\_

Appellant's yacht:

Name:\_ Merganser 33-2\_\_\_\_\_ Type:\_\_\_ Pearson 33-2\_\_\_\_\_ Sail #:\_\_\_ None

Current base boat rating: \_\_\_186\_\_\_\_\_

HANDICAP APPEAL INFORMATION:

Yacht being appealed:

Name:\_\_\_\_\_ Merganser\_\_\_Type:\_\_\_\_\_ Pearson 33-2\_\_\_\_\_ Sail #:\_\_\_ None \_\_\_\_\_

Current base boat rating: \_\_\_186\_\_\_\_\_

REASON FOR APPEAL:

Please provide a succinct outline of the reason for this appeal. Forward the completed Appeal Form to the BC Sailing

Offices accompanied by a copy of your current PHRFBC Certificate, any supporting documentation

including a list of owners who support your appeal, and a complete list of race results for the relevant season.

I am appealing under rule 3.1 specifically “yacht as it is sailed and to rate that yacht fairly in comparison to other PHRF rated yachts in BC”.

I have been racing with the RVYC fleet for about 5 years. I have worked at becoming competitive within my division and the fleet.

My boat is unable to keep up with boats rated at 192, 198 and I often trade finishing positions with a boat rated at 213. Boats rated 192 to 198 in the fleet regularly cross the line in front of me.

Sailing in Oak Bay can be significantly impacted by local currents and wind gaps.

There have been situations this year and others where sailing in close proximity those impacts have been reduced to negligible. In relatively close proximity the same body of water, the same currents and wind I am passed by boats that are rated as being slower than my boat. Notably a boat rated at 192 after having to restart passed me and within a few minutes and as usual crossed the line substantially ahead of me (often 6mins.).

There have been a few occasions over the years at least two this year where I have managed to get to the final mark ahead of a 192 boat just to have it pass me on the last leg. I should have been able to maintain my lead or extend it. Note the 4<sup>th</sup> race of the Crash Regatta. I had a lead at the mark (about 2mins.) The 192 boat still beat me to the line by 1.06 mins.

The 192 boat is consistently faster up wind and down.

When I started racing, I was lucky to see the last of the fleet cross the finish line. A proper sized Spinnaker has helped. My crew and I have through experience, developed strategy, local knowledge, and better sailing skills than we had to start with. I am not claiming to have the skills of the top racers in the fleet, I don't. When I am able to bring everything together my results demonstrate that I can do reasonably well in my division and the fleet.

What I am not able to do is make my boat go faster than boats rated between 192 and 198 boats in the RVCY fleet. I trade finishing places with a 213 boat.

Merganser is a heavy cruising boat that is 32.5 feet long weighing approximately 11,500 lbs. coming out of the factory. It has not been stripped out for racing. It has a stove with an oven, all the other standard cruising gear and a bar that is reasonably stocked. I did take the Microwave out that was installed by the previous owner. It is heavier than when it hit the water. It has no new sails all of them except the Spin are Dacron and not the best quality.

I believe there is a good case that that if Merganser is rated as sailed and in comparison, to other PHRF boats (specifically at RVCY) that Merganser's rating be adjusted significantly above 200.

3.1 The rating assigned is intended to represent the yacht as it is sailed and to rate that yacht fairly in comparison to other PHRF rated yachts in BC and the US generally. Ratings are also generated based on rating information provided by other PHRF jurisdictions with similar wind conditions.

Thank you for your time and consideration.

\_\_\_\_W. R. King \_\_\_\_\_

Appellant's signature Date