

PHRF of BC

SPRING 2025 HANDICAPPERS COMMITTEE MEETING

Saturday March 8, 1700 hrs
West Vancouver Yacht Club

MINUTES

In Attendance:

John Windas (Chair) Jason Davies Ian Lloyd George Bishop
John McManus Brenda van Fossen Garry Sagert

ITEM 1: Acceptance of minutes of the Fall 2024 Handicappers Committee Meeting.

Motion: The minutes of the Fall 2024 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
ERIC 32-2	COCO	192	201	(no affiliation)
MOODY 45 DS	SALISH PEARL	75	111	(no affiliation)
XYAC X4.3	TEMPUS FUGIT II	42	36	(no affiliation)
JBOA 133	BLUE JAY III	15	24	Bras d'Or YC
BAVARIA C45	EAGLE	48	57	CFSA
BAVARIA C45	OSPREY	48	57	CFSA
BENE FIRST 27-2 SE	YOYO	114	105	EHYC
BENE OCE 41 SD	CIELO	75	96	Garden Bay SC
MELGES IC 37	ALL OF IT	-9	-7	RVanYC
DEHLER 39 J/V	GRETCHEN	69	90	RVanYC
ARCHAMBAULT 31	KINCORA	84	87	RVanYC
KERNAN 44	KOA	-18	-19	RVanYC
ANDREWS 77	MACH 2	-159	-144	RVanYC
MOORE 24	AMOORE	156	153	RVicYC

MOORE 24	B-MOORE	156	153	RVicYC
MOORE 24	C MOORE	156	153	RVicYC
DUFOUR 500 GL	NAUTICAL DAUGHTER	78	68	RVicYC
BENE 473	ARCTURUS	75	78	SISC
SPIRIT C44e	AVVENTO	60	72	SISC
LEFT COAST DART	OGOPOGO	105	99	SISC
MELG 20	ONO	102	100	SISC
ROCKET 22	WICKED	99	100	SNSYC
GP 42	ZULU 5	-18	-36	SNSYC
NEWP 30-2	ARIA	192	213	Sunshine Coast YC
TANZER 26	AURA	210	216	Sunshine Coast YC
CUST CATA 37-1	TOPLESS	90	84	Sunshine Coast YC
COLU 30	BLUES IN SEA	165	192	Vernon YC

Motion Carried.

ITEM 3: Rules Review.

a. PHRF Time on Time formula:

1. Are current A/B factors still valid?

PHRF BC recommends the formula **Time Correction Factor = A/(B+PHRF)**
where A = 650 and B = 520.

US Sailing has long recommended the B factor be in the range 480 (heavy air) to 600 (light air). For heavy airs, this is reasonable since moving towards the 480 favours slower rated boats that may be disadvantaged in heavy conditions. Whereas moving toward the 600 takes some thought as it favours faster rated boats and may not be appropriate for modern fleets that include lighter fast boats capable of performing very well in those conditions.

PHRF BC continues to recommend B = 520. However, individual clubs are free to vary the B factor if they deem it worthwhile.

2. Suggestion to consider varying the formula for light, medium, and heavy wind races.

The handicappers discussed this option. Individual clubs are certainly free to implement this if they see a value. However, clubs may feel it would present too much of a burden on their race committees.

b. Multiple Certificates:

1. Suggestion for boats to have multiple PHRF certificates allowing an alternate sail plan(s) when short crewed.

The Committee sees a value in this but implementation will require adjustments to procedures and possibly to the certificate software. This could be carried out in time for next year.

Motion: Allow multiple certificates commencing 2026.

Motion Carried.

ITEM 4: Appeals Process Review:

Keeping ratings fair relies on the appeals process.

While the Committee feels BC PHRF ratings are now generally fair, there may be one or two that should be addressed. However, the handicappers cannot arbitrarily change ratings because the sport is, and should be, monitored and controlled by the racers. If those few cases are not appealed, it must be assumed racers are accepting of the current ratings.

To make the appeals process easier, and to encourage appeals, club handicappers will help with any appeal and if asked can even present the appeal without the appellant needing to attend the hearing.

ITEM 5: PHRF Fees.

Motion: The PHRF application and change fees be maintained at \$55.00 for 2025.

Motion Carried.

ITEM 6: 2025 PHRF BC Spring Appeals Hearings.

1. William Richard King appealing his Pearson 33-2 "Merganser".
- appellant requests the Pearson 33-2 base rating be increased to 192 - 198 (current base rating is 159 and Merganser's as-sailed rating 186).

Appeal denied.

This is the same appeal made in Fall 2024. This time the owner presented an appeal based on SA/D and D/L. He provided a list of boats with comparable SA/D, focussing particularly on the Newport 30-2 as a direct comparison for his Pearson 33-2.

The Committee pointed out that the use of SA/D and D/L when taken alone are unreliable indicators of a boat's performance, and that the Newport 30 would be a

poor comparison even though it may have these similar factors and does have a similar waterline length to the Pearson 33-2. There are other attributes that affect boat performance. The Pearson 33-2 is a more modern design than the Newport. It has a modern elliptical rudder, modern keel profile, more modern hull form, and other improvements that would give it superior performance over the older designed Newport 30-2. Furthermore, compared to the Newport, the Pearson's longer overall length provides a significant speed advantage when heeled to weather or when reaching.

Comparisons cannot usually be made between boats of such different overall lengths. Instead, the Committee offered comparisons with 33 foot classes such as the Yamaha 33, C&C 33-2, Newport 33, Peterson 33, and Beneteau O343. Even the C&C 32, a very successful class, would be a much closer comparison than the Newport 30. In all these comparisons, the Pearson 33-2 has a fair or even generous rating.

As stated at the previous appeal, the Pearson's BC base rating of 159 is the highest, most favorable, rating of all other comparable PHRF regions in North America.

The Committee noted Merganser has achieved some success in recent races.

In closing, the Committee cannot see a reason to increase the boat's rating. However, the handicappers took time to offer helpful advice that might further improve Merganser's performance.

Meeting ended 2130 hrs -