

PHRF Lake Ontario APPEAL PROCEDURES

An Overview

(as per section 10 of the Handicappers Manual Bylaws)

Only a current Certificate holder may appeal his/her own or any other handicap.

The appeal must be made in writing and may only contain a completed copy of the PHRF-LO Appeal form (attached), supported by objective data, which consists of a maximum of (5) five single sheets of documentation.

NOTE: A copy of the appeal MUST be forwarded either electronically or by post to the PHRF-LO Administrative office at:

PHRF-LO
P.O. Box 99024, Stoney Creek PO
Stoney Creek, On, Can. L8J 2P7
Or
admin@phrf-lo.org

If the appeal is against another boat or class, the PHRF-LO Administration office shall notify the Certificate Holder(s) affected (*if an email address is available*) that their handicap is being appealed.

1st Level Review: The Club Handicapper(s) who represents the protesting vessel shall first review such appeal. The Club Handicapper shall “acknowledge receipt of”, and “respond and comment” to the appellant on his/her appeal within (10) ten days of receiving the written appeal.

2nd Level Review: Upon receiving the written response from the Club Handicapper, the Certificate Holder may appeal the Handicapper’s decision, in writing, to the District Council in his/her District. The appeal must be received a minimum of 2 weeks prior to the next scheduled District Meeting to allow for proper distribution.

- The appeal must be accompanied by “*the written statement*” (*see 1st Level Review*) from the local Handicapper(s).
- A total of (10) ten copies of the appeal (and supporting documentation as specified above) or a fee of \$25 to cover printing costs and an electronic copy must be supplied to the District Chief Handicapper for distribution to the District Council of Handicappers. Mailing address available on request.
- When the District Council hears the appeal, the local Handicapper(s) concerned shall not vote.
- The District Council shall provide the appellant with a written response to his/her appeal, within (10) ten days of the District hearing the appeal.

3rd Level Review: Upon receiving the written response from the District, the Certificate Holder may, if dissatisfied with the District review, appeal that decision to the Central Council of Handicappers. The appeal must be received a minimum of 2 weeks prior to the next scheduled Central Council Meeting to allow for proper distribution.

- The appeal must be accompanied by “the written statements” from the Club Handicapper review (*see 1st Level Review*) and the District Council review (*see 2nd Level Review*).
- A total of (10) ten copies of the appeal (and supporting documentation as specified above) or a fee of \$25 to cover printing costs and an electronic copy must be supplied to the District Chief

Handicapper for distribution to the Central Council of Handicappers. Mailing address available on request.

- The District Chief Handicapper from the District of origin shall not vote on the final appeal.
- The Central Council shall not hear the appeal until the next scheduled Central Council meeting.
- All appeals will be reviewed by one of the Assistant Chief Handicappers (or a delegate) prior to being presented to Central Council.

Considerations:

1. Appeals will be heard on the basis of received race results. No appeal will be heard from any Member Club that has been delinquent in sending results for presentation at the AGM, for both of the previous 2 racing seasons prior to an appeal being presented to the Central Council.

- Such appeals will be held over until their clubs race results can be presented at an Annual General Meeting.
- The Central Council of Handicappers may vote to accept/review an appeal from a Member Club with an inactive racing program.
- In cases where there is an absence of race results due to an inactive racing program at the individual's Member Club, an appeal may be considered given the Certificate Holder can supply:
 - Information showing other results from around the Lake that have been included in the race analysis presented at the AGM.
 - A written statement from the Member Club's Board of Directors or an Executive Member of the Member Club, describing their present racing program.

2. Any handicap change based on a successful appeal at the Central Council will remain in effect until the next Central Council meeting held in conjunction with the AGM.

- Exception to above: If the appeal was against another class of yacht and in review, had merit, sailors with the affected class of yacht may launch an appeal if they are unhappy with the revised handicap. (i.e.: allow Certificate Holders of the affected class an opportunity to respond/defend their current handicap)

3. No Response to 1st or 2nd Level Review:

In the event that the appellant is unable to obtain a response from either the Club Handicapper or District Chief, the appeal may be forwarded to the Assistant Chief Handicapper for that "District Area" who shall contact either the "Member Club" or "District" to rectify the situation and shall respond and/or direct the appellant.

4. **CONFLICT OF INTEREST** - in the event of commercial or perceived conflict of interest, these must be declared openly before any action that may reflect on any issue for discussion. If any individual Handicapper or Member of Central Council has a direct interest in any item for discussion he/she must declare this before decisions are taken and absent himself/herself from the discussion and voting.

WHAT IS PHRF LAKE ONTARIO

PHRF handicaps are BOAT PERFORMANCE HANDICAPS. They are based upon the SPEED POTENTIAL of CLASSES of yachts. They are supposed to be determined from the actual Observed Performance of yachts on the racecourse.

PHRF handicaps are not intended to be a skipper or crew handicapping system or to compensate for differences in sailing ability or inadequate equipment. (as in golf handicaps)

Ideally, PHRF does not use formulae or measurements to arrive at a handicap, but uses race results to relate classes of yachts to their Speed Potentials. Thus, yachts cannot be made obsolete by newer or faster designs and PHRF handicaps should be ideal for Club and interclub racing.

New yacht designs to Lake Ontario do go through some data analysis for initial assessment. This analysis is valid only until adequate race results are provided for review and validation of the handicap applied.

A Standard Yacht meets certain criteria in that:

- 1) The rig hull and ballast are standard to the manufactures specifications.
- 2) The largest headsail without penalty has an LP of 155%
- 3) The spinnaker does not exceed 180%
- 4) The standard propulsion is either an outboard, which is retracted while racing, or a folding or feathering prop.
- 5) The spinnaker pole or bowsprit does not exceed the JSP with a standard spin.
- 6) The means of propulsion is capable of reaching hull speed ($.67\sqrt{LWL}$)
- 7) Yachts with retractable keels must be capable of self-righting when the keel is retracted or the keel must be kept down while racing.

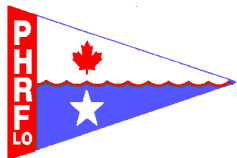
The Standard Yacht then begins by receiving the SP for that class of yacht. Adjustments are then made for the various credits and debits to arrive at the actual sailed handicap or ASP.

PHRF is an honor system dependent on fair-minded yachtsmen and it is the sole responsibility of the Owner to inform the Handicapper of any changes in his yacht allowances. A Protest Committee may at any time demand to see the Certificate and require that the boat and sails be measured to assure conformity.

WHAT DO THE NUMBERS MEAN? The faster the yacht the lower the TOD (Time-on-Distance) ASP in seconds/nautical mile. Using the TOT method of calculation we have a correction factor which represents a seconds/hour correction.

Handicap Changes: Handicaps are not changed to 'stop' any boat from winning and every attempt is made to have handicap changes reflect more accurately the SPEED POTENTIAL as seen in race data for the class, so that racing can be made more competitive on a boat to boat basis.

S.Cramer
Past Chief Handicapper
PHRF Lake Ontario



PHRF - LO

HANDICAP APPEAL FORM

PART I - HANDICAP APPEAL INFORMATION

Name of Yacht Under Appeal:		Handicap	FS-ASP	NFS-ASP
Class of Boat:	Sail #:	Current		
Owner of above:		Proposed		

PART II - APPELLANT'S Information

Name:		Certificate Number:
Street:	City:	Yacht Club:
Prov/State:	PC/Zip:	
Home Phone:	Bus Phone:	Email:
How many years of racing experience for skipper?		

Current Yacht Information

Boat Name:					
Class:					
How is bottom paint applied?					
How often is bottom cleaned?					
How is bottom cleaned?					
Sail Inventory	Sailmaker	Material	Oz.	Condition	Age (months)
Mainsail					
Genoa, LP%					
Genoa, LP%					
Genoa, LP%					
Spinnaker #1					
Spinnaker #2					
Others (list)					

Crew Information

Number

How many normally in your crew (including the skipper)?	
How many crew members sail at least 50% of the races?	
Years with you as crew:	

PART III - RACING Information

Current Yacht Event/Races Sailed:	Division and Year	Placing

Other Yachts Types Sailed:	Name of Boat	Year	Placing

List those boats you feel sail with you on a boat for boat basis

Name of Boat	Class	FS-ASP	NFS-ASP

(Optional) List those boats whose handicaps you consider unfair and you're recommended handicap

Name of Boat	Class	FS-ASP	NFS-ASP

NOTE: Additional comments or data relevant to the appeal may be appended separately. Maximum of 5 single sheets of supporting documentation is allowed. Recommended attachments include:

- ❖ Any previous appeals and results of same
- ❖ Brochure information
- ❖ Personal summation and reasons for appeal.

DATE: _____ APPELLANT'S SIGNATURE: _____

DATE: _____ HANDICAPPER'S SIGNATURE: _____