PHRF News

Your link to what's happening in and around the lake

News, services, events, projects, items of interest and much, much more.

Help has arrived!

I would like to welcome Lizanne Rowe who will be helping me out with all PHRF-LO administrative duties.

Over the next few months she will be working on learning the ins and outs of processing your certificates, so any help you can give her (by way of small explanations in your emails) will go a long way.

Also, by updating to the new "Handicappers Worksheet" you would be helping her, as it ensures that all the information is correct.

Please continue to use the same email address for all your requests.

Regards,
Diana Riley
PHRF-LO Executive Assistant

NOW AVAILABLE!!

- 2010 Handicappers Manual

You can find these on the web

Contacting us

Toll Free: 1-800-488-9885
Hamilton: 905-692-0202
Email: admin@phrf-lo.org

Handicappers Worksheet

NEW FOR 2010 (For handicappers)

As I stated in my last newsletter, we now have a new form for submitting your Certificate application form and Initial Assignments.

I will be updating this form on a monthly basis during racing season so that you have the most up-to-date Class ratings.

This form is available to registered handicappers on-line

Executive Notice

PHRF-LO will be seeking candidates for the President's office at the AGM. Please start thinking about, and lobbying, those you would like to see serve.

Central Council News

Symmetrical & Asymmetrical Spinnakers on the same boat

It has been recently recognized by Central Council, that we have harshly imposed penalties to those boats that carry both a Symmetrical and Asymmetrical Spinnaker.

They are acknowledging that we should only impose a penalty against the larger of the two spinnakers as only one spinnaker can be flown at a time.

Therefore, when a boat is carrying both Asymmetrical and Symmetrical spinnakers and both have penalties, the greater of the two penalties shall be applied to the ASP calculation.

Details are available on-line.

Mainsail Measurements for Nonsuch Boats

In the process of reviewing some of our classes, it has come to our attention that we are missing some information.

As per our Handicappers Manual:
Main measurements are required for boats without a backstay or those equipped with backstay deflectors.

Therefore, all certificate holders (who currently have a Nonsuch class of boat) who have not reported the Mainsail measurements will be asked to do so.

Club handicappers can expect to be contacted shortly to assist with the collection of this information.

Morc Measured !

We have placed a new spreadsheet on our web site for Handicappers only.

This spreadsheet contains a list of MORC measured classes, showing the LOA, LWL, Disp, Draft.

A comparison was done against our database and differences in weights have been identified.

A note from the author: John Crawley

NOTE: The MORC data is the average data of the measured boats for each class of boat, it could be 1 boat or many boats.

87% of the boat weights are higher in MORC than PHRF, I did not average it but it looks like around 4-500 # difference. All MORC boats were weighed; most PHRF data comes from the brochure.

District News

Meetings held by:

SSYRA – Jan 20th, 2010
Beneteau 1st 305 – FS change to 68
Class not unique to district
Catalina 30 TMBS – FS (-3) NFS (-6)
Class not unique to district
Morgan 36T – Appeal denied

TORW – May 20th, 2010
New handicaps: (FS/NFS)
Hanse 350 SD – (114/132)
Schock 40 - (-24/-15)
Zero Mini Tansat – (123/0)
J 133 – (15/33)
Beneteau 40.7 Mod 1 - (54/78)
Beneteau 40.7 Mod 2 - (45/69)
Archambault 35 – (66/87)
Hunter 39 FurlMain - (117/138)
Jeanneau 45 DS Sun Od (84/102)
Jeanneau 42 DS Sun Od (90/108)
Hanse 400 DK (72/90)
Beneteau 331 (141/159)
Beneteau 331 SD (147/165)
Killing 35 (111/123)
Beneteau 235 SD mod (201/219)

C&C 37 – Appeal denied

TORE – June 1st 2010
Sandpiper 565 Mod – (294/312)
C&C 35-2 Mod – (126/138)
Bavaria 33 SD – (150/168)

Regatta Participants

If you are planning on attending one or more of the many great regattas on Lake Ontario and you are required by the event organizers to obtain a PHRF-LO handicap certificate, please note the following:

If a completed application form is not received prior to 30 days before the event, PHRF-LO may not be able to issue a handicap certificate and there may be a "Rush Fee" charged.

This is to ensure that there is adequate time to establish a new handicap if your boat class is not currently PHRF-LO rated.

If you do NOT currently hold a Valid PHRF-LO certificate you may contact the PHRF-LO Administration office or your Club Handicapper for guidance.

Reciprocal Agreement with Lake Erie

Attention LYRA Participants

A notice from Doug Howe
PHRF-LE Chief Handicapper

We recently had a PHRF-LE meeting, and I wish to clarify what our rules are, and how they will apply to LO boats that race in the PHRF-LE area.

I would like to clarify the term sister ship. If PHRF-LE has ever rated the class of boat, the sister ship would be the same class boat (e.g. Tartan 3700, or Beneteau 36.7, etc.). If the class of boat is in the PHRF-LE database or records, the base, spinnaker rating will be the same as that of the sister ship {PHRF-LE database}. If any of the credits per the our rules are applicable, the base rating is to be suitably adjusted per the PHRF-LE rules. Also, the LO boat should review PHRF-LE rule 9.1 for any modifications that are reportable.

If the LO boat does not have a PHRF-LE sister ship, or modifications that are reportable or is not sure, the owner should be in contact with me ASAP, and describe the boat as completely as possible, including a copy of the PHRF-LO certificate. Note, as per our current rule 7.8, any boat racing an invitational race must have a valid PHRF (includes LO) certificate:

I would like to refer your members to our class ratings / handicaps and information which are available at http://www.phrf-le.org - Handicaps, or a direct link is: http://phrf-le.org/Handicaps.aspx . I find the best way to find a sister ship is to use the first letter of the manufacturer, i.e. for a J-35, enter "J" and select 'SEARCH'. Scroll down the file that appears, and one will see that we have four classes of J-35 (J-35, J-35 SD, J-35 WK, and J-35C) with the pertinent class measurements.

Your members that are racing in Lake Erie should also review our Class rules which are available through our website.

Rather than issuing a unique PHRF-LE certificate, any boat from Lake Ontario is planning to do any races in the PHRF-LE area, e-mail or send your Lake Ontario certificate to me. Let me know what class (Jam or Spinnaker) you plan to race in, and I will provide the appropriate PHRF-LE rating. I will sign the certificate, and return same for use in the PHRF-LE area. Please put "L-O RATING" in the subject line of the request.

I do hope your members have an enjoyable time on our Lake. If there is anything else I can do to help, please let me know.

Doug Howe
D1Howe@wowway.com

Grandfathered Spinnakers

Still confused about the
Grandfathering of Spinnakers?

It has been 4 years since Central Council changed the maximum allowable spinnaker size from 183% to 180% but there still seems to be some confusion about which boats get the grandfather credit and which boats do not.

Therefore, I have broken it down in the attached document which I hope will help.

UNDERSTANDING THE
GRANDFATHERING OF SPINNAKERS

Back in 2005 Central Council released the following notice:

To all Member Handicappers & Owners,

On Saturday April 2, 2005, Central Council passed a motion to change the maximum penalties for the Genoa and Spinnaker, ***effective January 1, 2006.***

The maximum allowable luff perpendicular without penalty on a genoa will be 155% of J. Currently 153%.

The maximum allowable mid-girth, without penalty, on a spinnaker will be 180% of J. Currently 183%.

Any spinnaker built before ***January 1, 2006*** *is grandfathered for the life of the sail.*

Intrinsic in this motion is the understanding that all spinnaker and genoa penalty parameters will be adjusted accordingly.

In 2005 (and prior) the table of Adjustments for a Spinnaker was as follows:

Flying Sails adjustments are tabulated as follows

NOMINAL SIZE G %	**SIZE RANGE**	**ADJUSTMENT** (seconds/nautical mile)	**CODE** (2nd digit)
315	over 303.1	-24	x
300	288.1 - 303	-24	k
285	273.1 - 288	-21	j
270	258.1 - 273	-18	i
255	243.1 - 258	-15	h
240	228.1 - 243	-12	9
225	213.1 - 228	-9	8
210	198.1 - 213	-6	7
195	183.1 - 198	-3	6
180	168.1 - 183	0	5
165	153.1 - 168	+3	4
150	138.1 - 153	+6	3
135	123.1 - 138	+9	2
120	up to 123	+12	1

In 2006 the table of Adjustments for a Spinnaker was changed as follows:

Flying Sails adjustments are tabulated as follows:

NOMINAL SIZE G %	**SIZE RANGE**	**ADJUSTMENT** (seconds/nautical mile)	**CODE** (2nd digit)
315	over 300.1	-24	x
300	285.1 - 300	-24	k
285	270.1 - 285	-21	j
270	255.1 - 270	-18	i
255	240.1 - 255	-15	h
240	225.1 - 240	-12	9
225	210.1 - 225	-9	8
210	195.1 - 210	-6	7
195	180.1 - 195	-3	6
180	165.1 - 180	0	5
165	150.1 - 165	+3	4
150	135.1 - 150	+6	3
135	120.1 - 135	+9	2
120	up to 120	+12	1

What was recognized is that there would be boats that would now be penalized by 3 sec/nm (where they were not previous to 2006) due to this change because the size of their sails fell within the following size ranges:

120.1 – 123
135.1 – 138
150.1 – 153
165.1 – 168
180.1 – 183
195.1 – 198
210.1 – 213
225.1 – 228
240.1 – 243
255.1 – 258
270.1 – 273
285.1 – 288

The Grandfathering of the sails was to ensure that we were not penalizing boats for the changes that we made. Therefore, the grandfather credit was enacted.

How this works:

Boat A has a certificate with a spinnaker G% of 212.0%.
Boat B has a certificate with a spinnaker G% of 186.0%.
Both boats sails were built prior to 2006.

According to the 2005 Table of Adjustments:
Boat A received a -6 sec/nm adjustment due to the size of its sails.
Boat B received a -3 sec/nm adjustment due to the size of its sails.

According to the NEW 2006 Table of Adjustments:
Boat A will now receive a -9 sec/nm adjustment due to the size of its sails.
Boat B continues to receive a -3 sec/nm adjustment due to the size of its sails.

On the Certificate:
Boat A would show that it receives a -9 sec/nm adjustment due to the size of its sails.
But would also note, that there was a +3 sec/nm Grandfather adjustment
Total Adjustment for the spinnaker is now back to -6 sec/nm.

Boat B would continue to show a -3 sec/nm adjustment due to the size of its sails.

A SPECIAL NOTE:
The grandfathering of a spinnaker is not applied to the spinnaker pole.

Example: Boat B (as above) has a spinnaker pole that is oversized and due to the length, results in a G% of 196%. However, his actual spinnaker is 186.0% (as above).

According to the 2005 Table of Adjustments:
Boat B received a -3 sec/nm adjustment due to the size of its pole.

According to the NEW 2006 Table of Adjustments:
Boat B will now receive a -6 sec/nm adjustment due to the size pole.