



# PHRF Northwest Handicappers Meeting

## Minutes

### Annual Handicappers Council, Sunday January 17, 1999

- [Arden Newbrook](#) has been elected to succeed **Bill Nelson** as PHRF-NW Chief Handicapper. Bill Nelson has retired from the position effective with the annual meeting.
- The General Handicap Race Scoring Program (GHS) procured by PHRF last year remains unresolved. The program's functional use and implementation remains unresolved.
- **Rating Reviews:**
  - JBOA27-1: No adjustment, standard rating remains 132.
  - SANT30/30: No adjustment, standard rating remains 132
  - Olsn911: Adjusted standard rating from 135(T) to 129(T)
  - TART TEN: No adjustment, standard rating remains 135.
  - SOVR33-1: Adjusted standard rating from 99 to 96.
  - CHOA40-1: Adjusted standard rating from 86 to 92
  - HOTF31-1: Adjusted standard rating from 122 to 122(T)
  - JBOA24-1: Adjusted standard rating from 192 to 189. ODR remains at 180, no adj.

As-Sailed rating adjustments were discussed for the following individual boats, with **as-sailed** rating adjustments as indicated:

- #60 "CARIBEE, Custom Rhodes 58: Code 5655, Adjusted rating from 131(T) to 121(T)
- #69196 "X" Hotfoot 31, Code 5655, Adjusted rating from 119 to 119(T).
- #69530 "FRANCESCA" Ocean 42, code 6665, no adjustment, rating remains 133(T)
- #15255 "FLAMENCA". Choate40, code 5465, Adjusted rating from 86 to 92.

The issue of One Design Ratings (ODR) was revisited during the discussion for changing the standard rating of the J-24. Consensus was that additional thought needs to be given to ODR definitions, and particularly in light of ensuring equity, the implication those definitions may have in establishing ODR ratings.

Agreed that better coordination needs to occur between Directors and Handicappers to ensure overall goals of PHRF-NW are met. Regular joint sessions are planned for future annual meetings, to shared discussion on issues affecting both groups.

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- Reminder that only the following boats are approved for One Design Ratings (ODR): Boats making application for ODR must complete a standard PHRF-NW Application and Rating Form (A/R Form) as well as provide a valid current One Design Class Certificate to their Club Handicapper, with actual sail dimensions, when applying for, or renewing membership in PHRF-NW. One Design boats will be designated by ODR in lieu of a rating code.

**NOTE: THESE RATINGS MAY HAVE BEEN SUBSEQUENTLY CHANGED POST-MEETING!**

Class	Rating-sec per mi	Code * repl by "ODR"
JBOA35-1	73 ODR	6555
JBOA24-1	185 ODR	555M

### Appeals and adjustments agreed upon:

- Changed: Base Boat rating to 192 seconds /mile; ODR rating to 180 seconds/mile
- **30SL-69070/Ghost** Changed Base Boat rating to 139 seconds/mile
- **WILD40-1** Changed Base Boat rating to 85 seconds/mile
- **FARR38-1** 59559/Kurrewa Changed Base Boat rating to 94 seconds/mile
- **C&C39** Changed Base Boat rating to 112 seconds/mile
- **FOLK26** Changed Base Boat rating to 276 seconds/mile
- **THOM35-1** Removed "T" designation. Base Boat rating is 76 seconds/mile
- **COOP508** 49239/Windshadow X: Handicap error to be corrected.
  
- Boats carrying both **symmetrical and asymmetrical spinnakers**. Discussion results:
  - Standard Boat Rating of 120 seconds/mile or slower - subtract 3 seconds/mile
  - Standard Boat Rating of 119 seconds/mile and faster - subtract 6 seconds/mile
- Measurement instructions for **mainsails** are being reviewed and revised in the 1998 Roster Handbook.
- Rating Certificates will be revised with regard to "**Standard Boat Definition**" and alterations from standard.
- Big Boat as-sailed **rating adjustments** were made for the following: 55/Renegade, 79/Starwagon, 3826/Coruba, 29693/Limbl, 40704/Obsession, 59960/ChinaCloud, 69099 Cassiopeia, 87377/Blue Ruby, and Delicate Balance. New ratings for these boats are reflected on the Roster pages.

**Fall Handicapper Council.....Meeting Minutes excerpts.....August 23, 1997.** *(Please refer to the minutes published by the PHRF-NW Business Office, as prepared by Bill Nelson, for complete text.)* The meeting was called to order at 10:00am, at the Royal Victoria YC, Saturday, August 23, 1997, by Bill Nelson, Chief Handicapper. Handicappers from 11 yacht clubs, and Directors from 6 yacht clubs were represented. It was adjourned at 3:00pm. Significant items were as follows:

- A change to the January 1997 Minutes, that #39413 Trouble, MART24-1, changed to "T" -6 sec/mi, should be an adjustment to the entire class.
- John Tuck, new Oak Harbor YC handicapper was introduced
- A one-hour presentation on "standard boat definitions" was presented by Hamp Phillips. Discussion indicated PHRF-NW should clarify their position on alterations from standard (boat rating *ed*). A committee was formed to examine possibilities, and report to Directors and Handicappers at the January 1998 Annual Meeting.
- Letter from Swiftsure Race Committee was read and discussed. PHRF-NW will continue to make every effort in assisting Swiftsure Committee in determining fair and accurate ratings for all participants, and reinforced their availability to the committee.
- One-Design "Class Ratings" approved were the following:
  - JBOA24-1 at 185 sec/mile
  - JBOA35-1 at 73 sec/mile
  - THUN26 at 201 sec/mile
- One-Design rated boats must have a current Class Certificate, and when applying for or renewing membership with PHRF-NW, One-Design rated boats will be required to provide proof of same to PHRF-NW. One-Design rated boats will be designated by the initials "ODR" following the rating number, in lieu of a rating code.
- Rating Appeals discussed:
  - JBOA24-1 Class Rating - No change to base rating
  - 69908 Macushla (RAWS26-1) - Change as-sailed to 234 sec/mi (base=231)
  - 69581 Atalanta (74SL) Change as-sailed to 12 sec/mi
  - 69612 Victory (PEAR31-2) - No Change
  - HOTF20-1 Class - Change base rating to 174 sec/mi.

- "Big-Boat" concerns were aired. Changes to "T" ratings used need to be considered based on out-of-area data to ensure equity between boats.. For boats racing here from other areas, requests for rating help from race sponsors must be given high priority.

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