



# PHRF Northwest Handicappers Meeting

## Minutes Jan 21, 2001

### The following Handicappers attended:

Hamp Phillips	Fred Perez	Larry Calhoun
Terry Anderson	John Monk	Bryce Smith
Matthew Wood	Louis Eagle	Steve Nelsen
Alan Grim	Jack Stacey	Peter Murphy
Rocky Goodhope	Betsy Wareham	David Hickman
Tim Lott	Mike Rentel	Larry Clark
Rick Tilby	Bob Bonney	Brian Huse
Bill Brennan	Arden Newbrook	

The meeting was called to order at 10:00 am by Arden Newbrook, Chief handicapper. A call for additions/corrections to the November 12, 2000 meeting minutes was requested. The minutes were approved with no changes.

### **1:00: General handicapper Council Business**

#### **1.01: General Chief Handicapper Remarks**

Arden addressed potential changes to the Handicapper Council structure and stated that the Directors would be addressing this issue in their concurrent meeting. Arden and the Directors have been looking at ways to improve the performance of the Handicappers Council by reducing the number of handicappers. Currently, there are approximately 54 handicappers, 30-40% of which are not active and another significant percentage have very little activity. Several concepts were discussed including reducing the number of handicappers and encouraging regional councils. Mike Milburn was asked to take our concerns back to the Directors. The issue will be addressed more in the joint Directors/Handicappers meeting (See Section 4.01).

#### **2.00 Handicapping Items**

##### **2.01 Crew Weight Limits**

Mike Milburn presented a proposal to address the issue of crew weight limits. The concern is that PHRF does not address the increase in upwind performance of additional crew. Boats have been known to carry excessive crew (16-20 people on a 40 footer) in order to gain an advantage. The Handicappers agreed that crew weights can not be enforced by PHRF. Any proposal needs to be a recommendation for use by the yacht clubs in their sailing instructions.

Alan Grim presented information from PHRF organizations across the country. Only 3 chose to address weight limits. Each of those chose to provide recommendations and no method of adjustment based on over weight crews.

A motion was made to make Mike's list available to clubs to use as they deem fit. The list would be by crew number only, not weight. The list would be published in the handbook and on the web site. A vote resulted in the motion carrying. Arden stated that the appropriate language needs to be developed for the handbook and the web site.

##### **2.02 Cruiser Ratings**

Mike Milburn presented his case to allow adjustment for cruising boats. The idea is that giving time for various cruising equipment would bring more boats out racing.

A motion was made to accept the proposal. The motion was amended to limit the cruiser rating adjustments to specific cruising class events. The motion was again amended to state that the cruiser ratings are for club use only and do not affect a boat's PHRF rating certificate. The Motion carried.

### **2.03 T Ratings**

Alan Grim presented an excerpt from Table III listing all the boats with T ratings. There are some 670+ out of a total 1375 boats in Table III with T ratings. The proposal was to discard all the T ratings and ask the handicappers to request specific T ratings be reinstated. The handicapper would be able to have the T reinstated without coming before the council for 6 months. The issue was raised that many of the boats with T ratings are not sailed anymore nor do they have any performance data available. The Ts should be left on these boats in case one decides to race.

A motion was made to drop the T ratings from all those boats that are current members (last year and this) and ask the handicappers to request the business manager reinstate those that still need attention within 6 months. The motion carried.

### **2.04 Spinnaker Measurement Protocol**

The issue was tabled for time and moved to after the joint Directors/Handicappers meeting.

### **2.05 Remaining Agenda Items**

The following items were not addressed due to a lack of time: Water Ballasted boats protocol, Measuring Mainsails, and Class Breakdowns.

### **3.00 Rating Reviews**

#### **3.01 Big Boat Fleet**

Tom Rutten represented the big boat fleet. The owners had several meetings and came up with a recommendation on boat ratings based on their internal performance reviews. The owner of Marda Gras was not able to attend the Big Boat Fleet meetings and disagreed with her rating relative to the other boats.

A motion was made to accept the boat ratings as presented with the exception that the rating for Marda Gras would be -13. The ratings proposed are as follows

#97263	Hooligan	From -9 to 0
#18927	Anomaly	From -6 to 0
#18926	Midnight Special	From -3 to 0
#77538	Palm Tree Express	From 6 to 3
#50081	Flash Gordon 2	From 4 to 7
#5	Pearl	From 12 to 7
#69924	Persuasion	From 18 to 12
#59960	China Cloud	From -16 to -13
#69910	Diehler	Based from Marda Gras
#?	Marda Gras	From -16 to -13
#87868	Delicate Balance	From -33 to -30
#??	Blue Ruby	From -60 to -51
#3826	Coruba	From -60 to -51
#66	Neptunes Car	From -97 to -72
#69830	Rage	From -80 to -74
#18	Jam	6 no change
#67776	Kotuku	From -6 to 0
#69499	Lucy J	not addressed
#184	Prime Time America	not addressed

The motion carried. The responsible handicapper is directed to calculate base ratings from the above as-sailed ratings.

### **3.02 SUI #90 Banner 23**

In the November meeting, the Banner 23 was reviewed and the rating set at 149T. The handicapper was asked to measure the boat and provide actual rig dimensions. John Monk did that. Roger Lawton calculated the as-sailed rating from the base rating of 171 to be 120.

A motion was made to table the issue until proper analysis can be done with the new numbers. The motion carried.

### **3.03 Morgan 30-2 base rating**

Bryce Smith presented performance data and personal experience that indicated that the boat is rated slower than it should be. Current base rating is 185.

A motion was made to change the rating to 173 and add a T. The motion carried. The responsible handicapper is expected to exercise discretion with the T rating.

### **3.04 #109 Ginny**

Mike Milburn presented an appeal of Ginny's rating as a competitor. This boat has been reviewed at the last two council meetings. See previous minutes for details. Mike argued that the rating should be changed from 118T to 80T based on race results. The owner argued that the conditions of the various races used in the analysis made the results of limited use for analysis. The responsible handicapper, Betsy Wareham, recommended a rating change to the low 90's.

A motion was made to change Ginny's as-sailed rating to 94T. The motion carried.

### **3.05 #69102 Lawndart**

Bill Allen presented the case for a slower rating for his boat. He compared the performance to that of J29s in light wind and Olson 30s in heavier conditions. Bill asked for 6 seconds for performance, 3 seconds for fleet rating creep, and 3 seconds for an incorrect rating adjustment for keel work that was done.

A motion was made to adjust the base rating from 102 to 105 and remove the K code from the boat code. The motion carried. This action effectively changes the as sailed rating from 90 to 96. The responsible handicapper is directed to process the necessary paperwork.

### **3.06 #69791 Midsummer**

A competitor presented the case for making the rating of Midsummer faster. He compared Midsummer to his J29 and a Hotfoot31. The proposed change is from 129 to 123. The owner of Midsummer argued against showing race results that indicated that the 3 boats share the top of the fleet nearly equally.

A motion was made to deny the appeal. The motion carried.

### **3.07 #69471 Consort**

Alan Grim presented the case for a slower rating for Consort, a Beneteau First 35. Two issues were presented. The first is an error in Table III. The P dimension is listed as 42.3 when the actual dimension is 39.6.

A motion was made to correct the error in Table III and change the base rating from 125 to 128 to accommodate the change in P. The motion carried. Consort's as-sailed rating remained at 128 (code 4 main becomes code 5).

Alan also argued that Consort is slower than her current as-sailed rating indicates. A performance analysis was presented that would indicate that Consort should rate around 135. Alan proposed that the as-sailed rating of 128 be changed to 135 with a T. The owner, Gary Miesner, made comments concerning his competition in his favor. A call was made to determine the size of adjustment that the council would be comfortable with.

A motion was made to change Consort's as-sailed rating from 128 to 131T. The motion carried.

### **3.08 #49798 Bridget**

Kurt Hoehne, owner of Bridget, presented the case to make his rating slower. Kurt used a comparison of San Juan 30s across the country with other boats. His analysis seemed to indicate that his rating should be higher. The responsible handicapper stated that he had not seen the appeal and did not approve of a change at this time. The general feeling around the room was that there was not enough data to make a decision and that Bridget has a record of excellent performance.

A motion was made to make the boats rating a T and direct the responsible handicapper to review the boat's performance. The motion carried.

### **4.00 Joint Directors/Handicappers Meeting**

At this point, the handicappers joined the directors for a joint meeting. The primary subject of the meeting was the reorganization of the handicappers council. The council is currently unwieldy with 54 handicappers. This is a result of the bylaws allowing a club with 5 PHRF members to designate a handicapper. It has been suggested that a solution may be to increase the number of boats (class B members) required to become a Class A member (director and handicapper representation). There were several that felt that this would possibly alienate the small clubs that would lose direct representation. Another option suggested involves forming the regional councils already provided for in the bylaws. These councils would provide training to the local handicappers, review A/R forms for completeness and accuracy, and review appeals for completeness prior to presentation to the full council. No resolution was attained. The discussion was deferred to a special meeting dedicated to the subject. That special meeting will be held on April 1 (no joke) at Seattle Yacht Club. Mary will provide more details as they are known.

### **5.00 Sail Measurements**

Arden called a special meeting of the handicappers following the joint meeting. The issue was sail measurements, primarily spinnaker data. Arden had put together a proposal to change our spinnaker measurement protocol 2 years ago. At that time, he asked each handicapper to measure his own sails and send him the data. That request is again made. Only 2 handicappers have provided any data at all. Arden will publish the details of the measurements needed on the web site.

The meeting adjourned at 5:15 pm.

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