



PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST

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**MINUTES
HANDICAPPERS COUNCIL MEETING
JANUARY 26, 2003**

A PHRF-NW Handicappers Council meeting was conducted on Sunday, January 26th, 2003 at the Bellingham Yacht Club, Bellingham, WA.

Handicappers in Attendance:

Arden Newbrook, Chief Handicapper
Bill Nelson, NONE-1, KH, PA, PT, OR
Hamp Phillips, CN-2
Betsy Wareham, OI
Frederick Perez, FH
Larry Clark, SH
John Martens, SS
Larry Calhoun, WINSA
Ron Jewula, RVC
Fred Abelman, AN

David Hickman, CGYC, RCYC
Matt Wood, CN-3
Bill Brennan, PYC, SYS
Alan Grim, MIL
Dave Garman, TTP
Roger Lawton, MP
Tom Gilbert, AYC
Bob Bentham, CA
Rocky Goodhope, CNB, BL

1.00: GENERAL HANDICAPPER COUNCIL BUSINESS

1.01: The meeting was called to order at 10:05 A.M. by Arden Newbrook, Chief Handicapper. A call for additions and/or corrections to the previous January 20th, 2002 Handicappers Council Meeting Minutes was responded by indication that an error had been made relative to Council action on the boat "Snake Eyes", SN 69696 (see subsequent text). A Motion to correct the error and adopt the previous Minutes as corrected was made. The Motion carried.

1.02: Administrative Business

- # A change to the Meeting Agenda was announced. The owner of the boat "Ginny", SN 109, requested a postponement of its scheduled rating appeal as he had not been provided with sufficient time to prepare a response to the appeal.
- # Arden distributed copies of the database generated Yacht Rating Error list and asked that each handicapper present review the list to determine which boats on the list may be their responsibility. Handicappers were requested to correct or otherwise rationalize the reasons for the error and respond to Mary White at the business office with either a Change Form or written explanation. It was noted that many of the errors are due to errors in (standard) boat identification or absence of complete rating data. Arden made a number of comments regarding the general character of these errors and stressed the need for Handicappers to submit fully completed A/R and Change Forms to permit the proper management of the database.
- # Upon inquiry, Dave Garman reported no progress has yet been made in the preparation of a new A/R Form. Recognizing that substantial changes are anticipated in the current rating protocol, Arden indicated it would be reasonable to delay further effort in the preparation of a new Form until the changes have been adopted by the Council. These changes are expected to be completed by the end of this year.

- # Arden distributed copies of corrections to the Inboard, Outboard and Miscellaneous Adjustment Tables to Chapter II of the Handicappers Manual. These corrections apply to the latest Chapter II Edition which is on the PHRF-NW web site. This (web) Edition contains further corrections to the previous version printed with the 2002 PHRF-NW Membership Booklet.
- # All Handicappers were reminded to make timely payment of their dues.

1.03: Rating Protocol Discussions

- # Arden discussed in detail the derivation of current PHRF-NW and IACC actual sail area formulas as taken from common mensuration rules for parabolas. The purposes of the discussion was twofold; one was to illustrate why the current actual mainsail area formula does not provide accurate area measurement for mainsails where principal leach curvature occurs above the upper quarter girth, the other was to provide tools, in the form of Simpson's Rule, to enable Handicappers to calculate the area of any irregularly shaped sail. It was noted that the current emergence of batten-propped mainsails similar to IACC mains will present problems with the current formulas.
- # A Motion was made to have the Chief Handicapper prepare new formulas for the discretionary use of the Handicappers in dealing with mainsails that have unconventional shapes with the understanding that the current protocol permits Handicapper latitude in applying any "reasonable geometry" in calculating actual sail area. The Motion carried. Arden will proceed accordingly, including a procedural means for dealing with mainsail areas gained by "droopy" booms or lost due to significant mast rake.
- # In conjunction with the above Motion, an additional Motion was made to change the measurement procedure for mainsails to obtain more accurate mid- and quarter-girth offsets, consistent with the derivation of the mainsail area formulas. The Motion carried. Arden will include measurement procedures in preparation of the new mainsail area formulas. "MGM" and "MGU" will be determined by folding the headboard to measuring points along the luff at the tack and mid-girth point. The procedure for independently finding leach measuring points will be abandoned and become part of the same folding procedure taken to find luff measuring points.
- # Arden mentioned that the term "DH" in the current actual asymmetrical spinnaker area formula is "trivial" in the sense that it is not required by formula derivation and returns areas which are typically less than ¼ % of total area. A Motion to delete the term "DH" in the current formula was made. The Motion carried. The deletion will simplify the formula and reduce the number of measurements necessary.
- # Arden made the following comments relative to common ratings errors he has observed in the past:

Inboard and outboard conversion rating adjustments are automatically recognized by the database by virtue of the fourth digit (propulsion) code. No additional codes are necessary. For instance, a standard (outboard) boat with an inboard conversion will be recognized by the code 5555 in lieu of 555M and 6 seconds will be added to the base rating. Conversely, a standard (inboard) boat with an outboard conversion will be recognized by the code 555M in lieu of 5555 and 6 seconds will be deducted from the base rating. The third column in Table III of the Handicappers Manual indicates whether or not a standard boat is configured with an inboard (IB) or outboard (OB) propulsion system.

A standard spinnaker pole has a length of $SPL = J$. An oversized spinnaker pole has a length $SPL > G/1.8$. When a pole is oversized, the sail area of the spinnaker is penalized by using $1.8(SPL)$ in lieu of G when calculating the actual spinnaker area. When $G \geq 1.8(SPL)$, use G for calculating actual spinnaker area. That is, there is no rating credit for spinnakers flown from undersized poles. Similarly, there is no credit for poles with $SPL < J$. Handicappers are reminded to check actual spinnaker pole lengths prior to calculating spinnaker area and to use the larger of $1.8(SPL)$ or G for computation.

- # A request, in the form of a Motion, was made to permit greater latitude in the location of whisker poles by deleting the words "to weather" under Paragraph K.1 in Chapter II. The Motion carried.
- # Arden reported that he expects several more months work on the proposed spinnaker rating proposal to incorporate greater latitude in current trends for sprit boats. The coefficients previously set forth will be revised. Upon completion the proposal will be circulated to the Handicappers for their review, comments, and subsequent approval. It is expected this process will be completed before the end of this year.

1.04: Regional Sub-Council Reports

- # The South Sound Regional Sub-Council reported that appeals from their area had been reviewed in advance of this Meeting to insure accuracy and completeness.
- # The Seattle Regional Sub-Council proposed a revision to the rating protocol to address water-ballasted boats. It was noted that these boats are able to significantly alter their displacement and stability characteristics by dumping ballast water without penalty. Accordingly, a proposal was made to prohibit ballast water dumping during a race. The proposal elicited much discussion but no Motions. It was agreed that the base rating for these boats should be predicated on their optimum speed potential which is presumed to include changes in ballasted configuration during racing. The Council will continue to monitor these boats and adjust their base ratings under review or appeal if warranted.
- # The Seattle Sub-Council also addressed rating issues relative to Whidbey Island Race Week. In several instances the ratings of yachts were adjusted by the race organizers immediately prior to and during the event without adherence to PHRF-NW protocol. Upon discussion the Council at-large agreed that a recommendation should be made to the race organizers in the form of requiring, as part of their sailing instructions, a provision that 1st, 2nd and 3rd placing boats may be subject to measurement to confirm the accuracy of their ratings. The Council also recommended that more Handicappers should be made available prior to the race to assist the organizers in dealing with last minute entries of boats without proper rating certificates. However untimely, incomplete, or incorrect rating applications should be refused, regardless of a potential competitor's circumstance. It was noted it is the competitors' responsibility to properly register for a race requiring PHRF-NW rating certification.
- # The Vancouver Island Regional Sub-Council recommended, pursuant to Arden's previous mainsail discussions, that a new definition for non-standard mains be included in the rating protocol under Paragraph L2. Additionally, the Sub-Council recommended, as a Motion, the removal of the contrasting spar band requirements in the current definition under Paragraph L5, as such bands are regarded as a relic of one-design regulations which are no longer applicable. Upon discussion the Motion carried.

- # The Vancouver Island Sub-Council additionally revisited the issue of the "Code Zero" spinnaker definition and current spinnakers manufactured with minimum mid-girths just slightly more than the 75% of foot girth limitation imposed by the definition. After some discussion it was generally agreed that the current definition for "Code Zero" spinnakers will stand to avoid further rating complexities.

2.00: RATING REVIEWS

2.01: Standard (Base) Rating Reviews

- # **Etchells 22: (ETCH22, changed from 145 to 157T)**

Kirk Palmer presented an extensive review on the PHRF-NW rating history for the Etchells 22 including the variations in codes and ratings. The Etchells 22 base rating is not in agreement with its as-sailed rating history. Kirk asked that the base rating be changed to 157. With a one-design as-sailed rating code of 1W5F, the as-sailed rating would be 136, matching the history of the Etchells ratings. A Motion was made to change the base rating to 157T. The Motion carried.

- # **J-120: (JBOA120, no change)**

Representing the J-120 fleet, Matt Wood asked that the base rating of the J-120 be changed so that the as-sailed rating for J-120's with maximum size sails results in a rating of 51 and that all J-120's be rated 51 regardless of sail size. Much discussion ensued. J-120's with rating code of 5955 rate 54. With the maximum sized spinnaker proposed, Code W, the rating should be 9 seconds faster or 45, not 51. The Handicappers asked Matt to further review his proposal. It was suggested that if the J-120 owners wanted to race level that they adjust their sail dimensions to the max class dimensions regardless of actual sail area.

2.02: Boat Rating Appeals/Reviews

- # **S/V Snake Eyes, SN 69696: (BENE407, no rating change)**

In correction to the previous (2002) Council Meeting minutes, the as-sailed rating status of "Snake Eyes" was reviewed by her local Handicapper who indicated her performance appears to show she is competitive at the rating assigned by the Council. Accordingly, no rating changes were made.

- # **S/V Endangered Species, SN 59879: (GUZZ30-1, changed from 100 to 109T)**

Larry Clark presented a rating appeal in behalf of the owner of "Endangered Species". The boat was formerly water-ballasted, but has been converted to a conventionally ballasted yacht by disabling the water ballast system and not carrying water. No other change was made to the ballast of the yacht. Larry recommended a 12 second adjustment to the base rating, from 100 to 112. Various adjustment Motions were entertained. A Motion to change the base rating from 100 to 109T was made and carried. Larry was requested to monitor the boat's performance and to report at the next Handicappers Council Meeting as to whether further adjustment is warranted.

3.00: JOINT HANDICAPPERS/DIRECTORS MEETING

3.01: At 3:30 P.M., the Handicappers Council Meeting adjourned and the Handicappers joined the Directors for a joint discussion session. See the PHRF-NW Directors Meeting minutes for a summary of those discussions. This meeting concluded as 4:40 P.M.

Council Meeting minutes submitted by,

Arden Newbrook,
Chief Handicapper

AMN:cbw

**SEE ATTACHED 02/06/03 NOTICE
CHANGE TO MAINSAIL MEASUREMENT PROTOCOL**