



**PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST**

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**MINUTES  
HANDICAPPERS COUNCIL MEETING  
JANUARY 25, 2004**

A PHRF-NW Handicappers Council meeting was conducted on Sunday, January 25<sup>th</sup>, 2004 at the Seattle Yacht Club, Seattle, WA.

Handicappers in Attendance:

Arden Newbrook, Chief Handicapper	David Hickman, CGYC, RCYC
Bill Nelson, NONE-1, TYC	Matt Wood, CN-3
Hamp Phillips, CN-2	Bill Brennan, PYC, SYS
Betsy Wareham, OI	Alan Grim, MIL
Frederick Perez, FH	Dave Garman, TTP
Larry Clark, SH	Jack Moore, PYC
John Martens, SS	Rocky Goodhope, CNB, BL
Larry Calhoun, WINSA	Keith Johnson, SYC
Ron Jewula, RVC	Charles Tolman, SID
Rick Tilby, NONE-4, CA, CTN, IYC	Joe Ellertson, CNP
Bob Bonney, ST	Stuart Farrell, ST
Ron Holbrook, CNT	John Wolfe, CE
Tom Gilbert, AN	Jack Christiansen (Professional Associate)

**1.00: GENERAL HANDICAPPER COUNCIL BUSINESS**

**1.01:** The meeting was called to order at 10:30 A.M. by Arden Newbrook, Chief Handicapper. A call for additions and/or corrections to the previous January 26<sup>th</sup>, 2003 Handicappers Council Meeting Minutes resulted in no response. A subsequent Motion to adopt the previous Minutes, as written, was made and carried.

**1.02: Administrative Business**

- # Arden presented the first reading of proposed revisions to the current Chapter II rating protocol. The revised protocol, as proposed, is not intended to be a final version for Handicapper approval, but a starting point for review and discussion. Arden stated we might have a completed version ready for adoption within a year and, in this regard, requested assistance from volunteers to share the burden of pulling together a final version, including the preparation of a new Standard Boat Database. Arden indicated the proposed protocol revisions are not significantly different from the existing protocol. They contain text clarifications, incorporate a new spinnaker measurement protocol (as has been discussed previously) and incorporate the latest mainsail measurement procedures and formulas. One purpose of the proposed revisions is to result in a unique document which may be copyrighted for the protection of, and exclusive use by, the PHRF-NW membership which, by virtue of paid dues, has funded the development of the protocol. The proposed revisions have been formatted, by intent, to be readily translated to database or spreadsheet programs for computerized data manipulation and

automated handicap adjustment calculations. Arden noted that the proposed revisions would require some corresponding adjustments to the current Chapter I text which deals with ratings philosophy, generation of Standard Ratings (observed performance ratings), and ratings management.

- # Arden asked for comments regarding the general format of the proposed protocol revisions. Comments received included:

There is a need for general agreement on ratings philosophy, including basic rules and guidelines.

A system should be developed for addressing rating adjustments for different course configurations or wind velocity ranges.

The proposed revisions should be reviewed with the general membership to solicit their comments.

There is a need for general agreement on the fairness of various rating adjustments for deviations from Standard Class boats.

There is an appearance the proposed revisions are moving towards a measurement based system in lieu of an observed performance system. The general protocol for ratings adjustment should be simplified.

- # Arden asked each Handicapper to thoroughly review the proposed protocol revisions for further discussion and input. Arden noted that much of the new terminology used in the revisions is consistent with ISAF sail measurement and US Sailing rig terms to facilitate the development of a new Standard Boat database.

### **1.03: General Review of Proposed Protocol Revisions**

- # Arden reviewed with the Council the principal features of the proposed protocol revisions, contrasting various sections of the proposal with corresponding sections of the current protocol. Many of the revised sections have been reorganized to be placed in a more logical and cohesive sequence. Although many of the formulas appear to be new, they are actually similar to the current protocol, except that terminology has been changed.

- # The principal changes addressed by the proposed revisions include the following:

A provision for multiple miscellaneous rating adjustments to be addressed by a boat's fifth character rating code and Certificate of Rating.

A provision for a sixth character in a boat's rating code for local area adjustments.

A change to the Standard Boat headsail area based on 155% of LP in lieu of 153%.

A change to the Standard Boat spinnaker area based on 83% of (ISP)(JC) in lieu of 87% (I)(J) with a corresponding change to the current actual spinnaker area formulas to a universal spinnaker area formula for both symmetric and asymmetric chutes.

An expansion of the Miscellaneous Adjustments Table setting up a discretionary

range of adjustments for specific types of Standard Boat deviations.

Addition of sail area adjustment formulas for ketch and schooner rigged boats.

- # There are no changes to the current mainsail area adjustment protocol other than the revision of some terms. Additional sail area formulas for unconventional mains have been retained for the discretionary use of the Handicappers.
- # The introduction of the rig dimensions ISP and JC for calculation of standard spinnaker areas is intended to avoid the highly skewed sail area adjustments currently calculated for sprit boats or fractional boats with as-designed masthead chutes. Adoption of these terms would move the Standard Rating for these boats towards their as-sailed ratings. ISP and JC are "corrected" as-designed rig dimensions. Provision for adjustments for altered rig dimensions in terms of SPL, BPL, and H are retained.
- # Discussion began on how to implement the proposed protocol revisions. Initial steps suggested were to decide direction and assign a committee to collect and address comments and feedback. A Motion was made to postpone further action to allow Handicappers time to discuss the proposal with their constituents. The Motion was seconded but failed to carry. A subsequent Motion was made to change the current protocol, using the proposed revised protocol as a starting point. This Motion carried. A further Motion was made to form a moderated e-mail discussion group to further review and develop the revised protocol. This Motion also carried.
- # Upon reconvening after lunch Arden indicated a new Standard Class Database would need to be developed to support the revised protocol proposal as currently written. It is envisioned that the Database would contain several more dimensional criteria than that currently incorporated in Table III. Arden mentioned that the US Sailing Boat Dimensional Database has much of the information necessary for generation of a new Standard Class Database but noted it contains errors as well as our current Table III. Accordingly, the information in a new database would need to be thoroughly checked.
- # There was continuing discussion regarding the need for a common rating adjustment spreadsheet for Council use to ensure consistent application of rating adjustments. Several Handicappers have personally developed spreadsheets of different form. Larry Clark volunteered to collect the spreadsheets for review and consolidation into a unitized form. Handicappers with individual spreadsheets are requested to forward them to Larry at lsclark@gte.net.
- # Matt Wood volunteered to collect Handicapper e-mail comments regarding the proposed revised protocol. Comments may be forwarded to Matt at mwood901@msn.com. Arden requested all Handicappers to thoroughly review the proposal and forward their comments along to Matt. A PDF copy of the proposal is available on the PHRF-NW web site.

[NOTE: Subsequent to this meeting a Yahoo Discussion Group has been set up to facilitate Handicapper communications. Refer to [http://groups.yahoo.com/group/PHRF-NW\\_Handicappers](http://groups.yahoo.com/group/PHRF-NW_Handicappers). All Handicappers of Record will be invited to join this group.]

- # A need for additional interim Council meetings to forward work on the proposal was discussed and agreed upon. Depending upon progress a tentative April meeting date will be announced by Arden.

## 2.00: RATING REVIEWS

### 2.01: Standard (Base) Rating Reviews

#### # Dash 34: (DASH34-1, 119 Standard Rating, No Change)

The Standard Rating of the Dash 34 was reviewed with presentation by Ron Jewula. Ron indicated there are essentially two types of Dash 34's, one standard and the other highly modified. Ron further stated he felt the highly modified versions would be more appropriately designated and handled as X-boats. Arden recommended that, regardless of the modified boats, the Standard Rating of the Dash 34 should be made faster. A Motion to change the Dash's Standard Rating to a faster rating failed to carry. A subsequent Motion was then made to redesignate the highly modified versions as X-boats. This Motion carried. Depending on modifications the X-boats will be designated XDASH34-1, XDASH34-2, etc. and be provided with respective T-ratings by their local Handicappers.

[NOTE: Subsequent to this meeting and pursuant to Chapter I, Paragraph K.4, the Chief Handicapper will assume the task of rating the XDASH34 boats. These boats were identified as "Karma", "Vaca Loca" and "Kaos". ]

#### # Hotfoot 31: (HOTF31-1, 122 Standard Rating Changed to 125)

Mr. Jeff Carry, owner of "Xcentric", a Hotfoot 31, presented a discussion of the rating history of the HOTF31-1 and noted that the current 122 Standard Rating shown by Table III appears to be in error. Arden agreed and called for a Motion to correct the Standard Rating from 122 to 125. A Motion was made and carried. Additionally, it was noted the motor designator for the Standard Class Hotfoot 30-1 should be corrected to IB in lieu of OB. The Hotfoot 30 is a faster version of the Hotfoot 31, shortened to qualify for MORC competition.

#### # Melges 24: (MELG 24-1, 138 Standard Rating, No Change)

Mr. Charles Guildner submitted an Appeal in behalf of the Melges 24 fleet to permit the removal of their transom-mounted outboard motors without a rating adjustment penalty but was not present to tender the Appeal. The text of the Appeal noted the motors are designed for lazarette storage and present a potential transom holing hazard if struck while transom-mounted. Arden stated the intent of the motor removal penalty was to discourage removal in seaways with commercial traffic where other hazards (which were not addressed by the Appeal) may exist. A Motion to deny the Appeal was made and carried. It was noted the Melges 24 fleet can remove their motors with a penalty.

### 2.02: Boat Rating Appeals/Reviews

#### # S/V "Ginny", SN 109: (XCALK50-1, 96T As-Sailed Rating Changed to 85T)

Rocky Goodhope presented an Appeal of the current as-sailed rating of "Ginny", a highly modified Calkins 50. Despite having been reviewed and re-rated by the Council on previous occasions, "Ginny" continues to prevail in distance and heavy air races with her current as-sailed rating. George Mottl, "Ginny's" owner, defended her as-sailed rating with a graphic presentation and explanation of her performance in the Round the

County race. Despite the owner's elegant presentation, Rocky requested a significant change to "Ginny's" as-sailed rating. A Motion to change the rating to 85T was made and carried.

# **S/V "Sparhawk", SN 69943: (HUMC35-2, 142 Standard Rating Changed to 147)**

Jack Becker, owner of "Sparhawk" a Hunter 35.5 Legend, requested via Appeal a change to her Standard Rating from 142 to 150. Arden indicated, upon contrast with other regional ratings for the Hunter 35.5 Legend, that a PHRF-NW Standard Rating change to 147 would be appropriate. A motion to change the Standard Rating to 147 was made and carried. It was noted the MHS rig configuration designator in Table III for the HUMC35-2 is wrong and should be corrected to FRS.

# **S/V "Navitae Juvenis", SN 43703: (TRIP47-2, 6 Standard Rating Changed to 9)**

Mike Henson, owner of "Navitae Juvenis" a fractional rigged Tripp 47 requested a change to the Standard Rating of a fractional Tripp 47 from 6 to 12 on the basis a perceived ratings creep for the boat in other US regions. The boat is rated 18 in one region, with other regions averaging around 9. A Motion to change the Standard Rating from 6 to 12 was made but failed to carry. A subsequent Motion for a change from 6 to 9 carried.

# **S/V "Sea Trek II", SN 69326: (CATA34-1, 165 Standard Rating Changed to 171)**

Bill Nelson presented an Appeal in behalf of Tom Madden, owner of "Sea Trek II" a Catalina 34 (standard version). When competing in NFS events with other (tall mast version) Catalina 34's, the boat does not do well. Both the standard and tall mast versions of the Catalina 34 rate identically in PHRF-NW. Arden indicated the tall mast version (CATA34-2) should rate faster as opposed to rating the CATA34-1 slower. The Council generally noted that the Appeal was for a CATA34-1, not a CATA34-2, and accordingly moved to change the Standard Rating from 165 to 171. The Motion carried.

**3.00: JOINT HANDICAPPERS/DIRECTORS MEETING**

**3.01:** At 4:00 P.M., the Handicappers Council Meeting business concluded and the Council was joined by the Board of Directors for a joint discussion session. See the PHRF-NW Directors Meeting minutes for a summary of those discussions. This meeting concluded at 4:45 P.M.

Council Meeting minutes submitted by,

Arden Newbrook,  
Chief Handicapper

AMN:cbw