



PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST

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**MINUTES
HANDICAPPERS COUNCIL MEETING
JANUARY 9, 2005**

An interim PHRF-NW Handicappers Council meeting was conducted on Sunday, January 9th, 2005 at the Corinthian Yacht Club, Seattle, WA.

Handicappers in Attendance:

Arden Newbrook, Chief Handicapper	Matt Wood, CN-3
Keith Johnson, SYC	Larry Clark, SH
Rocky Goodhope, CNB	Stuart Farrell, ST
Hamp Phillips, CN-2	John Martens, SS

1.00: GENERAL HANDICAPPER COUNCIL BUSINESS

1.01: The meeting was called to order at 10:15 A.M. by Arden Newbrook, Chief Handicapper. A call for additions and/or corrections to the previous November 21st, 2004 Handicappers Council Meeting Minutes resulted in no response. A Motion to adopt the previous Minutes without modification was made and approved.

1.02: Administrative Business

- Arden stated that the process for filing member rating appeals has become increasing lax. All appeals should be initialized with an Appeal Form prepared by the appellant and reviewed and signed by the appellant's local Handicapper. In numerous instances appeals have been tendered without Forms and without sufficient supporting data to permit an informed evaluation of the merits of the appeal. Arden further indicated it is the responsibility of the Handicapper to assist a member with the preparation of an appeal, regardless of whether or not the Handicapper agrees with the basis of the appeal.
- The issue of rating credits for undersized sailplans was briefly addressed. As proposed, the maximum credit for any sail would be limited to 6 seconds per mile. As currently provided, the maximum credit for headsails is 9 seconds per mile and 15 seconds per mile for mains and spinnakers. General consensus of the Handicappers present suggested the retention of these credits to accommodate events (such as single handed, or Jack & Jill races) where reduced sail areas are common. One idea discussed was to provide undersized sailplan credits only to boats without oversized sails elsewhere. Arden noted that in certain racing venues (such as windward/leeward courses in currents) headsail credits may offer a distinct advantage (albeit available to any competitor). In such instances, the policy for credits should be addressed and regulated by the Sub-regional Councils.

1.03: General Review of Proposed Protocol Revisions

- General review of the proposed Protocol continued from consideration of auxiliary

propulsion adjustments to the end, including the complex issue of miscellaneous credits. Revisions, as determined, will be made available on the web as previously indicated.

- Salient discussions of the continuing proposed Protocol review are summarized below:

The maximum credit for outboard to inboard conversions was changed to 15 seconds per mile to recognize that small boats are typically more impacted by this conversion than larger boats.

The maximum credit for solid 3-bladed props was changed to 12 seconds for the same reason above.

- There was general consensus that the Miscellaneous Rating Adjustment Schedule should be limited to general categories with suggested adjustment ranges as opposed to line items for specific adjustments. This change would afford Handicappers greater discretionary authority in determining adjustments and avoid the potential problems of trying to anticipate every conceivable modification available to a Standard Class boat. The categories discussed include:

Rig Modifications: Including, but not limited to, shroud bases, spar and stay materials, shaping systems, etc.

Hull and Appendage Modifications: Including, but not limited to, removal of hollows, addition of transom scoops, changes to foil area or sectional profile, plan shape or aspect ratio, etc.

Displacement, Ballast & Stability Modifications: Including, but not limited to, non-standard hiking aids, change of ballast type, weight or material, provision of moveable internal or external ballast, significant reduction of displacement, etc.

Sailplan Modifications: Including, but not limited to, non-standard battens, propped mainsail heads, unusual sail arrangements, etc.

- Arden indicated it his intention to incorporate all of the changes made to the proposed adjustment Protocol into a second reading draft for further Council review and action. It is anticipated that if adopted, the Protocol would be ready for installation in 2006, provided that other work, including the development of an entirely revised Standard Class Database, is also complete at that time.

Meeting adjourned by Motion carried at 4:00 p.m.

Council Meeting minutes submitted by,

Arden Newbrook,
Chief Handicapper

AMN:cbw