



PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST

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**MINUTES
ANNUAL HANDICAPPERS COUNCIL MEETING
JANUARY 22, 2006**

An annual general Handicappers Council meeting was convened on Sunday, January 22, 2006 at the Seattle Yacht Club, Seattle, WA.

Handicappers in Attendance:

| | |
|-----------------------------------|-----------------------|
| Arden Newbrook, Chief Handicapper | Alan Grim, MIL |
| Drew Petrau, BYC | Pat Waters, TTPYC |
| Jerry Cornell, PA | Steve Nelson, OR |
| Hamp Phillips, CYCS | Fred Perez, FHSC |
| John Martens, SS | Frank Miartetto, SSSS |
| Martyn Adams, NWMA | David Hickman, RCYC |
| Joe Ellertson, CYCP | Keith Johnson, SYC |
| Betsy Wareham, OIYC | Tom Gilbert, AYC |
| Mike Wright, NWMA | Roger Lawton, MBYC |
| Matt Wood, CYC | Larry Clark, SBYC |
| Stuart Farrell, STYC | Kirk Utter, NONE-1 |
| Ron Jewula, RVYC | Terry Waters, NYC |
| Roger Lawton, MBYC | |

1.00 GENERAL HANDICAPPER COUNCIL BUSINESS:

- 1.01 Call to Order:** The meeting was called to order by the Chief Handicapper (CH) at 1000 hours. A call for corrections or changes to the previous meeting minutes of November 19, 2005 resulted in no response.

Motion was made to approve the previous minutes. The motion carried.

1.02 Administrative Business:

- The CH reported on a January 21, 2006 meeting at Tacoma Yacht Club intended to familiarize interested Directors and Handicappers with the new protocol and progress with its development. Five Directors and several Handicappers attended. Although the meeting was open to the general membership, none attended. Other than casual questions, the CH reported there were no apparent reservations expressed by the attendees. In response, the Council suggested a need for Directors to become more involved in appraising the membership of the changes in the protocol.
- The CH reminded the Handicappers that the Council's Yahoo Discussion Group is intended for general communication between meetings. Prior attempts by the BCRC to initiate discussions regarding the proposed spinnaker area adjustment table received very little feedback. A majority of Handicappers are members of the Group, but not all.

The CH requested all Council members to join the Group and participate in its forum. Documents will be posted to the Group as well as the "Officials Only" page on the PHRF-NW website. Handicappers were requested to regularly visit these locations to keep updated with changes or developments.

- The CH asked the Council to reconsider its decision made at its November meeting (see previous minutes) regarding the removal of outboard adjustment penalties for boats that do not conform to PHRF standard propulsion requirements. Although the current penalties are severe, their removal could open similar issues for boats equipped with inboards and would deviate from standard class boat definitions promulgated by US Sailing. It was noted that several "one-design" classes do not require outboard motors or permit motor storage at locations that do not facilitate immediate immersion. The CH indicated these boats can be handled on a "specified configuration" basis. It was agreed safety issues related to propulsion are really a concern and the responsibility of race sponsoring organizations in lieu of PHRF-NW. Given these considerations, the CH recommended the Council's retention of the propulsion adjustments, with consideration given to changing their magnitude to reflect a more realistic assessment of performance changes.

Motion was made to retain the adjustments for propulsion modifications in the proposed protocol and to identify such boats that, by design or class rule, do not carry auxiliary propulsion as "specified configuration" boats with corresponding SCR ratings. The motion carried.

- Section 4 of the proposed protocol was made available to the Handicappers prior to this meeting via the Yahoo group and the "Officials Only" page. Few had reviewed it prior to the meeting. Section 4 covers Time-on-Time (ToT) rating, suggested crew weight limits, and suggested cruising class rating adjustments. Alan Grim mentioned he has one suggestion for regarding wording the text and will e-mail it to the CH. The Multihull Sub-Council noted that some results are divergent in the multihull fleet between ToT and ToD. ToT appear to work best for the multihull fleet, but the ToT variables need to be chosen carefully based on course and wind speed. The Handicappers in general agreed that the Multihull Sub-Council should recommend the best A and B ToT variables to use for scoring multihull races.

Motion was made to make Section 4 available to the general membership by posting on the PHRF-NW website. The motion carried.

- Section 3, describing the of rating adjustment protocol for multihulls had been distributed to the Multihull Sub-Council but not to the remainder of the Council. This Section will be posted to the Council's Yahoo Group. The Multihull Sub-Council indicated it has some reservations with the proposed Section and will continue to work on it. At issue is how to define a standard (multihull) class boat, particularly with respect to displacement, which has significant impact on speed potential. In the interim the Sub-Council has been assigning T ratings to all boats to allow flexibility for further adjustments as may be warranted by observed performance. The Multihull Sub-Council also requested a volunteer to join its ranks to bring its number to five members in order to break tie votes. Upon further discussion, the Council agreed it was also OK to post Section 3 to the website for the benefit of the membership. Additionally the Council concurred that all the new Sections should be posted on the PHRF-NW website as opposed to hard copy

circulation. Members without Internet access may request a hard copy from their local Handicapper.

Motion was made to make Sections 2, 3 and 4 of the proposed protocol available to all members via the PHRF-NW website with an explanation that these Sections are in draft form (including a draft watermark on each page). The motion carried.

- The CH reported he had received a letter from the Whidbey Island Race Week (WIRW) Protest Committee requesting a defined distinction between symmetric and asymmetric spinnakers. The request was made in response to an appeal of the Committee's protest decision allowing the conversion of a symmetric spinnaker to an asymmetric spinnaker by solely changing the length of one of its leeches. In reply, the CH indicated PHRF-NW does not make a clear distinction between the two in its current protocol, but that an asymmetric spinnaker is appropriately characterized by its as-designed and constructed asymmetry about a vertical plane perpendicularly bisecting any horizontal chord as opposed to relative differences in leech (and luff) length. Recently, a number of boats with pole-tacked chutes have been capitalizing on the disparity of calculated results returned by our current symmetric and asymmetric actual area formulas. Recognizing that this issue will be ongoing until adoption of the proposed protocol, the CH asked the Council to adopt an interim definition to dissuade others from comparable questionable conversions. The Council concurred with a motion giving attention to a spinnaker's original design and construction.

Motion was made to adopt the following spinnaker definition: "A spinnaker shall be determined as symmetrical unless the luff and leech lengths vary by more than 5 percent and its initial construction is asymmetrical by design." The motion carried.

- The CH reported the latest version of Section 2 was posted to the "Officials Only" website and the Council's Yahoo Group on November 11th. The Section file name is SECTION 2B.PDF. The file was accompanied by a Notice (11-11-05 NOTICE.PDF) which outlined the changes to the Section. Handicappers who have not reviewed the Section changes are requested to do so. The changes principally deal with the removal of references to "one-design" boats. One-design boats will be treated as "specified configuration" boats.

Some concern was expressed regarding the removal of fixed penalties for the variety of miscellaneous adjustments listed under Article 14 as it may lead to different penalties being applied to the same adjustment by different Handicappers. The CH indicated this issue was also addressed by the BCRC with a tentative understanding that a separate document with specific recommendations for various penalties would be developed for internal use by the Handicappers only. The CH noted that any applied miscellaneous adjustments will be listed on a boat's rating certificate. There was also a suggestion to indicate a range of penalties with each miscellaneous adjustment category. In absence of further discussion, no specific Council action was taken.

1.03 Sub-Council & Work Committee Status Reports:

- **Portland Sub-Council:** Joe Ellertson reported the ratings calculation program in its current (Excel file) form has been posted to the Council's Yahoo Group website for Handicapper review and use. When opening the file, Handicappers are reminded to enable macros. All sheets of the spreadsheet are protected, except the data entry page. The password to unprotect the sheets is PHRF-NW. The latest version of the standard class database is included. The Handicappers agreed that once adopted, the spreadsheet should be made available to the sail makers.

Arden Newbrook reported that an initial draft of Chapter I (to be renamed Section 1) is not yet complete. The draft is about half-way complete. This draft will be first reviewed by the Portland Sub-Council and then released for general Handicapper and Director review and comment. As currently envisioned, the draft will more clearly define Sub-Council functions, revise the method for first establishing Standard Class speed potential ratings, and modify the rating appeals process to require an initial hearing at the Sub-Council level prior to subsequent re-hearing and confirmation by the Council-at-large.

**The Council adjourned for Lunch at 1220 hours.
The Council reconvened at 1310 hours.**

- **Seattle Sub-Council:** Alan Grim indicated no new progress has been made with the Standard Class Database (SCD). The SCD is ready to be used and will be updated (data populated) as needed in accordance with the implementation plan forwarded by the Protocol Implementation Committee (see below).
- **British Columbia Sub-Council:** Jerry Cornell presented a new sail measurement form and combination A/R-Change form. Some changes were suggested including the addition of a statement, to be signed by the owner, attesting to the accuracy of the reported data. The forms have not yet been coordinated with the ratings calculation program spreadsheet to permit automatic population of spreadsheet data fields. Jerry and Joe Ellertson will work-out the requisite details for coordination. The BCRC also presented an initial draft of the Rating Appeal Form. Arden indicated the BCRC has been disadvantaged in that it has not yet been updated with developments on Chapter I. There was consensus more coordination and work on the forms needs to occur. Arden will make Chapter I (Section 1) available on the web as soon as it has been released.
- **South Sound Sub-Council:** John Martens reported the Sub-Council is currently working on information that should be included in the race results reporting form. Two (freeware) programs are already available which can accommodate our reporting needs. The Council suggested that either the Southern California or Long Island Sound (YRALIS) PHRF regions be contacted to determine if they have comparable race data collection schemes for effectively analyzing results. The intent is to save work and time if other schemes are available.
- **Multihull Sub-Council:** Martyn Adams indicated the proposed Section 3 rating adjustment protocol appears workable, but that the Sub-Council has not yet sufficient time to review it thoroughly. As previously indicated, displacement considerations and adjustments will need to be incorporated into the protocol.
- **Protocol Implementation Committee:** Alan Grim presented a plan that tests the proposed protocol over 2006 and implements it at the beginning of 2007. The plan is

aggressive, requiring all current and new member boat sail plans to be re-measured in accordance with the protocol during 2006. Each Sub-Council is required to effectively direct progress within their region. All handicappers will be expected to assist members with the new measurement techniques and to compile standard class boat data for incorporation in the Standard Class Database. In turn, the (Seattle Sub-Council) SDC committee will update the database (on the fly) for timely feedback to the Handicappers for re-rating any particular boat. It is intended initial beta testing of the ratings calculation program will also enable updating it as well as may be required.

CH remark: Data population of the Standard Class Database (SCD) will require a careful segregation of class boats in PHRF-NW "standard class" configuration (555M or 5555 rating codes) from class boats in a "specified configuration" including an identification of the "specified configuration" rating code for that particular class. This will take some research as the current (as-sailed) class rating codes will change by virtue of introduction of the new measurement terms ISP and JC. Any boat which has an ISP unequal to I or JC unequal to J should automatically be considered a "specified configuration boat" (e.g. Melges 24). These boats will need to have their current Standard Class (Base) Ratings adjusted to preserve their current (class) as-sailed ratings. In most instances the new Base ratings for these boats will more closely approximate their as-sailed ratings. With respect to the foregoing, I will ask Mary White to make available to each Sub-Council a copy of US Sailing's "**2005 PHRF Rig Dimensions**" to each Sub-Council. The document should provide assistance in populating the data fields. However, be forewarned, the information in "**Rig Dimensions**" should be checked with existing class association data if available. In all instances, rig dimensions should be reported in decimal feet to two decimal places.

This plan requires the Sub-Councils to be exceptionally active in directing their Handicappers, monitoring Handicapper progress, and periodically reviewing results for determination of recommended base ratings for subsequent Council review. The intent of the exercise is that most, if not all boats, will end up with no change to their current as-sailed ratings. The implementation plan summary is available on the Council's Yahoo Group site.

A side discussion concerning the new protocol and its effect on oversized spinnakers ensued. The pre-implementation process discussed above will help to identify those concerns and address them prior to full implementation in 2007.

- **Action Plan for Sub-Councils and Handicappers:** It will be necessary to immediately begin scheduling for the re-measuring of sails for your boats. The Council recommends that a Handicapper be present for measuring to ensure consistent methods are applied. The measurement forms are available on the Yahoo Group page and the "Officials Only" page. Sub-Councils are requested to meet prior to the end of February to discuss the plan, identify all the Handicappers and boats within their region and begin to monitor progress. Tangible progress is expected at the next interim Council meeting.

The CH will send a letter to each Sub-Council regarding the required actions to take. The level of effort is significant but required to ensure a robust protocol that is ready to use at the start of the 2007 season.

CH remark: At its January annual meeting the Board of Directors approved the Sub-Councils as informally identified by the Council, including a mapping of the regions for those Sub-Councils. I will post that mapping as soon as it becomes available in electronic format. In the interim, Mary can assist you with regional identification if you need assistance.

2.00 RATING REVIEWS:

2.01 Standard Class (Base) Rating Reviews:

■ **Transpac 52: (TP52-1)**

The CH stated there are no current standards for this class in the Table III database, although another early generation version (*Yassou*) has recently arrived. The CH will contact the Handicapper of *Braveheart* to develop (box rule) standards and a Standard Class rating which is consistent with their as-sailed ratings.

■ **One-Design 48: (OD48-1)**

The CH stated there are no current standards for this class in the Table III database. The CH will contact the Handicapper of *Flash* to develop standards for the class. *Irene*, another One-Design 48, was recently sold out of region.

■ **Riptide 44: (RIPT44-1)**

The CH stated there are no current standards for this class in the Table III database. The CH will contact the Handicapper of *Dark Star* to develop standards for the class.

■ **Melges 30 Turbo: (MELG30-2, Base Rating Changed from 103T to 96T)**

The CH reported two Melges 30's have been recently modified with Melges 32 rigs. As modified, the boats appear to have a speed potential very comparable to the Melges 32. Accordingly, their current Standard Class Rating (103T) should be adjusted to result in an as-sailed rating in the range of 36 to 39. The Council authorized the CH to adjust the Standard Class Rating as appropriate.

■ **J-100: (JBOA100-1, Base Rating Changed from 87T to 93T)**

The CH indicated the Standard Class Rating for the J-100 was initially developed on the assumption a jumbo chute would become the class standard. Recently, J-Boats has identified a smaller chute for class configuration, thereby warranting a change in the Base rating.

■ **C&C 34R: (C&C34R-1)**

Ron Jewula noted there are no current standards for this class in the Table III database. Via approval from the CH, Ron will arrange with Mary to add the standards.

■ **Table III Database Maintenance:**

The CH reminded the Council it is the responsibility of the Handicapper, when rating boats that are new to PHRF-NW, to establish standards for the boat for entry into the Table III database. Additionally, Handicappers are required to submit Change Forms for those boats that have their Standard Class Ratings and/or as-sailed ratings changed by action of the Council. These actions are regularly recorded under the Rating Review Section of these meeting minutes.

2.02 As-Sailed Rating Appeals:

- **No appeals were submitted for hearing.**

3.00 ADJOURNMENT:

- The next meeting of the Council has been tentatively scheduled for April 2nd at the Bellingham Yacht Club. Sub-Councils and Committees should be prepared to report their progress with the various task assignments.
- An anticipated joint Directors/Handicappers meeting did not occur due to the continuing business of the Board of Directors.
- Upon motion and unanimous consent the meeting was adjourned at 1515 hours.

Council Meeting Minutes Submitted by,

Arden Newbrook,
Chief Handicapper

As transcribed from minute notes prepared by Alan Grim (Council Scribe)

AMN:cbw