



**PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST**

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**Meeting Minutes  
Handicappers Council Meeting Annual General Meeting  
January 21, 2007**

A handicapper's council meeting was held on Sunday January 21, 2007 at the Seattle Yacht Club, Seattle WA.

Attendance:

Alan Grim, MIL – Interim CH  
Kirk Utter, None-1  
Jerry Cornell, PA  
Joe Ellertson, CNP  
Bruce von Borstel, SEQ  
Pat Waters, TT  
Tom Gilbert, AN  
Drew Petrou, BL/CNB  
Larry Clark, SH  
John Martens, SS  
Betsy Wareham, OI

Jack Stacey, CF  
Terry Waters, NYC  
Charles Tolman, SID  
David Hickman, RC/None-2  
Stuart Farrell, ST  
Mike Milburn, SE  
Bill Nelson, None-1  
Fred Perez, FH  
Ron Jewula, RVC  
Matt Wood, CN-1,2,3  
Dan Wierman, CNW

**1.00 GENERAL HANDICAPPER COUNCIL BUSINESS**

**1.01 Call to Order/Joint Directors-Handicappers Meeting**

The meeting was called to order by the Interim Chief Handicapper (CH), Alan Grim, at 1000 hours. At the request of the President, George Lefler, the meeting began with a joint Session of the Handicappers and Directors. The President discussed his three top issues; Canadian membership payment in US Funds, Status of the Chief Handicapper, and Progress on the Proposed New Protocol.

The Board of Directors is struggling to create an equitable method of payment for our Canadian members. See the director's minutes for resolution.

The current Chief Handicapper, Arden Newbrook, has been unable to conduct the duties of Chief Handicapper since June of 2006. The President requested the Handicappers nominate a replacement. During the November Handicappers meeting, the Interim CH, Alan Grim, requested the Handicappers consider nominees for CH. The interim CH requested those nominees be presented. Alan Grim was the only nominee, and was nominated as the Handicappers choice for CH.

The directors wanted to hear from the handicappers whether the handicappers were ready to proceed with the proposed new protocol. The interim CH requested that the Directors give the handicappers some time to review the

situation. Ron Jewula stated that the Royal Victoria Yacht Club had voted to split from PHRF-NW should PHRF-NW proceed with the proposed new protocol. Although not stated by the other Vancouver Island clubs, Ron believed that most would be likely to go with RVYC.

The directors adjourned at 10:45 to their separate meeting to allow the handicapper's time to address the issues at hand.

## 1.02 Protocol Implementation Discussion

Alan requested a summary of the progress made in measuring boats to the proposed new protocol. The following approximate numbers were reported from each region:

<b>Region</b>	<b>Approx Count/Total to Count</b>
South Sound	~49 of 85
Seattle	~150 of 400
Portland	~39 of 130
BC	~60 of 270
West Sound	~100 of 200
Multihull	~10 of 30
<b>Total</b>	<b>~400 of 1100</b>

Less than 50% have been measured.

Alan reviewed the elements, in his view, that are necessary to proceed with the proposed new protocol. The necessary elements are as follows:

- Measurements near completion (80%, 90%?)
  - Can the scope be reduced?
- Calculate Ratings based on measurements
  - Rating Spreadsheet
  - Process for hand calculation
- Review Rating Progress
  - Review all new ratings and adjust base ratings accordingly
- Develop plan to handle X-Class, SC, Custom, Multihull boats not in SCD
- Enter measurements and new ratings into member database
  - Print and mail new certificates
- Develop an A/R-Change Form for new members and changes

The above requires a significant level of effort not before seen from the handicappers. The consensus from the handicappers was that March 1 was not doable. It would be a challenge to make the end of 2007.

Options Discussed:

- Proceed anyway

The result would be a significant and unknown change to the rating relationship between boats. The result would be a huge number of appeals to be managed by the handicappers.

- Delay until a later date (possibly implement in a beta test region such as Portland)
- Work the good parts of the proposed new protocol into the current rule gradually (existing process)

Concern was raised that the implementation of the new rule as planned was going to cause many inactive members to not renew their membership.

**Motion: Retain 2006 protocol for 2007, not implement the proposed new protocol in 2007. The motion passed with a near majority.**

**Motion: Abandon proposed new protocol. Use the proposed new protocol as guideline or resource for revising the current protocol. By a vote of 13 to 9, the motion passed.**

It is noted that many that voted against the motion objected to the word “abandon”. But those that were for stated the need for the emphasis.

The Interim CH took the action to communicate the decision to the members. The handicappers recommended to the directors that the above motion be communicated via the local publications. The handicappers did not believe it would be necessary to replace existing certificates that expire February 28<sup>th</sup>.

The handicappers were informed that the directors had voted to accept Alan Grim as Chief Handicapper.

**Lunch Recess: 1240 – 1340 hours**

### **1.02 Protocol Implementation Discussion (cont)**

Over lunch, the President expressed concern over the use of the word abandon and requested the handicappers revisit the discussion. No motion was made to change the wording.

**Motion: The CH will work with the Directors to recognize Arden Newbrook for his exceptional service to PHRF-NW and its members. The motion passed.**

Concern was expressed by Gary Stuntz (sp?), a local sailmaker, and other handicappers that members had committed to purchasing sails to the formerly proposed new protocol, specifically 155% genoas, but also other sails. Mr. Stuntz stated that PHRF-NW should either proceed immediately or cancel the implementation. Delaying is continuing to cost the sailing industry while the owners wait for a new rule.

The handicappers discussed the issues involved should the current rule be changed from 153% to 155%. The only issue of concern was the fact that some boats may drop down one code. The impacted boats are those that have their sails cut on the bottom of the rating band. It was judged that the numbers impact would be small.

**Motion: Adopt STD Jib Area = 0.775\*I\*J (was 0.765\*I\*J) and direct CH to incorporate as needed. The motion passed.**

**1.03 Presentation by Jack Christensen of North Sails**

Jack showed a presentation he had developed regarding measuring sails. The CH will post a copy of the presentation to the Handicappers discussion board.

Jack also showed an excel based program for rating boat that he uses to optimize a customers sails. This program could be adapted for PHRF use. It is recognized that errors in rating calculations are a problem for PHRF-NW. It has long been a goal of PHRF-NW to develop a common rating tool. Joe Ellertson had been developing one for the new protocol. The CH recognized Joe for the significant level of effort put in to that rating tool. A common tool is still a goal of the handicappers.

**1.04 Areas Needing Improvement in Current Protocol**

The handicappers proceeded to brainstorm the areas where the formerly proposed protocol (and its implementation) might still be used to improve the current rule. The following list (and volunteer subregions) is the result:

<b>Protocol Areas Requiring Action</b>	<b>Responsible Regional Council</b>
Code Zero Spinnakers	Seattle
Small Sail Credits	South Sound
Carrying Symmetric and Asymmetric Spinnakers	Seattle
Oversized and Undersized Spinnakers	Seattle
Incorporate new boat, rig and sail nomenclature	Chief Handicapper (CH)
Spinnaker areas, asym vs sym	Seattle
ISP and JC	CH
Process to deal with X-Class, SC, Custom, Multihull in SCD	CH
Implement new code format	CH
Common Rating Program	Seattle
Water Ballast, Keel Movement, Trapeze	Portland
Misc Code Adjustment guidelines	South Sound
Regional Council and appeals processes	CH
Fathead Mainsail Performance	BC
Other services beyond certificates	
Base Boat Ratings	South Sound

**Motion: Define an asymmetrical spinnaker as having 5% difference between luff and leach lengths and clearly designed to be asymmetric. The motion carried.**

Clearly designed to be asymmetric means that the panels are clearly not symmetric about a common centerline of the sail. The CH has the action to incorporate the above wording into the next publication of the current protocol.

The Multihull Regional Council stated they will take the Multihull rating rule developed for the formerly proposed protocol and format that rule for inclusion in the current protocol.

### **1.05 Appeals**

- Bodacious, BENE35S5, s/n 73392

The owner requested a change in rating of +3 sec per mile.

**Motion: adjust base rating +3 sec. Motion denied.**

- Glory, FARR40, s/n USA 36

The appeal was allowed to be heard on short notice by request of the responsible handicapper, Mike Milburn, and the CH. The Farr 40 was originally rated as a fractional rig with a spinnaker hoist equal to I. The Farr 40 class has changed their rules to allow masthead spinnakers. The resultant change in as-sailed rating is judged by the owners to be excessive for the performance of the boat within its fleet.

**Motion: Change the rating to a T rating and direct the Seattle regional council to address the ratings of the big boat fleet. The motion carried.**

### **1.06 Closing Actions/Final Comments**

**Action to Handicappers:** The CH requested that all measurement data collected so far be input to the database via the provided webpage (request link from Mary). The data is still useful to support changes to the current rule.

**Next Meeting:** The general consensus of the handicappers was that further meetings were required. The CH will propose a meeting in April, location to be determined. Quarterly meetings of the full handicapper's council will be held in 2007.

**Action to Regional Councils:** Act on the table in paragraph 1.4 in preparation for the April meeting. Progress is expected.

The CH thanked all those that put significant effort in support of the now formerly proposed protocol and its implementation. Much of the work is still usable and will be worked into the current rule per current processes.

Minutes as recorded by Alan Grim

AG:ag