



PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST

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**Minutes
Handicappers Council Meeting
January 25, 2009**

A handicappers council meeting was held on Sunday January 25, 2009 at the Tacoma Yacht Club, Tacoma WA.

Attendance:

Alan Grim, MIL – CH

Neil Bennett, BL

Stuart Farrell, ST-2

Matthew Wood, CN

Colin Emsley, AN

Ken Slatterly, TA

Pat Nelson, CNT

Pat Stewart for Pat Waters, TT

Charles Tolman, SID, SSI

Rafe Beswick, SSSS

Eric Rimkus, CNP/None-2

Mike Stainsby, PYC

Terry Waters, NYC

David Hickman, RC, PYC, SYS

John Wolfe, CE

Tom Gilbert, AN

Mike Milburn, SE

Robert Miles, WINSA

Bill Nelson, Emeritus

Ron Jewula, RVC

Dan Wierman, CNW

Betsy Wareham, OI

GENERAL HANDICAPPER COUNCIL BUSINESS

Call to Order/Adoption of Previous Minutes

The meeting was called to order by the Chief Handicapper (CH), Alan Grim, at 1010 hours.

A motion was made to accept the January 20, 2008 minutes. The motion carried.

Administrative Business

The CH remarked on the state of the rule. The rule has been held stable for 2008 and, except for the changes to be discussed later, the rule should be stable for 2009.

There have been several changes to the members of the handicapper's council in 2008. Both John Martens and Bill Nelson have retired from handicapping and have accepted the position of Handicapper-Emeritus. Several new handicappers have stepped forward to fill open positions. Rafe Beswick has replaced John Martens at SSSS. Neil Bennett has been appointed handicapper for Bellingham YC. Colin Emsley is replacing Tom Gilbert for Anacortes YC. Mike Stainsby has been appointed handicapper for the Portland YC. Current None-1 handicapper, Kirk Utter, will be managing the None-1 fleet in place of Bill Nelson. Bruce Von

Borstel, representing Sequim YC, has resigned from handicapping. Welcome to all the new handicappers.

The Chief Handicapper's (CH) 2009 report to the Board of Directors was discussed briefly.

The CH discussed the continued problem with rating errors. The errors include lack of a defined standard, missing measurements on certificates, incorrectly calculated codes, and disagreement between the base rating, code and as-sailed ratings. At the request of the CH, Eric Rimkus created a spreadsheet that identifies where errors may exist. That list has been published to the Handicappers Yahoo site for handicapper action.

Action: Handicappers are requested to review the Error Report and check any where the right hand column is not reporting a zero.

The CH will work with the Business Office over the course of 2009 to develop a member database that will check ratings when entered from the AR form. If programmed correctly, the database will flag any errors allowing the business office to flag those errors back to the responsible handicapper.

Sub-Region Council Reports

Seattle RC: SRC Chairman Matt Wood reported that the SRC had met 6 times over the course of 2008. The SRC is working on encouraging member appeals.

South Sound RC: Chairman Pat Waters was unable to attend. The SSRC has been meeting regularly.

British Columbia RC: Chairman Charles Tolman reported routine meetings. The BCRC plans to reach out to PHRF-BC in 2009 to address common ratings.

West Sound RC: Dan Wierman is the defacto chairman. There has been no activity as the number of handicappers is few. Part of the formal West Sound is in the informal North Sound RC.

North Sound RC: The NSRC is inactive and is not formally recognized. The SRC is managing the North Sound region at this time at the direction of the CH. With the new handicappers in Bellingham and Anacortez, the CH is hopeful that there will be more activity in the NSRC.

Portland RC: David Hickman reported no activity. Mike Stainsby has joined the ranks of the PRC.

The PRC moved that a discussion of the use of MP vs P be added to the agenda. The motion failed. The issue will be discussed via the Yahoo discussion board.

Multihull RC: No members of the Multihull RC were present. The Multihull RC continues to meet as necessary.

Rating Tools

Charles Tolman presented two new tools to the Handicapper's Council. The first is a regression analysis using the Standard Class Database. The tool allows the handicapper to enter standard data and produce a proposed rating. This tool is similar to the well known Shell Regression formula based on So Cal ratings, but applies many more performance factors and uses PHRF-NW base ratings. The resultant answer is a rating based on a code 5555(or M) configuration. The tool was well received.

Charles also presented a tool that allows comparison of boat performance from race results (as-sailed performance). This tool allows a handicapper to determine if a boat is rated correctly. The tool is best used to compare ratings of boats that are known to be well sailed.

Action Item: The CH took the action to post the new tools to the Yahoo site.

Protocol Changes

The CH presented a proposal to correct Chapter paragraph J, Rating Adjustments for Non-Standard Spinnaker Poles and Sprints. The correction brings the protocol into agreement with the current method for rating oversized poles/sprits. The unused terms ASL and SL are deleted. Paragraph J.1 is deleted. Paragraph J.2 is revised to state:

If SPL is greater than JC then SGM when applied to calculate spinnaker area shall be the greater of the measured SGM or 1.8(SPL).

Paragraph j.6 is deleted as a unnecessary double penalty. And paragraph O. Miscellaneous Rating Adjustments is revised to delete code S, codes T, U and V, and codes X, Y, Z.

Motion: Approve protocol change as-is. Motion Carried.

Action Item: The CH will update Chapter II and publish to the Yahoo site and the Officials_Only page.

The CH presented text to be added to Chapter II to allow One-Design Ratings.

V. One-Design Ratings (ODR) and Level PHRF Ratings

PHRF-NW handicap protocol sometimes produces rating variations for boats that most would otherwise consider level, such as one-design fleets. For this reason, PHRF-NW offers one-design ratings to boat classes recognized by ISAF as international one-design classes or by USSailing/Canadian Yachting Association as national one-design classes. Recognized classes can be found at the ISAF or national authorities respective websites.

For these recognized national or international one-design boats, owners may request a one-design rating by submitting a valid and current class certificate in place of the required PHRF-NW sail dimensions. The boat must be sailing in the configuration defined by the class rules. Owners must report to PHRF-NW any changes to the class rules that affect performance. When rated as a one-design, the designation ODR will replace the rating code in the 4th column of the PHRF-NW Roster and on the PHRF-NW rating certificate. Any new sails or changes to the boat must be certified by the class and reported to PHRF-NW.

For one-design fleets that do not qualify for ODR status as described above, PHRF-NW can still provide level racing. Owners within a fleet must collectively provide the largest sail dimensions per PHRF-NW protocol of all the boats in the subject fleet. Each boat owner must then submit specific dimensions for their boat to the responsible local handicapper. The handicapper will then verify that the sail areas are equal to or less than the areas defined for the fleet. Once verified, the handicappers will submit the rating using the fleet dimensions and resultant codes.

There was general agreement regarding the first two paragraphs with modifications proposed by Ron Jewula as follows:

Insert after paragraph 2:

The ODR rating reflects the boat being sailed as specified in the class rules, which may allow droop hiking (Soling, Stars) or having no motor (Etchells), etc. No adjustments are to be applied to an ODR rating.

Boats of a One-Design class, but which do not meet the class specifications will be considered a different boat type and will be rated off that different base.

Regarding the 3rd paragraph:

We need to revise to include more than just sail area specifications, we need to include all specifications.

We need a mechanism for formally recording these specifications, possibly of room in the SCD, a better answer is on a new section of the website. The way everyone has access to exactly what the level class specs are.

There was much discussion regarding paragraph 3 from the handicappers and directors. The CH reminded everyone that the proposal in paragraph 3 is allowed within the protocol today. All paragraph 3 does is alert the membership to this possibility. It was agreed that further rewording is necessary.

Motion: Adopt proposed paragraph V with changes proposed by Ron Jewula. CH to propose revision to the 3rd paragraph for later handicapper vote.

Amendment: ODR applies to hull, rig and sails only. Motion to amend failed.

Motion to accept original motion passed.

Action: The CH will revise the language of the first two paragraphs as proposed in the motion and include in Chapter II. The CH will suggest revised wording for the 3rd paragraph regarding Level Classes that do not qualify for ODR and put to a vote of the handicappers.

Note: The board has provided specific direction regarding the Level-Fleet concept in an addendum to these minutes.

Lunch Break (1230 – 1330)

Protocol Changes (cont)

Ron Jewula raised the issue of the outboard motor adjustments when the outboard motor is either not on board or stowed below. Ron proposed to add new SCD designations of SM (Stowed Motor) and NM (No Motor) to the SCD to define classes of boats that typically race in those configurations. Ron also proposed to add two new codes in the Propulsion Table to indicate those boats that normally sail in that configuration.

Motion: Accept proposed revisions. Motion Failed.

Motion: Delete codes E and F from the Propulsion Table. Motion Failed.

The CH noted that the current protocol encourages certain boat types to carry the outboard on the stern with significant credit. The CH asked if any handicapper considered the outboard adjustments of 6 and 9 seconds equitable. A quick poll indicated that few felt that the adjustments were fair.

Action: The CH will continue this discussion in the Yahoo forum.

Handicapper Rating Reviews

MART241 Fleet: Eric Rimkus presented the situation with the MART241s. The MART241s have been modified from the original design to adopt many of the improvements seen in the MART242 fleet. Eric proposed that the council create XMART241-1, -2, -3 and set the base ratings accordingly. Much evidence was presented by Eric and the MART241 owners/handicappers.

Motion: Create the XMART241-1,-2,-3 as defined and remit the boats to David Hickman and the CH to set the ratings. Motion Carried.

FARR39 variants: Matt Wood presented his proposal for the boats Tachyon, Voodoo Child, White Cloud, and Jack Rabbit, all designed to the IMS39 rule. Matt proposed that Tachyon be rated 18 to match Voodoo Child and White Cloud. Jack Rabbit would remain at 24.

Motion: Adjust Tachyon from 15 to 18. Motion Carried.

Big Boat Fleet: The CH asked for assistance and guidance regarding the Big Boat Fleet (zero or lower rating). Steve Travis, owner of the 1D48 Flash, provided some history regarding the negotiated ratings of the Big Boat Fleet and

the current status of the fleet (few boats left). There were no volunteers to assist in addressing the fleet. The CH received direction to form a Big Boat Fleet council which would include all affected handicappers.

**Action: CH to form Big Boat Fleet Council.
Appeals**

CHEE30-1 Still Gladiator: Rafe Beswick presented a case to adjust the rating from 81 to 72 based on performance of the boat in Olympia. Eric Rimkus defended the rating as fair relative to other boats in comparison with ratings in California. Several motions were made.

Motion: Adjust as-sailed rating to 75, with commensurate base rating change. Motion passed.

Joint Directors/Handicappers Session (1415 hours)

The Handicappers and Directors held a brief joint session. President David Lynch thanked the handicappers for their continued efforts.

The directors reminded the Regional Council Chairmen to post agendas to the Business Office for the RC meetings and to record minutes and provide those to the business office. The CH reminded the RC chairmen that agendas and minutes are required any time member appeals are heard and decisions are made.

The meeting adjourned at 1445 hours.

Meeting minutes as recorded by Alan Grim.

AG/ag