



PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST

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**Minutes
Handicappers Council Meeting
January 23, 2011**

A handicappers council meeting was held on Sunday January 23, 2011 at the Seattle Yacht Club, Seattle WA.

Attendance:

Alan Grim, MIL – CH
Neil Bennett, BL
Nate Creitz, ST-1
Matthew Wood, CN
Scott Lindberg, AN
Christopher Butler, ST-2
Pat Nelson, CNT
Pat Waters, TT
Charles Tolman, SID, SSI

Mike Stainsby, PYC
Terry Waters, NYC
David Hickman, RC
John Wolfe, CE
Mike Milburn, SE
Ron Jewula, RVC
Dan Wierman, CNW
Rafe Beswick, SSSS
David Lynch, PM

GENERAL HANDICAPPER COUNCIL BUSINESS

Call to Order/Agenda Changes/Adoption of Previous Minutes

The meeting was called to order by the Chief Handicapper (CH), Alan Grim, at 1005 hours.

The CH called for any changes to the meeting minutes from the January 24, 2010 meeting. No changes were requested.

A motion was made to accept the January 24, 2010 minutes as amended above. The motion carried.

Chief Handicapper Remarks

The CH, Alan Grim, announced his intention to resign as CH effective at the next annual meeting in January 2012. Five years is enough for anyone. The CH requested a nomination committee form to identify the next CH and do so by April 2011 so that the next CH can be trained for the remainder of the year. Pat Waters and Matt Wood volunteered. Another volunteer is desirable. Alan made it clear that he intends to remain on the council and support the next CH to ensure a smooth transition.

Administrative Business

Progress Converting to Current Protocol/Correcting Roster Errors

The CH noted the slow progress being made in converting the remainder of the fleet to the current rating protocol. It has been nearly four years since the council committed to the current protocol. Of the nearly 1000 members at the end of 2010, 334 indicate errors in the latest error report. Those boats that have not been converted make up approximately a third. Another third are member boats that do not have a matching standard in the standards table (SCD). The rest have some error between the base rating, codes and as-sailed rating. The error checker is not perfect. For example, it does not correctly calculate ratings for boats where the inboard has been converted to an outboard, or vice versa.

The CH has requested the board modify the member database to not allow applications or change forms be entered in the database when there is an error. The business office has been directed to not process applications if a boat standard has not been identified. If the member database can be modified to not allow ratings in error to be entered that, along with denying ratings that do not have a matching boat standard, will eliminate future errors allowing the handicappers to burn down the existing ones.

New PHRF-NW rule – bow sprit extension timing

Ron Jewula raised an issue with the RRS. Apparently there is no rule addressing when a boat with a bow sprit can extend that sprit in the RRS. The extended sprit increases the length of the boat, making it harder to cross when nearing the windward mark. Apparently, there is no plan to revise the RRS. Several one-design classes have revised their class rules to require that the sprit not be extended until the bow reaches the windward mark.

The general consensus of the Handicappers Council was that the rule should be in the Race Instructions for individual yacht clubs as they see fit. The Handicappers Council recommends the following wording

“A right of way boat shall not hinder a give way boat by having her retractable bowsprit extended unless i) she is flying a spinnaker, or ii) she has just dropped her spinnaker or iii) the bow of the boat has just passed a weather mark.”

New Proposed ODR Ratings

The CH requested the handicappers to propose additional ODR standards to define. Boats that are candidates are those that have frequently been rated under the PHRF-NW rule with resultant discrepant ratings.

The following ODR boats were considered:

Motion: 1D35-ODR Base/As-sailed Rating 36, correct 1D35 base rating to 27 (holds as-sailed rating at 36). Motion carried.

Motion: JBOA80-ODR Base/As-sailed 129. Motion Carried.

Motion: OLSN30-ODR Base/As-sailed 99, Motion Carried.

Motion: MOOR24-ODR, Base/As-sailed 168, Motion Carried.

Motion: THUN26-ODR, Base/As-sailed 195, Motion Carried.
Note: this ODR is for the new class spinnaker (J24 spinnaker)

Motion: FARR395-ODR, Deferred to appeal

Motion: FLTI10-ODR, Base/As-sailed 57, Motion Carried.

Motion: JBOA105-ODR, deferred for more research into the correct rating.

MP = P, ME = E Issues

Pat Waters described the issues he ran into when recalculating the ratings of his members boats as directed by the council at the January 2010 meeting. Pat ran into issues with some of his members that perceived that no other handicappers were acting as quickly as Pat.

The Three Tree Yacht recommends that in the future the council set deadlines for handicapper action when changing rating methods, and that PHRF-NW advertise changes more publicly.

The CH reiterated that the handicappers that haven't acted yet to check their member boats ratings to the new mainsail rule, should do so promptly. Many stated that they have already done so.

T Rating Policy Confirmation

The CH conducted a electronic discussion in June 2010 via the Yahoo forum to define the T rating policy. The T rating policy was discussed and refined via the forum and the consensus was that the policy was complete at that time. The CH requested further discussion or a motion to approve the policy as agreed in the electronic discussion.

The following is the policy as proposed in June 2010:

The following describes the policy for managing member boats and standards with T ratings:

- 1. When a new boat appears in PHRF-NW, the responsible handicapper shall define the new Standard Class Base Rating via a Standard Class Database Maintenance Form (SCDMF). The SCDMF is then submitted to the Chief Handicapper for review and approval. The new Standard Class Base Rating is automatically given a T designation*
- 2. The Handicappers Council by vote may add, remove, or extend T designations to Standard Class Base Ratings at any time.*
- 3. If the Standard Class Base Rating is changed by a vote of the Handicappers Council, the T designation is automatically removed unless the Handicappers Council also votes to retain the T*

4. *Standard Class Base Ratings retain the T designation for two years from the last change to the standard, unless the T designation was removed by action of the Handicappers Council. A change to the standard can be a change to the base rating or any other data defining the standard. At the point of expiration of a T designation, the Chief Handicapper shall inform the responsible Handicapper(s) of the imminent expiration. The responsible Handicappers will be given the opportunity to request the T designation be extended. The request for extension requires the approval of the Chief Handicapper. In the case where multiple boats exist under the same Standard Class Base Rating, the responsible Handicappers should agree. The Chief Handicapper will be the final arbiter. An SCDMF will be submitted by the responsible Handicapper or the Chief Handicapper to document the extension of the T rating for an additional 2 years.*
5. *Individual member boats have T designations only if the Standard Class Base Rating has a T designation. Handicappers shall not change member boat T ratings without changing the T designated Standard Class Base Rating.*
6. *The Responsible Handicapper for individual member boats has the authority to change a T designated Standard Class Base Rating up to plus or minus 9 seconds per mile, once every 6 months. If a change greater than 9 seconds per mile is warranted, the responsible handicapper must obtain approval of the Chief Handicapper via the SCDMF. If a change is warranted more frequently than once every 6 months, the responsible handicapper must obtain the approval of the Chief Handicapper via the SCDMF. If there is more than one member boat assigned the same T designated Standard Class Base Rating, the responsible handicapper must coordinate the change to the T designated Standard Class Base Rating with the handicappers responsible for the other member boats assigned the same Standard Class Base Rating, and agree on the change. Only one SCDMF is required to be submitted to the Chief Handicapper for approval.*
7. *T designated Standard Class Base Ratings are changed by submitting an SCDMF to the Chief Handicapper for approval. Once the T designated Standard Class Base Rating is changed, the responsible handicapper(s) must submit a Change Form(s) to the Business Office to change the as-sailed rating of the affected member boat to agree with the new T designated Standard Class Base Rating.*

Ron Jewula made a motion to amend the T rating proposal as follows:

Amend paragraph 4 to add, "The Chief Handicapper may reinstate or instate the T designation on any standard class base rating that has not been subject to a vote of the council as long as there is email notice to all handicappers."

Motion: Adopt the T rating policy above as amended below. Motion Carried.

Chapter I Revision to incorporate T rating policy and revised Appeal process

The CH noted that he has not had time to draft a new Chapter I. Council direction is to revise Chapter I and discuss via the yahoo forum, reach a consensus and conduct a formal mail ballot.

Regional Council Reports

Seattle RC: The Seattle held four meetings in 2010, minutes are available on the PHRF-NW website. Routine rating discussions occurred. Discussions of member appeals were conducted supporting refinement of member appeals before being heard by the full council.

South Sound RC: the SSRC did not meet in 2010. No issues to discuss.

Portland RC: Portland region is focused on finding more handicappers to support the current two. Otherwise, no meetings were conducted in 2010.

British Columbia RC: Held a meeting in November at the Salt Spring Island YC. Minutes are available.

Handicapper Discussion of Ratings Needing Appeal – Watch List

The handicappers discussed boats that are in need of some attention. The following were discussed:

MUMM30, FLTI10-1, HEND30, MELG32, CAL20 with spinnaker

The following additional topics were discussed briefly in the time remaining prior to lunch:

Single Event Certificates – the board is setting policy
Square Headed Mainsails – New England PHRF is discussing action
Safety Regulations: PIYA vs ISAF, many clubs changing to ISAF

Lunch Break (1200 – 1300 hours)

Member Appeals

- **JBOA122-1 Base Rating Appeal**

The CH described the situation with the J122s at Swiftsure in 2010. Grace was rated 30 as-sailed. Anam Cara was rated 42. Anam Cara was rated first as pointed out by David Hickman, but no standard was created. When Grace was rated, a standard was created but without acknowledging the rating of Anam Cara. The CH requested the council address the base rating for the JBOA122-1, currently 30. The council deferred the discussion until after the FARR395 discussion.

- **BENE47.7-1/-2 Base Rating Appeal**

The BENE47.7-1 and -2 base ratings have diverged to 24 second difference. The CH requested an appeal which was presented by the BCRC. It was noted that the -1 standard was in error. The -1 is for the taller rig.

Motion: Correct the standard rig data for the -1 as presented in the appeal. Motion Carried.

Motion: Adjust the base rating of the -1 from 24 to 33. Adjust the -2 base rating from 48 to 51. Motion Carried.

Note: The PHRF-NW regression analysis suggests that 1% in weight is worth 1 second in rating.

The Handicappers discussed whether to include a code in the Miscellaneous Codes for increased weight. The discussion was deferred for further analysis and thought.

- **S/N 39504 FARR395 Eye Candy Appeal**

The owner presented a case to increase the rating of Eye Candy from 33 to 39 based on comparison between PHRF-NW ratings and other regions for the FARR395 and other similar boats.

Motion: Create new FARR395-ODR standard with a base and as-sailed rating of 39. Delete the current FARR395 standard. Motion Carried.

The handicappers revised the JBOA122-1 appeal. No action was taken to change the base rating of 30. Anam Cara will remain at 42 as-sailed. Grace will remain at 39 as-sailed.

- **S/N 69087 OLSN40-1 String Theory Appeal**

The owner presented the case to change the base rating of the OLSN40-1 from 51 to 60, as-sailed from 48 to 57.

Motion: Change the base rating of the OLSN40-1 from 51 to 60. Motion Carried.

- **S/N 97703 ANDR53-1 Artemis / S/N 32601 NELM55-1 Strider**

The owner presented the case to rate Artemis and Strider level, recommending -12 for both. Artemis is currently rated -9, Strider -18. Until a T rating change by the handicapper for Artemis in 2009, Artemis and Strider rated the same.

Motion: Change As-sailed ratings of both Artemis and Strider to -15. Motion Carried.

- **S/N 69914 Madam Pele, DAVI29-1 Appeal**

The owner of JBOA29M Here and Now presented a case to change the rating of Madam Pele from 129 to 117.

Motion: Change the base rating of the DAVI29-1 from 129 to 117. Motion Carried.

- **S/N 3 Eye Eye, XJBOA90 Appeal**

The owner of Eye Eye presented the case that the as-sailed rating of 42 is too fast. Eye Eye is a significantly modified J90 with a larger rig increasing the mainsail significantly, while limiting the boat to a 100%headsail. Polar diagrams indicate that the modifications should result in a significantly faster boat than the standard J90 (only 6 were made, none are in original configuration) in light to medium winds but slower in heavier air. Either in the standard form or the modified form is the boat capable of competing with the Flying Tiger (as-sailed of 57).

Motion: Change as-sailed rating from 42 to 57. Motion Carried.

- **S/N 4 Karma, XDASH34-1 Appeal**

The owners of Korvo, Pegasus and Shoot-the-Moon presented the case to made the rating of Karma faster due to observed performance. A significant discussion of the history of the XDASH34 standard ensued. Karma had been assigned a rating of 81 when the three XDASH34s were created (includes Vaca Loca and Absolute Chaos). At that time, Karma had a outboard motor. Since then Karma has added an inboard which would allow an additional 6 seconds per PHRF-NW protocol. It was noted that Karma was not carrying the codes intended to differentiate one XDASH34 from the other. Formerly the codes were 487MEGS to rate 81. Current codes are 4875, without the additional Misc codes. The CH noted that these are difficult boats to rate when they move from one handicapper to another and the experience is lost.

Motion: change as-sailed rating to 81 with new standard XDASH34-2 assigned specifically to Karma. Motion Carried.

The CH and the responsible handicapper will create the new standard, define the codes that should be applied to Karma, set the as-sailed rating to 81 and back out the correct base rating from the codes.

- **S/N 79070 Frog Prints, DUFR34-2 Appeal**

The appellant removed the appeal just prior to the meeting. The CH acknowledged that the rating of Frog Prints requires attention. Since the member is currently a member of Sloop Tavern, the Sloop Tavern handicapper will take responsibility for correcting the rating of Frog Prints within the limits of the T rating policy.

- **S/N 25064 Korina Korina, CUST42-1**

Due to an error on the part of the CH, the appeal of Korina Korina was not included on the agenda even though the appeal was received in a timely manner and posted on the PHRF-NW website. The owner presented the case to increase the rating from 45 to 63.

Motion: change as-sailed rating to 57. The Motion failed.

It was noted that the standard CUST42-1 was not appropriate for Korina Korina. The CUST42-1 was created for another boat. The council directed the responsible handicapper to create a new C25064 standard specifically for Korina Korina. The responsible handicapper was also directed to address the rating of Korina Korina via the T rating process, while taking into consideration the ratings of other IOR 2 Ton boats in PHRF-NW.

Joint Handicapper/Director meeting

President David Lynch informed the handicappers of the new single event certificate process. Under this process, owners may request a single event certificate which will be valid for only 30 hours. These certificates are good for only single day events. The CH noted that handicappers will be hard pressed to rate boats in 30 hours. The handicappers will attempt to support the new policy.

The meeting adjourned at 1720 hours.

Meeting minutes as recorded by Alan Grim.

AG/ag