



**PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST**

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**Minutes  
Handicappers Council Meeting  
January 29, 2012**

A handicappers council meeting was held on Sunday January 29, 2012 at the Seattle Yacht Club, Seattle WA.

Attendance:

Alan Grim, MIL – CH  
Neil Bennett, BL  
Dan Randolph, ST  
Matthew Wood, CN  
Scott Lindberg, AN  
Cameron Girton, LPO  
Betsy Wareham, OI  
Pat Waters, Emeritus  
Mark Harang, TT

Mike Stainsby, PYC  
Terry Waters, NYC  
Larry Clark, SH  
Kirk Utter, Emeritus  
Mike Milburn, SE  
Ron Jewula, RVC  
Dan Wierman, CNW  
Rafe Beswick, SSSS

**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 1010 hours.

The CH called for any changes to the meeting minutes from the January 23, 2011 meeting. No changes were requested.

**A motion was made to accept the January 23, 2011 minutes as amended above. The motion carried.**

**Chief Handicapper Remarks**

The CH, Alan Grim, announced that the nominee for CH, Pat Nelson, was forced to withdraw his name due to illness. The handicappers all expressed their concern and send Pat their best wishes for a speedy recovery.

Alan agreed to serve another year. Alan requested volunteers for a nominating committee to find a new candidate. A new candidate should be identified by April to allow the nominee to serve as deputy CH so that person will have an easier time as CH come next January.

There have been many changes in membership in the handicapper's council at the end of 2012. Notably, Charles Tolman has retired from handicapping and

accepted the position of Handicapper-Emeritus. Pat Waters has also retired and accepted an Emeritus position. Both Charles and Pat have contributed significantly to PHRF-NW. We are fortunate to retain their knowledge and experience. Kirk Utter has also accepted the Emeritus position. Kirk brings a unique and skilled knowledge of boat performance that will be of significance to PHRF-NW.

Note: Under bylaw 6.1, the CH may create local handicappers for special projects. The Handicapper's-Emeritus are local handicappers under this bylaw. Each Handicapper-Emeritus must meet the same requirements as any other handicapper (be a member of PHRF-NW).

The CH has requested the board of directors restructure the regional councils. There is no change to Portland, British Columbia or Multihull RCs. The West Sound and San Juan Island RCs have only one handicapper each, and therefore, will be discontinued and split among the other regions. The West Sound clubs north of Gig Harbor will join the Seattle Regional Council. The club from Gig Harbor south will join the South Sound RC. A new North Sound RC will form and include clubs north of Everett to the US/Canada border, including the San Juan Islands. Scott Lindberg volunteered to chair the North Sound RC. The handicappers were happy with the changes to the regional council structure.

The CH also desires that the South Sound and North Sound regions identify a None handicapper to cover members that do not belong to class A yacht clubs. Currently all of Washington State is covered by one handicapper from the Seattle region. Upon agreement with Mike Stainsby, the None-2 handicapper will cover Oregon and clubs on both sides of the Columbia west of the Cascades.

## **Administrative Business**

### **Regional Council Reports**

British Columbia RC: Charles Tolman has retired as handicapper, now Emeritus. Charles has agreed to continue as BCRC Chair.

The BC representatives raised the issue of the expense and time to travel to Tacoma from Vancouver Island. The trip takes 2 days, costs ~ \$300. No appeals have been heard from Vancouver Island in recent memory due to the burden of travel for the members. The BCRC represents approximately 25% of the PHRF-NW membership in any one year. The BC contingent sends only 2 handicappers and 1 director because of the burden.

The handicapper's council recognizes the burden. Given the technology available, the HC wishes to move toward video conferencing for meetings. The Board of Directors is requested to investigate the possibility and provide the HC with the necessary instructions to implement video conferencing for meetings, as well as electronic voting on council business issues.

The HC also requests the Board address the 30 day notice to the membership of appeals. The current process is burdensome and costly to PHRF with very few

of the hundreds of members notified attending the meetings. The handicappers suggest to the board that a notice be included with the billing that informs the members of the AGM date and directs the members to the website for the agenda and appeals. PHRF-NW should also move to collect email addresses from all members, maybe by requiring membership in our website, so that notices can be sent electronically.

Seattle RC: No meetings, no burning issues.

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

West Sound RC: no report

San Juan Islands RC: no report

Portland RC: Portland is starting to rebuild the regional council. One new handicapper has been added to the one existing, along with new directors. David Hickman has retired and was offered an Emeritus position but has not responded.

Multihull RC – no attendees.

### **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.

Soling ODR – Deferred to the North Sound RC for further discussion.

MUMM30-ODR: Dan Randolph proposed an ODR for the MUMM30 (FARR 30) class. The proposed rating is 54. Boats in class configuration can rate 54 or 57 because the spinnaker area is right on a boundary of the rating codes.

**Motion: Create MUMM30-ODR standard with base and as-sailed rating of 54. Motion Carried.**

### **Base Rating conversion to current spinnaker protocol**

The CH reported converting the remaining J Boats to the current protocol. The handicappers responsible for the affected boats have been informed that they have an action to revise the codes for the J Boats recently converted.

The CH gave a brief description for the new handicappers of the changes and the situation. The new handicappers are requested to be aware that some boats have not been converted. The CF column in the standards table indicates which boats require conversion (the CF cell is blank) and to ask for help in rating any boat that is in this category.

### **Member Appeals**

- S/N 18 Jam JBOA160

The owner presented his case to change the rating from -6 to +6 based on observed performance and J Boats recommended rating. Icon, another of the Big Boat fleet (rated zero or faster) is appealed later in the agenda.

**Motion: Defer the decision on Jam until the Icon appeal so that the Big Boat Fleet can be addressed as a whole. Add a T to the rating of both Jam and Icon.**

**Motion Carried.**

### **Lunch Break (1200 – 1300 hours)**

### **Member Appeals (continued)**

- S/N 59 Starfire BLAN26-1

The council directed the CH to add a T to the standard and work with the responsible handicapper to reach an equitable rating for the BLAN26-1.

- S/N 59660 Sachem

Jack Christiansen of North Sails represented the owner of Sachem, proposing a rating change from 51 to 60 as-sailed.

**Motion: Revise the as-sailed rating from 51 to 60. Motion Carried.**

- S/N 59494 Night Runner PERR42-2

The owner presented a case to increase the rating of Night Runner from 75 to 81.

**Motion: Revise as-sailed rating from 75 to 78. Motion Carried.**

- S/N 69189 Icon PERR66-1

Icon was appealed by Paul LaMarche of Neptune's Car. Mr LaMarche requested Icon explain recent changes to the boat that did not warrant a rating change by the responsible handicapper. Kevin Welsh gave a detailed presentation of the change to the rudder and the replacement of the rod rigging with carbon rigging. Mr Welsh presented extensive performance analysis of the changes. Mr Welsh also presented extensive performance analysis of the big boat fleet using USSailing's imputed race analysis methods.

**Motion: No change to as-sailed rating, add a T. Motion Carried.**

The council noted that we are on a slippery slope with changes like these that do not result in a rating change. The Express 37 and Hotfoot 27 rudder issues in recent history were noted as examples. In these cases, the new rudders were in use and approved by the respective classes, were shown not to be significantly different, and had been in use by the respective boats well before being acknowledged to PHRF-NW. Normally, PHRF-NW would tell an owner making the changes Icon did that a rating adjustment is appropriate before the change is made, then judge the observed performance to see if the change was warranted. If not, then the change can be backed out. Handicappers should not decide before the change is made that an adjustment will not be necessary.

The council then returned to address Jam per the earlier motion.

**Motion: No change to the as-sailed rating, add a T. Motion failed.**  
**Motion: Change as-sailed to zero, add a T. Motion passed.**

The handicappers council will call a meeting the 3<sup>rd</sup> week of March (Center Sound off week) and appeal the Big Boat fleet ratings with the intent of readjusting the entire fleet. A significant amount of drift in the ratings of some boats has resulted in many inequities within the fleet as well as in relation to the slower boats. An agenda will be published along with a fleet appeal form to the affected membership as required by the bylaws. The board of directors has been requested to support the meeting by allowing a virtual video conference to be held if possible so that handicappers and members from Canada and Portland can attend without the burden of travel to Seattle.

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

Peter Shorett presented the appeal of Karma. The owner of Corvo contested. Mr Shorett requested returning the rating to 90 as it was before the appeal of Jan 23 2011.

**Motion: change as-sailed rating to 84T. Motion Carried.**

The CH and the responsible handicapper will monitor the performance of Karma and adjust accordingly.

### **Joint Handicapper/Director meeting**

No formal joint session occurred. The topics in the minutes above were discussed over lunch with several of the directors and the Business Manager.

The meeting adjourned at 1630 hours.

Meeting minutes as recorded by Alan Grim.

PHRF-NW Handicappers Council  
Meeting Minutes  
January 29, 2012

AG/ag