



PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST

P.O. Box 489, Gig Harbor, Washington 98335

Phone: (253) 857-8858 Fax: (425) 962-8729

visit our web site at <http://www.phrf-nw.org>

**Minutes
Handicappers Council Meeting
January 13, 2013**

A handicapper's council meeting was held on Sunday January 13, 2013 at the Seattle Yacht Club, Seattle WA.

Attendance:

Alan Grim, MIL – CH	Mike Stainsby, PYC
Neil Bennett, BL	Terry Waters, NYC
Dan Randolph, ST	Larry Clark, SH
Matthew Wood, CN	Kirk Utter, Emeritus
Scott Lindberg, AN	Mike Milburn, SE
Cameron Girton, LPO	Ron Jewula, RVC
Betsy Wareham, OI	Dan Wierman, CNW
Pat Waters, Emeritus	Rafe Beswick, SSSS
Mark Harang, TT	Don Edward, CNP
Bill Nelson, Emeritus	Joe Grieser, ST
Charles Tolman, None-3/-4, Emeritus	Lawrence Van Beek, SNS
Pat McGarry, NWMH	Todd Koetje, CNB
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 1000 hours.

The CH called for any changes to the meeting minutes from the January 29, 2012 meeting. Betsy Wareham noted that she was not included in the attendees. A note was made to revise the 2012 minutes to add Betsy to attendees list.

A motion was made to accept the January 29, 2012 minutes as amended above. The motion carried.

Postscript: The 2012 minutes do in fact list Betsy as an attendee. No change is required.

Chief Handicapper Remarks

Alan indicated he had no remarks.

Administrative Business

Confirmation of New Chief Handicapper

Alan announced his formal resignation as chief handicapper and intent to remain involved and support the next CH.

Bill Nelson accepted the nomination as the next chief handicapper, with the proviso that he is only filling in on an interim basis until a more permanent candidate can be found.

Motion: The council moved to approve Bill Nelson as the next CH. The motion passed unanimously.

A short break ensued while Alan introduced Bill to the Board of Directors. The board unanimously approved Bill as the next CH.

Chief Handicapper support required

Alan stated that Bill and future handicappers will need more volunteer support from the handicappers in order to keep the job at a reasonable workload.

New Handicapper Training: Alan has been the prime person to train new handicappers. This is a significant workload for the CH. The regional councils are directed to take responsibility for training new handicappers in their region. It is recognized that some regions are thin on handicappers. New handicappers can request help from any handicapper via the Yahoo group page. Handicappers are encouraged to ask questions via that forum.

Council Secretary: A secretary is needed to take minutes at council meetings, type up the minutes and send to the CH for approval and submittal to the business office. The secretary should also support generation of meeting agendas and coordination of appeals for meetings. A volunteer was requested, but there was none. Bill will ask former handicapper Mike Benjamin to take the position. Bill can appoint Mike as a special project handicapper under the bylaws for this purpose. Alan agreed to take the minutes for this meeting.

Standards Committee: Approving new standards represents significant workload for the CH. Alan suggested a committee of 3 or more handicappers be formed to review new standards submitted by individual handicappers. The task involves reviewing the data submitted to ensure accuracy of the dimensional data, researching the rating, accepting the handicapper proposal or recommending something different, and submitting the final SCD Maintenance Form to the CH with the committee recommendation. The following volunteered to be involved: Rafe Beswick, Joe Greiser, Mike Stainsby, and Betsy Wareham. Alan Grim will be involved in order to ensure a smooth transition.

Regional Council Reports

British Columbia RC: BCRC Chair Charles Tolman reported that the BCRC met twice during 2012. Charles introduced Lawrence Van Beek as the new SNS

handicapper. The BCRC continues to encourage movement toward electronic communication and meetings.

Seattle RC: No meetings, many SRC members are part of the Big Boat Council.

South Sound RC: the SSRC did not meet in 2012. No issues to discuss. No current chairman.

North Sound RC: no report, no chairman.

Portland RC: No report, introduced Don Edward as new CYC Portland Handicapper.

Multihull RC – Pat McGarry attended as new Multihull Handicapper. Nothing to report.

New Proposed ODR Ratings

No new ODR ratings were proposed. An ODR for the Ultimate 20 and J70 were suggested. It was reported that we have J70s on the roster but no defined standard. Alan will investigate.

Square Top Mainsails

Ron Jewula led the discussion. Ron proposed that the mainsail protocol be revised to double area above MGM that exceeds the IMS standards: MGU of 38% of E, and HB of 4% of E. In addition, any mainsail that exceeds the allowed MGU or HB percentages of E must also use the rig E and P in place of MP and ME in the area calculation.

In other words, if the measured MGU is greater than 38% of E, or the measured HB is greater than 4% of E, then the measured MGU will be replaced by $(0.38 \times E + (MGU_{\text{measured}} - 0.38 \times E) \times 2)$ and the measured HB will be replaced by $(0.04 \times E + (HB_{\text{measured}} - 0.4 \times E) \times 2)$, and the greater of ME or E and the greater of MP or P will be used to calculate the corrected mainsail area.

Motion: Accept the above new formula for determining the mainsail code.

Motion passed.

RJ proposed that implementation be deferred to a future date to ensure all the affected boats are rerated at the same time.

Motion: Implement on July 1. Motion passed.

Use of Bow Tacked Asymmetrical Sails on Boats Rated to use Pole Mounted Spinnakers

Alan reminded everyone that under the current protocol, boats rated to fly spinnakers from a mast mounted pole are not allowed to fly asymmetrical spinnakers from the bow or a sprit articulating or not. Boats that do use both spinnakers flown from a pole and asym sails flown from a bow sprit should be assigned Xboat status and rated separately from sisterships. The council in general agreed that having both configurations represents a significant performance advantage.

Alan suggested that boats with cruising chutes flown from the tack or anchor roller where the boat design is to use a "poled" spinnaker do not enjoy a performance advantage. A significant number of members want to use their cruising chutes when racing shorthanded. These asym spins are typically tacked to the bow at J or slightly forward on an anchor roller.

Motion: Allow asym spinnakers flown from the bow no farther forward than JC. If the attach point of the asym spinnaker is forward of JC, then SPL will be the distance from the mast to the attach point.

Motion Passed.

Joint Handicapper Council/Board of Directors meeting

A joint session of the HC and BoD began at 1145.

Alan reviewed the history of paragraphs K3 and K8 in chapter 1 of our handbook. K3 allows the handicappers to change T rated boats without prior notice to the members, within set limits and managed by the CH. K8 was implemented to address rating changes made by vote of the handicappers council when those changes were not part of an appeal.

Motion: Revise K8 to the following: Should a boat rating be changed without prior notice to affected owners or competitors, and is appealed by affected owners or competitors, the Chief Handicapper has the authority solely at Chief Handicapper's discretion to hold implementation of the rating change the appeal can be heard by the Handicapper's Council.

Motion passed.

Lunch Break (1215-1315)

Member Appeals

- **S/N 240 Vitesse BENE36.7-1**

The owner requested his rating be changed from 78 to 84.

Motion: Adjust base rating to 81 (as-sailed 81). Motion Carried.

- **S/N 23786 Buckle Up TANT37**

As-sailed rating was revised by local handicapper from 123 (base 117) to 111 (base 105). Owner requested rating be returned to 123.

**Motion: Return as-sailed rating to 123 (base 117) and T rate the boat.
Motion Carried.**

- **S/N 3909 Voodoo Child FARR39**

The keel was replaced early in 2012 with a deeper lighter keel. The CH applied a -6 adjustment at the time due to the lighter displacement and greater righting moment. In the hearing, the owner explained that the boat had a "shoal" draft keel before that was damaged. The owner replaced the shoal draft keel with a keel that approximates the original intended design for the FARR39ML.

Motion: Revise as-sailed rating to 18T as-sailed. Motion Carried.

Big Boat Fleet Appeal

- Jam, Jynx, Marda Gras, Lawndart, Strider, New Haven, Dark Star, Free Byrd, Double Take, Artemis, Flash, Wasabi, Rage, Cascadia, Neptune's Car, Westerly, Coruba, Braveheart, Icon

Seven of the 19 boat fleet were represented by Kevin Welsh, owner of Icon. KW presented an extensive analysis and proposed that the fleet ratings essentially be returned to the original numbers prior to last fall with some very minor changes. David Lynch, Chairman of the Big Boat Council, described the process used by the BBC to arrive at the current ratings, which fundamentally use ORR ratings where available to determine the difference in speed potential in delta seconds per mile. After nearly 2 hours of discussion, the following motions were made.

Motion: Back off 50% of the delta change made last fall for a test year and review one year later, with the current ratings held as the maximum change.

Motion Failed.

Motion: Direct the BBC to review the data presented and adjust ratings if and as required.

Motion Carried.

The meeting adjourned at 1600 hours.

Meeting minutes as recorded by Alan Grim.

AG/ag

