



PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST

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**MINUTES
INTERIM HANDICAPPERS COUNCIL MEETING
APRIL 24, 2005**

An interim PHRF-NW Handicappers Council meeting was conducted on Sunday, April 24th, 2005 at the Tacoma Yacht Club, Tacoma, WA.

Handicappers in Attendance:

Arden Newbrook, Chief Handicapper	David Hickman, CGYC, RCYC
Bill Nelson, NONE-1, KH, PA, PT, OR	Joe Ellertson, CNP
Alan Grim, MIL, EYC	Larry Clark, SH
John Martens, SS	Pat Waters, TT

1.00: GENERAL HANDICAPPER COUNCIL BUSINESS:

1.01: The meeting was called to order at 10:15 A.M. by Arden Newbrook, Chief Handicapper. A call for additions and/or corrections to the previous January 24, 2005 Handicappers Council Meeting Minutes resulted in no response. A subsequent Motion to adopt the previous Minutes, as written, was made and carried.

1.02: Administrative Business:

- Arden initiated the meeting with an open discussion regarding the appeals to be heard later in the afternoon. Two boats from the big boat fleet, *Marda Gras* and *Jam* are asking for adjustments. General consensus held that the entire big boat fleet needs further review prior to making rating adjustments to any particular class. It was noted *Marda Gras* was not represented during the Council's 2001 review.
- The Bylaws regarding the formation and operation of regional Sub-councils were reviewed. It was generally agreed the currently identified Sub-councils are operating in reasonable consistency with those Bylaws. Arden indicated that the Bylaw requirement for written notification of Sub-council meetings had not been observed for those Sub-council meetings conducted so far this year and asked, given the condensed time frame implicit with multiple meetings, whether the Sub-councils would prefer an abbreviated written notification period. General response was that the Sub-councils could operate within the current 30 day time period stipulated by the Bylaws. The regional Sub-councils, as informally identified by the Council, require recognition, formal approval and demographic demarcation by the Board of Directors. Via copy of these Minutes to the Board, the Council will request such recognition as well as a review of the current Bylaws in the interest of facilitating Sub-council operations. Action on the part of the Directors should include a mapping of the regional Sub-councils together with an identification of the Class A member clubs included within each region. The mapping should also identify Handicappers serving members without Class A club affiliation.

As currently provided by the Bylaws, regional Sub-councils are intended to be populated by both Directors and Handicappers. Those Handicappers present felt that Directors' attendance at Sub-council meetings would be very beneficial to the organization. However, with regard to the adjustment of local ratings and recommendations for action on appeals or changes to Standard Class Ratings, general opinion held that the Directors should not have voting authority as these functions should be best left to the expertise of the Handicappers.

It was noted that regional Sub-councils have authority only to issue or adjust regional (local) or "T" ratings; however, there is no current administrative mechanism to recognize such ratings. Arden indicated the proposed rating adjustment protocol will rectify this situation by providing a space to record regional rating adjustments within a boat's rating code such that race organizers can distinguish between local and Standard Class ratings. Authority for establishing, adjusting, or creating new Standard Class Ratings will remain solely with the Handicappers Council at large.

There was general consensus the regional Sub-councils should be charged with, but not limited to, the following tasks:

- Review pending appeals for completeness and verify their merit;
- Make "T" rating recommendations to the full Council;
- Train new Handicappers and ensure consistency in ratings;
- Handle special assignments as forwarded by the full Council or Board.

It was noted the Sub-councils are required by the Bylaws to produce minutes of Sub-council meetings. Arden indicated the minutes need not be extensive, but should document local rating adjustments and recommendations to the Council at large.

The Council digressed to a discussion regarding the process for establishing new Standard Class Ratings for new boat types in PHRF-NW. This process has not been uniformly administered. It was agreed that a local Handicapper, upon first encountering a new boat, should collect sufficient information to develop a "T" rating recommendation as well as to enable recording the boat's dimensional characteristics into the Table III database. This information should then be forwarded to the PHRF office and Chief Handicapper for confirmation. Upon receipt the Chief Handicapper will review the recommendations, adjust the "T" rating if warranted, and then submit the dimensional and rating data to the office for incorporation into an updated Table III.

The frequency of general Council meetings was next discussed. There was consensus that, given the conduct of additional Sub-council meetings, two general meetings would be adequate to deal with member needs and appeals. An April meeting date was considered ideal to address appeals prior to major summer competition events including the Swiftsure and Whidbey Island races. A November meeting was considered preferable to a January meeting in that it would allow more time to record new ratings in the general membership handbook prior to the next year's sailing season. Via copy of these Minutes to the Directors, the Council will also request consideration and action on potentially changing the annual meeting date from January to November.

Regardless of the above, Arden indicated he plans on calling another Council meeting this year to further progress on implementing the proposed rating adjustment protocol.

Arden will attempt to set up the meeting at the Royal Victoria Yacht Club in late September or early October. On October 9th date was deemed best.

The Council addressed the issue of local Handicapper performance. Although the Chief Handicapper is charged by the Bylaws to approve a local Handicapper, there is no Bylaw mechanism for the removal of a local Handicapper (other than the Chief Handicapper). The regional Sub-councils should provide assistance in training new Handicappers, in correcting Handicapper errors, and in reporting poor Handicapper performance to their associated Director and Class A member clubs. It was agreed it is in everyone's best interest to have local (club) Handicappers who are actively engaged and competent in handicapping local member boats.

During preparation of structure for a new Standard Class Ratings database, Alan Grim reported that there is a huge (15% to 20%) number of boats which do not have matching standards in the current Table III database. Error reports as generated by the current Access database management program do not recognize these boats. It was agreed that it would be useful for Mary to regularly circulate Active Member lists for each Handicapper/Club such that rating errors, or more typically, computer generated errors due to unrecognized boats can be corrected. It is anticipated the new Standard Class Ratings database will eliminate these current problems.

During a previous meeting the Council acted to charge the Chief Handicapper with determining when a *T*-rating should be removed. At this meeting the Council reconsidered that action and, by motion, chose to have *T*-ratings removed no later than two years after initial application unless otherwise specifically extended by the Council as recommended by its Sub-councils. The motion carried. It was noted the new Standard Class Ratings database should include a device for recognizing the dates when new ratings are established, including application of a "*T*" modifier.

1.03: Work Committee & Regional Sub-council Reports:

■ Rating Protocol Revisions: (Chief Handicapper)

Arden reported he has not completed the Second Draft of the Revised Rating Adjustment Protocol. The bulk of remaining work will be to prepare the graphics for rig and sail measurement terms and procedures. These graphics will be prepared in AutoCad, a vector image graphics program, converted to Adobe PDF, a raster image graphics program, and imbedded in MS Word, the word processing program used for the Protocol text. Arden indicated he expects to have this work complete by the next Council meeting.

■ Ratings Calculation Spreadsheet Committee: (Portland Sub-Council)

The Portland Regional Sub-council reported it has not met since the January Council meeting but that good progress has been made in development of an MS Excel spreadsheet program for handicapping boats as consistent with the parameters of the new Rating Adjustment Protocol. Joe Ellertson indicated he does not expect any major problems with the spreadsheet program but noted that the program needs to be tied to the dimensional data fields of the Standard Class Ratings database. Joe will continue

work and coordinate his efforts with Alan Grim of the Seattle Regional Sub-council who is simultaneously working on the Standard Class Ratings database. Both Joe and Alan need also to coordinate their efforts with George Lefler to insure the spreadsheets can be ultimately integrated into a new data management program to replace our current MS Access program. Joe noted coordination additionally needs to be performed with the British Columbia Regional Sub-council which is preparing the PHRF-NW Standard Forms revisions such that actual (as-sailed) boat dimensional characteristics can be automatically integrated into the rating calculations program.

■ **Standard Class Ratings Spreadsheet Committee: (Seattle Regional Sub-council)**

Alan Grim circulated copies of a new Standard Class Ratings spreadsheet which is intended to replace our current Table III. The spreadsheet will be similar to that prepared by US Sailing but will include additional information and be formatted to be used as a look-up table for the Ratings Calculation spreadsheet. The group discussed the spreadsheet content and made recommendations for minor changes which Alan will make. The Seattle Regional Sub-council will next work to correct and add missing data to the new spreadsheet which, at least initially, will record only current member Standard Class Boats. As previously indicated, this effort will entail some difficulty because for numerous Standard Class boats there are no dimensional standards, and for other Standard Class boats the dimensional standards currently recorded may be wrong.

■ **Forms Revision Committee: (British Columbia Regional Sub-council)**

No one from the British Columbia Regional Sub-council (BCRC) was able to attend this meeting. It was generally recognized that data fields in the Application and Rating Form will need to be formatted in such a way that they may be automatically translated to the Ratings Calculation spreadsheet. Both the BCRC and the West Sound Regional Sub-councils have been charged with preparation of the revised forms. It is expected these forms will be developed to also permit PHRF-NW web site access and completion.

■ **Race Results Reporting Committee: (South Sound Regional Sub-council)**

The South Sound Regional Sub-council has been collecting input for a universal scoring program to be made available to the Class A member yacht clubs. The program is intended to do all club required scoring functions and produce output to send to PHRF-NW. The output will be used to judge rating adjustments more actively. Alan Grim recommended that the South Sound Sub-council should investigate the existing programs available from the US Sailing web page dedicated to scoring programs. Also, the Sub-council should contact the member clubs and ask what functionality is specifically required for their own use. The developed scoring program needs to be universally functional in order to encourage those clubs to adopt and use it.

In support of a universal scoring program the Council noted that the Table III and Active Member databases are not currently available to the membership to confirm the eligibility and accuracy of competitor ratings as a result a decision by the Board of Directors to remove them from the PHRF-NW web site. Via copy of these meeting Minutes to the Board, the Council will request reconsideration of that decision. It was generally agreed that the availability of this information to the membership would aid in the discovery of rating errors and conflicts.

2.00: RATING REVIEWS:

2.01: Standard Class (Base) Rating Reviews:

■ **J-160: (JBOA160-2, Base Rating Retained at 3)**

John McPhail appealed for a base rating change for his boat, *Jam*, a J-160 with carbon rig. The appeal was predicated on the relative rating differences between the J-120 and J-160 as suggested by Rodney Johnstone at J-Boats as well as reported by other PHRF regions. *Jam's* race results were not extensively reported but were evident from results presented at the subsequent appeal for *Marda Gras*. The Council was reluctant to change the ratings of any boats in the big boat fleet as established in 2001. Call to determine any Handicappers who would support a rating change resulted in no response. Accordingly, a motion was made to retain the Standard Class Rating for the carbon rig version of the J-160 unchanged. The motion carried.

■ **Santa Cruz 52: (SANZ52-1, -13 Base Rating Changed to -7)**

Cleave Malsbury presented an appeal to adjust the base rating of *Marda Gras*, a Santa Cruz 52, which included the extensive race result statistics previously submitted by Marda Phelps at the January Council meeting as well as at a subsequent Seattle Sub-council meeting in March. The statistics included the performance history of other Santa Cruz 52's with respect to the big boat fleet. The statistics demonstrated that the finishing positions of *Marda Gras* would not change, even with a substantial base rating change for the Standard Class. A requested rating adjustment of +25 seconds was denied. A subsequent motion to adjust the Standard Class Rating by +6 seconds passed.

Arden indicated the Standard Class Ratings for the big boat fleet were not properly entered into Table III in 2001 when the Council addressed that fleet and adjusted its as-sailed ratings. Arden will initiate administrative action to correct the Table III errors. Via copy of this meeting's Minutes, local Handicappers are directed to re-rate the other Santa Cruz 52's they may be representing.

■ **Norlin 34: (NORL34-1, Base Rating Established at 135T)**

Arden rejected the appeal of the as-sailed rating of *Runaway*, a standard version Norlin 34, as its as-sailed rating was predicated on an incorrect base rating for the tall mast version. Accordingly, there was no basis for the appeal. Upon explanation of his investigations, Arden recommended a Standard Class Rating for the standard Norlin 34 in the range of 132 to 138. Motion was made and carried to establish a new Standard Class Rating for the (standard version) Norlin 34 at 135T. Table III will need to be updated to include the Norlin 34's dimensional data. Via copy of this meeting's Minutes, *Runaway's* Handicapper is directed to re-compute its as-sailed rating.

3.00: PENDING COUNCIL BUSINESS:

3.01: Arden requested Council consideration of changing the actual mainsail measurement procedure as contained in the proposed Rating Adjustment Protocol to provide for the computation of actual mainsail area on the basis of the larger of the rig **P** and **E** or the

as-measured mainsail **MP** and **ME**. This change would effectively eliminate mainsail rating credits except for boats with small leach roach while simultaneously preserving rating penalties for boats with over-sized mains. Although this proposal received support from those present, Arden suggested that a determination should not be made until other Handicappers have had an opportunity to reflect on it. Accordingly, Council action will be deferred until its next Meeting.

- Via Motion for adjournment and unanimous consent the Handicappers Council concluded its business at 3:45 p.m.

Council Meeting minutes submitted by,

Arden Newbrook,
Chief Handicapper

As transcribed from minute notes prepared by Alan Grim, Council Scribe

AMN:cbw