



PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST

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MINUTES
INTERIM HANDICAPPERS COUNCIL MEETING
APRIL 2, 2006

An interim Handicappers Council meeting was convened on Sunday, April 2nd 2006 at the Bellingham Yacht Club, Bellingham, WA.

Handicappers in Attendance:

Arden Newbrook, Chief Handicapper	Alan Grim, MIL
Drew Petrau, BYC	Kirk Utter, NONE-1
Jerry Cornell, PA	Stuart Farrell, STYC
Ron Jewula, RVYC	David Lynch, PMYC
Bill Nelson, NONE-1	Terry Waters, NYC

Guests in Attendance:

George Lefler, President	Bob Bonney, Vice President
Keith Climenhaga, Vice President	

1.00 GENERAL HANDICAPPER COUNCIL BUSINESS:

- 1.01 Call to Order:** The meeting was called to order by the Chief Handicapper (CH) at 1030 hours. A call for corrections or changes to the previous meeting minutes of January 22nd 2006 resulted in no response.

Motion was made to approve the previous minutes. The motion carried.

1.02 Administrative Business:

- The CH reported he and Joe Ellertson met with Paul Shriner, an Access programmer, to discuss upgrading our current Access membership database program to recognize changes made to the ratings computational module within the database. Paul has reviewed the current program and reported it appears to have reasonable functionality. In performing the review, Paul recently upgraded the program itself to the most recent (2003) Microsoft version.

With respect to the ratings computational module, Joe outlined the Council's current development of an Excel spreadsheet to perform rating adjustments consistent with the new rating protocol. There was general agreement that importing the Excel spreadsheet algorithms into the Access database would be relatively easy. Indeed, most of Joe's work may be preserved intact. Joe furnished Paul with newest version of the Excel spreadsheet. The version includes Arden's current progress with the Standard Class database (about 450 boats). Arden asked Joe to post this most recent version to the Council's Yahoo Group site. Paul responded in kind by furnishing both Arden and Joe

with copies of the existing Access membership database. The database, alone, is roughly 8.5 Mb in size.

A goal in revising the Access membership database will be to make certain modules within the database web accessible such that membership application, rating adjustments, and other daily member or Handicapper operations could be made on-line with appropriate controls. As a Visual Basic oriented program, Access is neither HTML nor Java web friendly. However, Paul indicated there are a number of solutions that may be used to overcome any program (protocol) translation issues. It was noted only a limited portion of the Access membership database needs to be made web accessible, as the remaining portions are primarily intended for internal administrative use.

Paul has submitted a work proposal for upgrading the Access membership database. This proposal was forwarded to the Executive Committee of the Board of Directors for approval and authorization to proceed.

- Comment was made that the Council's Excel spreadsheet and the Access membership database, upon revision, will become redundant. Arden responded the utility of the Excel spreadsheet will remain, first to test the efficacy of the proposed rating adjustment protocol, and then for use as a data source for upgrading the Access program with specific member boat information.
- The Council was reminded that the Board of Directors has ruled no member boat may have more than one rating. Boats requesting revised ratings due to sail plan changes or other modifications shall have their previous rating retired.
- The CH presented the first draft of Section 1 (intended to replace Chapter I) for Council review and comment. The following areas were identified as potentially controversial:

The fee structure for membership needs to be reviewed by the Board of Directors. It may be more convenient to express fees in US dollars only with provision for Canadian fee remuneration at current exchange rates.

The additional fee provision for more than one annual boat alteration was referred to the Board of Directors for further deliberation.

The need to publish an annual Membership Roster in the ***Membership Handbook*** was questioned. It was noted the Roster is available and regularly updated on the PHRF-NW web site. Accordingly this location is the proper authority for determining current membership status.

The Rating Certificate for a boat should include a statement, signed by the member owner, that all information reported is current and accurate.

The proposed provision for one-event Certificates was generally accepted by those Handicappers present. However, the Board of Directors has previously ruled against issuing one-event Certificates. It was suggested the Certificates be limited to out-of-region boats only.

The administration of Local Performance Ratings at the regional Sub-Council level as opposed to local club level was discussed. There was agreement certain regional Sub-Councils (such as Portland) have prevailing sailing conditions that would warrant region-wide application of Local Performance Ratings. Individual clubs are not restricted from adopting any performance rating or rating system they wish to employ in their sailing instructions for club events.

The proposed structure for Tentative Ratings limits their initial assignment to regional Sub-Councils only and removes any provision for individual Handicapper adjustment. As proposed, Tentative Ratings are intended to designate a need for heightened observation of performance capabilities. They would be subject to adjustment only through Council or Sub-Council rating review action or rating appeal. In absence of any adjustment within a two-year period, Tentative Ratings would be automatically removed unless extended by Council action.

The proposed structure for dates when ratings become effective limits the issuing of "last minute" ratings. A structure for "provisional" ratings, subject to subsequent confirmation, should be included.

The proposed Section 1 would require timely member notification prior to any action for a rating change. Several Handicappers are opposed to this provision.

It was noted the proposed process for receiving and reviewing rating appeals and other member grievances involves three-steps; first at the individual Handicapper level, then the local regional Sub-Council, and finally at the Council-at-large. Those present indicated this process deserves further consideration in the interests of simplification.

- General consensus on the proposed Section 1 was positive with the understanding that additional review and refinement will be necessary. It is recognized Section 1 will require a comparable thorough review by the Board of Directors.

LUNCH RECESS: 1230 to 1330 Hours

- The CH next reviewed the status of the new Standard Class Database (SCD) which is about 2/3's complete. The SCD currently is populated with all current member boats with known dimensional standards. There are many boats (custom one-offs, multihulls, etc.) that are not listed because they do not have standards listed in our current Table II database. Arden indicated he will be working on these boats to the extent dimensional information is available from other sources. In certain instances it may be necessary to physically measure the boats to obtain the dimensional data.

Text in the SCD indicated in red shows information which is uncertain and will require checking. To facilitate the checking, all regional Sub-Councils have been provided with a copy of US Sailing's *Rig Dimensions* that may be used as a resource for confirming the accuracy of dimensions if no other reliable resources are available. Arden perceives maintenance of the SCD as a CH responsibility. To this end, he circulated a copy of a CSD Maintenance Form intended for use by the Council to report additions and/or corrections to the SCD. The Form is available on the Council's Yahoo Group web site in editable PDF file format.

Although the SCD is intended primarily as a look-up table for the Council's Rating Adjustment spreadsheet, Arden pointed out it has far more utility. As an Excel spreadsheet, the SCD may be sorted to compare boats with respect to various performance indicators or changes to sail plan as reflected by the first three characters in their rating codes. The SCD, as currently developed, is also available on the Council's Yahoo Group web site.

1.03 Sub-Council & Work Committee Status Reports:

- **Portland Sub-Council:** Arden reported Joe Ellertson has recently updated the ratings adjustment computational spreadsheet to accommodate Specified Configuration boats and to incorporate the SCD as developed to date. Joe will post the updated spreadsheet on the Council's Yahoo Group web site for use by other Sub-Councils.

On March 19th, the Sub-Council conducted a sail measure-in for the new protocol at the Portland Yacht Club. 26 boats were measured. The Sub-Council will be conducting several more measure-ins over the course of the year. The Sub-Council currently represents about 78 boats.

Members of the former Fern Ridge PHRF have recently requested the Portland Sub-Council's assistance in joining PHRF-NW. Approximately 15 new members are expected.

- **Seattle Sub-Council:** Alan Grim reported 19 Miltown boats have been measured. The Sub-Council (Matt Wood) is currently arranging gymnasium access for sail measurement in the Seattle area. All Seattle clubs will be invited.

Alan is also preparing an Excel spreadsheet to compare rating adjustment results between the current and proposed adjustment protocols so that Standard Class Ratings may be changed if warranted. The spreadsheet should also prove useful in illuminating any problems with the proposed protocol. The Seattle Sub-Council will request all measurement data from other Sub-Councils so that a complete inventory of member boats can be assembled and forwarded to the Council-at-large for review of recommended Standard Class Rating changes to preserve existing as-sailed ratings.

- **West Sound Sub-Council:** Jerry Cornell reported only a few of the Sub-Council's boats have been measured to date. Jerry has also prepared a spreadsheet to record the new measurement data and compare the results with the new and current protocols. Jerry was asked to use this spreadsheet to examine boats in standard class (555) sail plan configuration and to report if the new measurement protocol would result in sail plan rating code changes. If there are no changes, the new measurement protocol could be focused to examine and measure boats in non-standard sail plan configuration.
- **British Columbia Sub-Council:** Ron Jewula reported several boats have been measured but indicated he is concerned the task of measuring every boat is daunting and may not be feasible. Ron suggested "grandfathering" member boats in standard sail plan configuration and concentrating only on non-standard boats as a means of reducing work load. This echoes the approach suggested for the West Sound Sub-Council. Arden indicated he is concerned that a sufficient number of boats in standard class

configuration need to be measured to insure the new protocol is, in fact, returning consistent (555) results for boats in standard class sail plan configuration. Arden also indicated that it is known a large percentage of boats have either mis-measured or under-reported sail dimensions which will remain undiscovered if the boats are not measured.

- **South Sound Sub-Council:** Stuart Farrell reported 16 boats were recently measured at the Three Tree Point Yacht Club. The Sub-Council is scheduling more measuring parties. No further progress on a uniform scoring program has been made.
- **Multihull Sub-Council:** George Lefler reported the process of identifying distinct multihull classes is underway. The Sub-Council is also reviewing Section 3, giving particular attention to displacement issues which may be critical to performance. No boats have yet been measured.
- **Protocol Implementation Committee:** Alan Grim reported no significant progress has been made in developing the implementation plan. The Committee has not conducted any meetings since the January Council meeting. Arden indicated it is imperative that a developed plan should be available ASAP. The preliminary plan outlined by Alan Grim at the January meeting can be a starting point. Logistics and milestone dates need to be inserted, policed, and coordinated with the work product of the Sub-Councils as well as the Access program update efforts.

Arden asked the Sub-Councils to identify key boats in each region that would be useful for beta testing the new protocol. These boats should have non-standard sail plans and other features that make them unique. In response the Council suggested that Arden prepare a letter to the membership informing them of the proposed changes to the protocol, the reasons for the changes, and requesting their cooperation in implementing the protocol. This letter has already been prepared in the form of the CH's annual letter to the membership in the *Membership Handbook*.

2.00 RATING REVIEWS:

2.01 Standard Class (Base) Rating Reviews:

- **Beneteau 36s7: (BENE36S7-1)**

No action was taken. The West Sound Sub-Council requested a change to the Standard Class Rating of a Beneteau 36s7. The current Standard Class Rating (111) is for a lead keel version. The keel configuration for the boat under consideration could not be established with authority. Accordingly, the request will be deferred until the keel configuration is determined. If other than a lead keel, the boat should be provided with a new class designator and base rating.

2.02 As-Sailed Rating Appeals:

- **X-Boat 119: (XYAC119-1)**

No action was taken. The CH indicated an Appeal had been forwarded to the South Sound Sub-Council for recommendation, but neither the Appellant nor the Owners had

been properly notified of a pending hearing. The hearing will be rescheduled for the next Council meeting.

3.00 ADJOURNMENT:

- The next interim meeting of the Council has been tentatively scheduled for June 11th at the Seattle Corinthian Yacht Club. The CH will confirm the location, date and time in the meeting's Agenda. Sub-Councils and Committees are asked to come prepared to report their progress with their various task assignments.
- An anticipated joint Directors/Handicappers meeting did not occur due to the continuing business of the Board of Directors.
- Upon motion and unanimous consent the meeting was adjourned at 1515 hours.

Council Meeting Minutes Submitted by,

Arden Newbrook,
Chief Handicapper

As transcribed from minute notes prepared by Alan Grim (Council Scribe)

AMN:cbw