



**PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST**

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**Minutes  
Handicappers Council Meeting  
April 29, 2007**

A handicappers council meeting was held on Sunday April 29, 2007 at the Corinthian Yacht Club, Seattle WA.

Attendance:

Alan Grim, MIL – CH  
Kirk Utter, None-1  
Bruce von Borstel, SEQ  
Bob Miles, WINSA  
Larry Clark, SH  
John Martens, SS  
Pat Nelson, CNT  
Eric Rimkus, None-2

Charles Tolman, SID  
David Hickman, RC  
Stuart Farrell, ST  
Mike Milburn, SE  
Bill Nelson, None-1  
Matt Wood, CN-1,2,3  
Dan Wierman, CNW

**1.00 GENERAL HANDICAPPER COUNCIL BUSINESS**

**1.01 Call to Order/Adoption of Previous Minutes**

The meeting was called to order by the Chief Handicapper (CH), Alan Grim, at 1000 hours.

**A motion was made to accept the minutes from the November 2006 and January 2007 council meetings. The motion carried.**

**1.02 Administrative Business**

The CH initiated a discussion regarding yacht rating philosophy. Many PHRF regions in the US do not provide a methodology for rating boats that sail outside of the standard configuration. Undersized headsails are not credited or the credit is limited to 3-6 seconds. Undersized mainsails are not credited. Undersized spinnakers are not credited. A methodology for rating oversized sails is generally not provided. Owners wishing to use oversized sails (larger than that which the boat was designed) are reviewed by a committee and assigned a rating, if allowed. The intent is to discourage boats from sailing in a configuration other than the that intended by the designer. This philosophy differs greatly from PHRF-NW. With our defined rating bands, owners are effectively encouraged to adjust sail areas to optimize their rating. There have been several high profile cases of late that challenge our rule to rate the boat equitably. Most PHRF regions take the philosophy that PHRF is a One-Design rule for disparate boats. PHRF-NW encourages deviation from that One-Design philosophy. The

Handicappers were asked to consider this situation as the topic will be included in future meetings. No action was taken at this time.

The CH presented the issue with the yacht Icon. The current protocol is not capable of equitably rating Icon regarding these changes. The resultant rating would have been unfair to Icon's competitors. The CH requested that boats like Icon have only an as-sailed T rating and no base rating. Any change to sail configuration would result in a judgment by the responsible handicapper to determine a fair as-sailed rating. No motion was made. The CH was directed by the Handicappers to ensure fair sailing between council meetings.

Subsequently, the handicappers discussed T ratings. Specifically, the duration of T ratings was discussed leading to the following motion:

**Motion: Limit T ratings to 2 years from the last change in rating. Motion carried.**

The handicappers agreed that any T rating change made by a handicapper should be reviewed by the responsible Regional Council and brought to the Handicappers Council if needed.

One-Design/Specified Configuration ratings were discussed at length. The CH presented a proposal to manage SC boats. The discussion degenerated into a philosophical argument with no resolution. The CH will propose another option to the council at the next meeting. The handicappers in general agree that we should provide a method to rate one-design and specified configuration boats. The CH will request clarification of bylaw 9.4 from the Directors. Does bylaw 9.4 require sail measurement to PHRF-NW rules?

The CH presented the issue with a new sail nicknamed a "Spinnoa". The Spinnoa is a sail that flies forward of the foretriangle free or hanked onto a halyard attached to the bow. The sail has battens to increase the midgirth to greater than 75% of the foot girth, removing it from being defined as a code zero. The sail is intended for light wind (up to 6 knots) close reach sailing. After much discussion, the following motion was made:

**Motion: Rate the Spinnoa as a headsail using the headsail area formula. The Motion carried.**

It was noted that the current spinnaker and code zero definitions require revision to eliminate this issue. The CH will propose new definitions at the next meeting.

### **1.03 PHRF-NW Processes**

The CH noted the need to have more defined processes to manage handicapping. The following processes were discussed and approved for use:

- Subregional Council Policy and Authority  
Defines the operation of the Subcouncils
- Protocol Change Notice (PCN) process

Method to publish changes to the rule to handicappers and members

- Errors Management  
Routine action to eliminate rating errors. The CH was given authority to act on errors that are not being corrected by the responsible handicapper.

The handicappers also discussed the need for a handicappers training manual to define all the processes. The CH will add this to his list of things to do (low on priority for now).

#### 1.04 SubCouncil Reports

Seattle Region:

The Seattle region (via the CH) presented a proposal to revise the spinnaker protocol. The CH proposed that the IRC formula be used to calculate non-standard sail areas for both symmetric and asymmetric spinnakers. The use of the IRC formula allows existing sails to be grandfathered without remeasurement and is reasonably accurate in calculating relative area between A- and S-sails. The formula is as follows:

$$NS\ Spinnaker\ Area = 0.83[(SLU + SLE)/2][(SGF + 4(SGM))/5]$$

This formula is proposed to replace both the NS Symmetric Spinnaker Area and NS Asymmetric Spinnaker area formulas. Using the 0.83 constant requires the standard area formula to change from 1.566 to 1.494 as the constant.

In addition, the proposal brings in the terms ISP and JC.

$$STD\ Spinnaker\ Area = 1.494(ISP)(JC)$$

The new formula can be used as soon as a new A/R form is created and the Standard Class Database is ready to use. Those should be available by the end of May.

**Motion: Proceed with the proposal when the new A/R form and the new Standard Class Database are available. Motion carried.**

The CH will publish the full text presented to the council via the PCN process to the handicappers and members. No immediate action is required for any boat. The handicappers will be required to review their boats. Those with  $ISP > I$  and/or  $JC > J$  will be required to recalculate the rating code for the boat. No change should occur to the as-sailed rating until the base ratings can be addressed.

The handicappers also addressed the adjustment for using both A- and S-sails and articulating sprits.

**Motion: Remove I.2.D adjustment from the protocol (allow both sails without adjustment). Motion carried.**

**Motion: Remove J.7. (articulating sprit adjustment). Motion carried.**

***Action: Handicappers are required to review all MISC code EE and RR boats, and MISC codes T, U, V, and submit change forms as necessary.***

The handicappers discussed the non-std sprit adjustment, J.6. It was agreed that further discussion is warranted. No action was taken.

The handicappers discussed the issue with code 6 spinnakers. The band width is too wide, encouraging boats to carry code 6 spinnakers. Shrinking the code 6 band will shift all the higher codes up one. A large number of boats would be affected.

**Motion: Increase the top end of code 5 from 1.015 to 1.045. Motion Carried.**

***Action; Handicappers are required to review all code 6 spinnaker boats for a possible change to code 5 and submit change forms as necessary.***

The affect of the motion is to reduce the rating band for code 6 to the same as the other larger codes. Some code 6 spinnakers may become code 5 now. Handicappers are required to address all boats with code 6 spinnakers to determine if change is necessary.

South Sound:

The SSRC proposed the following rating credits for undersized sails.

	Current Credit	Proposed
Headsails	+9	+9
Mainsails	+15	+6
Spinnakers	+15	+9

**Motion: Accept the above SSRC proposal. Motion Carried.**

***Action: Handicappers are required to review their undersized-sail boats and submit change forms as needed.***

British Columbia:

The BCRC has been working on a proposed mainsail protocol which will be presented at the August 19 HC meeting in Port Angeles (date and location to be confirmed soon).

Portland:

The PRC has been addressing the use of hiking aids and moveable ballast. PHRF-NW has been giving ratings to boats using trapezes and moveable ballast even though the ISAF/USSailing RRS prohibit their use. The result has been protests of these boats at some events. Specific RRS are 51 and 49.2.

The PRC proposed adding text to our protocol to deviate from the RRS. There are three directions possible:

- 1) do not rate these boats
- 2) Rate and change the RRS in the protocol
- 3) Rate and require yacht clubs to change the RRS in the Sailing Instructions

No motion was made. The topic will be carried on to the next council meeting.

No report was presented for the West Sound RC.

## **1.05 Standard Class/As-Sailed Rating Reviews**

### EXPR37-1 Rudder Issue

The Express 37 Kahuna was protested and DSQ'd earlier this year for having a new configuration rudder not reported to PHRF-NW. The SSRC was asked by the CH to review the situation and determine if a rating adjustment was warranted. A -3 second adjustment with MISC code E was applied. The rudder is class legal but is known to improve downwind handling of the boat.

**Motion: Allow new rudder without adjustment. Motion carried.**

### BENE345-2, French Kiss

Handicapper and owner Pat Nelson presented case and requested 9 seconds.

**Motion: Increase base rating +3 and add T to 135T. Motion carried.**

### BENE35S5, String Games

Owner requested base rating change from 132 to 144  
SSRC recommends +3 to 135

**Motion: Increase base rating +3 to 135. Motion carried.**

### INTL/APHRO101

In 1996 the 15 second max jib credit was reduced to 9. Base rating of the subject boat was not changed. Requesting base rating change from 135 to 141.

**Motion: Increase base rating to 141. Motion Carried.**

CH noted that the INTL101 and the APHRO101 are the same in the database. The CH was directed to remove the INTL101 in favor of the APHRO101 and note that the standard is based on the same self-tacking jib.

### JBOA35-1, base rating

The CH noted that some J35s were seeing their code 6 headsails become code 5 due to the allowance of 155% genoas at the Jan HC meeting. An analysis of J35 and J30 data from the member database suggested that only a small percentage of these boats are affected. FYI to the handicappers. No action required.

#### **BIEL25-1 vs BBOA25-1**

Eric Rimkus noted that the two standards are for the same boat. The data is identical except for the base rating, BIEL25-1 at 158 and BBOA at 152. Currently only one boat is a member, at WINSA.

**Motion: Remove BIEL25-1 and keep BBOA25-1. Motion carried.**

### **1.06 Recent T Rating Activity**

JBOA32-1, Sirius

As-sailed T rating increased by +6, was too close to JBOA27-1

FARR40, Glory

T rating adjusted from -12 to -3T based on observed performance

### **1.07 Recent Rating Challenges**

EXPR37-1, modified rudder

Previously discussed

Icon

Previously discussed regarding Spinnoas

### **1.08 Common Rating Program Demonstration**

Arvel Gentry (author of North Sails PHRF sail optimization program) has been working with Bob Bonney and the CH on a robust rating program in Excel. Arvel presented the rating program to the handicappers. Some work is still required.

Issues that remain:

- Update for recent changes in protocol
- Ensure portability to other platforms (may not be workable on a Mac)
- Integrate with new A/R form/Change form
- Integrate with new SCD
- Integrate with Member Database

The meeting adjourned at 16:30 hours.

Meeting minutes as recorded by Alan Grim.

AG/ag