



PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST

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**MINUTES
HANDICAPPERS COUNCIL MEETING
OCTOBER 24, 2004**

An interim PHRF-NW Handicappers Council meeting was conducted on Sunday, October 24th, 2004 at the Corinthian Yacht Club, Seattle, WA.

Handicappers in Attendance:

Arden Newbrook, Chief Handicapper	Matt Wood, CN-3
Larry Clark, SH	Bill Brennan, PYC, SYS
David Hickman, CGYC, RCYC	Joe Ellertson, CNP
Keith Johnson, SYC	Ron Jewula, RVC
Charles Tolman, SID	Stuart Farrell, ST
Ron Holbrook, CNT	Arvel Gentry, Member
Dave Schutte, President	Jack Christiansen, Professional Associate

1.00: GENERAL HANDICAPPER COUNCIL BUSINESS

1.01: The meeting was called to order at 10:05 A.M. by Arden Newbrook, Chief Handicapper. A call for additions and/or corrections to the previous January 25th, 2004 Handicappers Council Meeting Minutes resulted in no response. A Motion to adopt the previous Minutes without modification was made and approved.

1.02: Administrative Business

- At its March Meeting the US Sailing PHRF Committee recommended all PHRF regions to re-index their local ratings to a J-35 standard rating of 72. Currently, the PHRF-NW standard class rating for the J-35 is 73, although the ratings of other class boats is roughly 7% slower than corresponding ratings of other regions, owing to a 10% across the board ratings band adjustment made several years ago. US Sailing also recommended the adoption of uniform 155% genoa and 180% spinnaker standards as well as standardized sail measurement protocols.
- Arden suggested the Council consider re-adjusting its current ratings band back 5% to 7% on a similar across the board basis to make it more consistent with regional averages elsewhere. The premise of having consistency of ratings amongst all PHRF regions is regarded as more valuable than stretching the ratings band to accommodate expanded ratings differentials in racing fleets. Arden noted that the formula for time-on-time scoring could be adjusted to achieve the same end.
- Upon discussion a Motion was made and approved to table further consideration of ratings band adjustments until the current proposal for changes to our Ratings Protocol has been decided. If adopted, a revised Ratings Protocol would require the re-rating of sprit boats and, accordingly, would be a more opportune time for other changes which would impact other boats.

- Prior to discussions on the proposed Rating Protocol Arden reviewed the general ratings philosophy of PHRF-NW and the purpose of the Protocol revisions. The Protocol makes no changes to the way standard class ratings are established as set forth in Chapter I. These ratings are determined on the subjective basis of observed local performance with respect to similar boats with known ratings. The proposed Protocol revisions address Chapter II adjustments to standard class ratings only. By virtue of its size and number of Handicappers PHRF-NW needs to have an instrument available to insure that local Handicappers adjust standard class ratings in a consistent manner from sub-region to sub-region. In this sense the Protocol should be considered a “tool box” of rating instruction intended primarily for Handicapper use.
- The current Rating Protocol was developed more than 25 years ago incorporating essentially an IOR configured model. No substantive changes have been made to this Protocol other than minor changes and stop gap “fixes” in reaction to newer design developments including “sport” boats configured with non-overlapping headsails and asymmetric spinnakers and bowsprits. The proposed Protocol is an attempt to incorporate all boat types in a more cohesive and common manner while simultaneously looking forward to anticipated changes in future performance designs. The proposed Protocol revisions have also been formulated to adapt to computerized codification to enable uniform machine application.
- In discussion of standard class ratings and the tentative “T” designator normally attached to newly established ratings, question was raised regarding the period the “T” designator should survive. Currently “T” rating designators are to be removed within 2 years time; however, the process of removal is complicated by administrative issues such as when the “T” was first applied and whether or not sufficient observational experience has been accumulated to warrant removal. A Motion was raised and approved to place the determination of “T” designator removal at the discretion of the Chief Handicapper.
- In discussion of the proposed Protocol for standard class rating adjustments, it was noted the “tool box” of instruction as contained by the Protocol is also used by sail makers and others interested in optimizing their boats.

1.03: General Review of Proposed Protocol Revisions

- Prior to general review of the proposed Protocol, Arden requested the Council to keep in mind that an objective of the review was to simplify the Protocol as far as reasonably possible. In this light, it would be appropriate to re-title the text of Chapter II to “Standard Class Rating Adjustments” in lieu of “Rating Protocol.”
- The text of the proposed Protocol was reviewed and discussed in detail up to the section dealing with standard definitions for “Spinnakers” on page 11. Text revisions will be made to the Protocol in the form of a “Second Reading” and re-issued to all Handicappers prior to the next General Council meeting. Salient discussions are summarized below:

The definitions for a Standard Class Boat were revised to shorten and simplify text and the text for “Hiking Aids” removed altogether. (Pages 1 and 2)

The sub-paragraph B) text for Tentative Standard Class Ratings was revised to be consistent with the corresponding Motion previously adopted. (Page 3)

An additional sub-paragraph E) was appended to address extensively altered “X”

class boats. (Page 3)

The definitions for rig dimensions “P” and “E” were revised to shorten text and mandate the provision of mast and boom measurement bands. (Page 8)

The definition for sail term “HLP” was revised to improve clarity. (Page 8)

The text limiting battens under sub-paragraph D) to non-overlapping headsails was removed. (Page 11)

The misspelled word “leach” was corrected to “leech” throughout.

- There was general agreement that ISAF sail measurement terms and conventions should be incorporated into the revised Protocol. The current mainsail measurement procedure does not use ISAF methods due to the use of Simpson’s Rule in determining actual mainsail area. Jack Christiansen suggested using the IMS measurement method which is easier for determining girths; however, this method also ignores the geometric requirements implicit with the use of Simpson’s rule.
- Arden noted that Council progress with review of the proposed Protocol was slower than anticipated and indicated that several more meetings may need to be convened to complete the review. To this end a potential future meeting date was discussed with general agreement for re-convening on November 21st. Arden will prepare an Agenda and forward it to all Handicappers.

Meeting adjourned by approved Motion at 5:00 p.m.

Council Meeting minutes submitted by,

Arden Newbrook,
Chief Handicapper

AMN:cbw