



PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST

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**MINUTES
INTERIM HANDICAPPERS COUNCIL MEETING
OCTOBER 09, 2005**

An interim PHRF-NW Handicappers Council meeting was held on Sunday, October 9th, 2005 at the Royal Victoria Yacht Club, Victoria, BC.

Handicappers in Attendance:

Arden Newbrook, Chief Handicapper	Jerry Cornell, PA
Bill Nelson, NONE-1	Charles Tolman, NONE-3
Terry Waters, NYC	Hamp Phillips, CN-2
Ron Jewula, RVC	Mike Benjamin, TA
Andy Robinson, NWMA	Martyn Adams, NWMA
Mike Wright, NWMA	Larry Clark, SH
David Hickman, RCYC	Joe Ellertson, CNP

Guests in Attendance:

Alan Currie, Director, SID	Keith Climenhaga, Director, NA
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1.00 GENERAL HANDICAPPER COUNCIL BUSINESS:

1.01 Call to Order: The meeting was called to order by the Chief Handicapper at 1000 hours. In absence of response to a call for additions and/or corrections to the previous January 24, 2005 Handicappers Council Meeting Minutes, a Motion for their approval was made, seconded and carried.

1.02 Administrative Business:

- The Chief Handicapper (CH) observed that Handicappers have not been keeping the central office apprised of initial ratings for new boats. This is important, as the CH should be aware of, and involved in, establishing new ratings so that they may be recorded in the Table III database with associated dimensional data. Initial ratings for “one-offs” or “x-boats” should be treated in a corresponding manner. Basically, the Council needs to clean up its bookkeeping efforts. In this regard, Hamp Phillips suggested that the Handicapper’s Job Description, as previously prepared, should be circulated to all Handicappers. It was agreed the description could be made available on the “officials only” page of our website and could include directives from the CH. The CH mentioned there needs to be an effort to get more of the Council’s members connected with that page.
- Recognizing that the Board of Directors has not yet formalized the Regional Sub-Councils, the CH reported he has tentatively set up an additional Regional Sub-Council to address the handicapping of multihulls in response to the recent retirement of the

Council's previous multihull handicappers. Although designated as a "Regional Sub-Council," the CH indicated the Sub-Council would be tasked with the handicapping of multihulls through out the Northwest and requested a Council Motion to formally recognize it as such.

MOTION: That a regional Sub-Council be formed and be recognized by the Council-at-large to perform the handicapping of multihulls throughout the entire PHRF-NW geographic boundaries.

Motion carried.

Upon formalization, the CH gave the Sub-Council draft (Section 3) ratings adjustment text as a starting point for developing a system for handicapping multihulls, accompanied by the request to conduct the development in a fully transparent manner.

1.03 US Sailing Request for Ratings Band Adjustment:

- The CH again addressed the US Sailing request to adjust the PHRF-NW ratings band to become more consistent with the regional averages of North America. Prior to its 10% adjustment PHRF-NW ratings were approximately 3% faster than the average of regions elsewhere. It was noted that the adoption of a revised rating adjustment procedure as well as the development of a new Standard Class database would provide an excellent opportunity for responding to the US Sailing request. Means of accomplishing this task were then discussed with the suggestion a concrete proposal be prepared for review at the Council's January meeting. It was observed by a member present that sailors may find it difficult to see the benefit of such a move. The CH pointed out that consistency in rating bands provide all PHRF regions with an expanded database for subjectively testing observed performance ranges.

MOTION: That the Seattle Sub-Council be charged with preparing a proposal for adjusting the current ratings band, in concert with the Multihull Sub-Council, for Council consideration at its January 2006 annual meeting.

Motion carried.

1.04 Call for Chapter 1 Revisions:

- In response to the CH's call for revisions to the current text of Chapter 1, question was raised as to why revisions would be necessary. It was pointed out that several changes would be necessary to be consistent with revised Sections 2 & 3, such as locally applied (Local Performance) Ratings, and the definition of Standard Class (Speed Potential) Ratings. Additionally, the current text is confusing as to dates when a rating becomes effective and needs reformatting to improve reader comprehension and organizational structure.

MOTION: That the Portland Sub-Council, in concert with the polling of all other Sub-Councils, identify the necessary revisions and prepare draft text for such revisions for further Council consideration.

Motion carried.

1.05 Adjustments to Ratings Prepared by Others:

- The Portland Sub-Council reported that there may be instances of inappropriate or unauthorized (non-local) Handicapper or race organizer adjustments to the as-sailed ratings prepared by other (local) Handicappers and is investigating such instances. It will report its findings when the circumstances of the adjustments become more evident.

1.06 Review of Proposed Rating Adjustment Protocol:

- The CH circulated the second draft of the revised Rating Adjustment Protocol and reported the draft has been reformatted for publishing, has had graphics added, and contains all changes made by the Council to date. With respect to those changes, the CH added that the changes to actual mainsail measurement definitions, discussed at the poorly attended April Council meeting, have been incorporated but noted reservation as to whether these changes represent the will of the full Council. Upon discussion of this issue as well as others, the Council acted as indicated below.

MOTION: That under paragraph 6.3, the definition for **ME** be changed back to its original form to permit mainsails with undersized foot girths.

Motion carried.
(1 opposed)

No opposition to the current (revised) text was expressed regarding the definition for **MP**. Some discussion followed on paragraph 8.2.B.7, prohibiting the use of both pole and sprit tacked spinnakers resulting in general consensus to retain the limitation.

MOTION: That the use of both pole and sprit tacked spinnakers be added to the list of miscellaneous rating adjustments identified under paragraph 14.2.E such that boats equipped with both are penalized.

Motion carried.

Discussions regarding “code zero” spinnakers resulted in consensus that the definitions for spinnakers be revised to permit spinnakers with a mid-girth not less than 80% of their foot.

MOTION: That under paragraph 11.1.E, **SGM/SGF < 0.75** be changed to **SGM/SGF < 0.80**.

Motion carried.

(CH remark: A corresponding change will be necessary to paragraph 8.2.B.3.)

1.07 Sub-Council Work Status Reports: (Following Adjournment for Lunch Break)

- Joe Ellertson of the Portland Regional Sub-Council presented a summary of his work on implementing the revised protocol in the form of a spreadsheet calculations program. Standard Class dimensional data are incorporated into the spreadsheet so that when a boat is identified and actual sailplan measurements, propulsion characteristics, and miscellaneous adjustments are entered, an as-sailed rating will be automatically generated. The Council’s ultimate plan is make the program available on our website for access by members interested in obtaining preliminary rating information. It was noted that some control in the form of local Handicapper signature and verification of data will be necessary. Joe is coordinating his efforts with Alan Grimm of the Seattle Sub-Council

and Jerry Cornell of the West Sound Sub-Council to insure that Standard Class Database, and Rating Application Form fields can be seamlessly integrated within the computational program. It is expected that many of the fields in the Application Form may be accessed from drop-down menus.

- Larry Clark reported the Seattle Sub-Council is continuing work on the development of a revised Standard Class (Table III) Database in concert with Joe Ellertson.
- Jerry Cornell from the West Sound Sub-Council distributed copies of a data collection form that would serve as an instructional basis for completing membership Application & Ratings forms. The data collection form includes graphics similar to those contained in the revised (Section 2) Rating Adjustment Protocol. Explanatory text will be added to make the form clearer to users and will eventually be available in Adobe PDF file format on our website.
- Bill Nelson of the South Sound Sub-Council indicated a status report of its progress in developing a uniform Race Results Reporting Form will be presented at the next Council meeting.

1.08 Revised Adjustment Protocol Implementation:

- Considerable doubt was expressed as to whether or not the mechanisms necessary to implement the revised Adjustment Protocol can be ready by the beginning of 2006. In lieu of immediate implementation it was suggested that 2006 should be earmarked as a transitional period in which the Protocol is published for membership review, comment and further adjustment. It was also noted that this period would also be helpful to the membership in becoming aware of, and preparing for, the changeover.

MOTION: That Hamp Phillips be tasked with developing an implementation plan, with timeline, for presentation at the next Council meeting.

Motion carried.

1.09 One-Design and Specified Configuration Ratings:

- Ron Jewula of the British Columbia Sub-Council presented a proposal for re-introducing one-design ratings (ODR) as well as specified configuration ratings (SCR), together with a proposal for their implementation. A wide-ranging discussion ensued with the final understanding that, if so moved for acceptance, that part of the implementation proposal referencing safety equipment and motors would not be a part of the motion.

MOTION: That the Council re-introduce One-Design Ratings (ODR) and adopt Specified Configuration Ratings (SCR) for other boats which significantly deviate from PHRF-NW standard boat definitions.

Motion carried.
(1 opposed)

Ron was directed to prepare a more concrete plan for proceeding with this motion at the next Council meeting.

(CH remark: Corresponding text adjustments are necessary in the revised protocol.)

2.00 RATING REVIEWS:

2.01 Standard Class (Base) Rating Reviews:

- **Santa Cruz 52 (Standard Mast): (SANZ52-1, -7 Base Rating Changed to -1)**
Santa Cruz 52 (Tall Mast): (SANZ52-2, -13 Base Rating Changed to -7)
Santa Cruz 50 (Standard Version): (SANZ50-1, +3 Base Rating Changed to +9)

The CH noted that the SANZ52-1 and SANZ52-2 must be treated as different versions. At the April meeting, the appeal of *Marda Gras* was reviewed and adjusted 6 seconds slower on the basis of a 52-1 Standard Class Rating configuration in lieu of 52-2. The CH suggested that both the SANZ52-1 and SANZ52-2 versions be adjusted 6 seconds slower, consistent with the April appeal, and that the SANZ50-1 would also need to be adjusted a comparable amount to maintain current parity between the boats.

On behalf of Marda Phelps, Steve Mulsberry argued that the Santa Cruz 52's were still rated too fast and that the Santa Cruz 50's often beat the 52's on elapsed time. Evidence to this effect was presented from the 2005 Van Isle 360 race.

Bill Allen maintained that the Van Isle 360 was not a race from which to be deciding ratings owing to the variable nature of its conditions. Bill Nelson noted that most regions indicate a rating spread between the 50's and 52's spread larger than that in PHRF-NW.

The CH proposed to raise the ratings of both the 50's and 52's by 6 seconds and suggested another big boat fleet rating review similar to that conducted in 2002.

MOTION: That the base ratings of the SANZ52-1, SANZ52-2 and SANZ50-1 be changed by +6 seconds.

Motion carried.
(5 for, 3 opposed)

- **Martin 243: (MART243, 117 Base Rating Changed to 67)**

The CH requested the former CH, Bill Nelson, to Chair the review in order to avoid the perception of a conflict of interest. A presentation on the boat was made by Ron Jewula. It was noted that this is not a single-number boat; that it does extremely well in heavy air but much less well in light. By Ron's estimate the boat should be rated for optimal conditions, which would be about 35 in heavy air. Testimony by others present supported a larger reduction in rating. It was suggested that the boat ought to be rated at 25 in its as-sailed configuration which includes non-standard hiking racks.

MOTION: That the base rating of the MART243 be changed to result in an as-sailed (one-design) configuration rating of 25.

Motion carried.
(1 opposed, 1 abstention)

(CH note: The as-sailed rating of this boat includes a -12 second adjustment for non-standard hiking aids (racks) in addition to adjustments attributable to its sailplan).

■ **Rocket 22: (ROCK22-1, Base Rating Established at 129T)**

Charles Tolman presented a series of analyses of the boat and its performance, all of which pointed to an as-sailed rating in the neighborhood of 100. He proposed an as-sailed (one-design) rating of 105. After some discussion this proposal was lowered to 102T.

MOTION: That the base rating of the ROCK22-1 be established at 129T to result in an adjusted as-sailed rating of 102T in the boat's present one-design configuration.

Motion carried.

■ **Jeaneau 37 Selection: (JEAN37-1, 92 Base Rating Changed to 112T)**

Ron Jewula presented a case for changing the base rating of the Jeaneau 37 (Selection) from 92 to 115T based on comparisons with other regions, comparisons with similar boats, input from competitors, and a review of race results. The CH noted that there are many versions of the Jeaneau 37 (Sun Odyssey, Sun Fast, etc.) which also require attention due to potential Handicapper confusion with the different versions.

MOTION: That the base rating of the JEAN37-1 be changed from 92 to 115T.

MOTION TO AMEND: That the base rating of the JEAN37-1 be changed from 92 to 112T.

Motion to amend carried.
(6 for, 5 opposed)

(The Amended Motion was put to vote and carried.)

3.00 ADJOURNMENT:

- It was agreed that the next meeting of the Council will occur on Saturday, 19 November 2005, in Portland.
- The CH thanked Ron Jewula and the Royal Victoria Yacht Club for arranging and providing accommodation for the meeting.
- Upon unanimous agreement this Council Meeting adjourned at 1610 hours.

Council Meeting minutes submitted by,

Arden Newbrook,
Chief Handicapper

As transcribed from minute notes prepared by Charles Tolman (Impromptu Council Scribe)

AMN:cbw