



PHRF Northwest Handicappers Meeting Minutes

An interim Handicappers Council meeting was convened on Sunday, November 12th, 2000, at the Corinthian Yacht Club, Seattle, WA.

Handicappers in Attendance:

Arden Newbrook, Chief Handicapper David Hickman, CGYC, RCYC, Alan Grim, Council Secretary, MIL Bryce Smith, NONE-2, Matt Wood, CN-3 Jack Stacey, CF, Terry Anderson, CNT Mike Rentel, ST, Bill Brennan, PYC, SYS Bob Bonney, ST-1, Frederick Perez, FH John Monk, CN-1, Larry Clark, SH Larry Calhoun, WINSA

1.00: GENERAL HANDICAPPER COUNCIL BUSINESS

1.01:

The meeting was called to order at 10:30 A.M. by Arden Newbrook, Chief Handicapper. A call for additions and/or corrections to the previous January 30th, 2000 Handicappers Council Meeting Minutes produced no response. The Minutes were accordingly approved as submitted.

1.02:

Arden Newbrook initiated the meeting with general remarks related to Council business issues and personal concerns. Items covered include:

The PHRF-NW web site (www.phrf-nw.org) has been re-formatted and upgraded. Handicappers should become familiar with the site and new information available there.

Updated Table III data is available (today) from Mary White on floppy disks. Alternatively, the Table may be downloaded. Handicappers without a fully supplemented Table III were encouraged to contact Mary.

Arden reported he has requested the Board of Directors to examine the possibility of restructuring the Handicappers Council, via Bylaw changes, to reduce its size and to promote more effective regional representation. As currently structured, the Council consists of 50+ Handicappers, as identified by their Class A Member clubs. Many of these Handicappers have assumed their duties without adequate rating instruction from their predecessors. Although this problem has been previously addressed by the formation of study Committees, Arden reported there has been, to date, virtually no Committee activity. Inactivity on the part of the Handicappers, as a whole, has generated membership dissatisfaction with Council services as well as administrative problems which Arden is seeking to resolve. In example, it was mentioned that development of a database for a proposed change to spinnaker area formulas has not progressed due to

failure of the Handicappers to submit contrasting formula measurements, despite written request (on two occasions) to do so.

During an informal Directors/Handicappers meeting last April, interest was expressed regarding the development of a handicapping protocol for dual wind range ratings and the initiation of crew weight limits. Arden indicated that he expected the Board of Directors to address these issues upon conclusion of regular Handicappers Council business during joint session.

1.03

Discussion regarding the proposed restructuring of the Handicapper's Council took place with the following comments:

The current Bylaws require Class A Member clubs to have at least 5 Class B (individual) Members prior to becoming eligible for Handicapper identification. The number of Council Handicappers could be effectively reduced by increasing the number of Class B Members required to achieve eligibility.

It was mentioned that PHRF-NW has (historically) had regional sub-councils, but that these sub-councils, for the most part, no longer exist due to inactivity. There was some consensus that a regional sub-council might be better equipped to address local rating issues, including initial Rating Appeals review, than the Council at large. However, no detail as to the re-formation or structure of such sub-councils was generated. It was noted the former sub-councils were for Oregon, Washington, Vancouver, Vancouver Island, and Victoria. Oregon (the Portland contingent) appears to be the only active group. Both geographic (local conditions) and (PHRF-NW) demographic characteristics would need to be studied if sub-councils are to be revitalized and re-identified.

The Chief Handicapper is currently nominated by the Handicappers Council and approved by the Board of Directors. If the Handicappers Council is re-structured, should the method of selection of a Chief Handicapper be changed?

2.00: RATING REVIEWS & APPEALS

2.01:

Standard (Base) Ratings for a variety of "class" boats have been changed by virtue of action taken during rating reviews. Changes are as follows:

- RIPT35-1: Change Standard Rating from 54(T) to 54. (Remove "T")
- ROSS40-1: Change Standard Rating from 73 to 63(T). (-10 Seconds, Add "T")
- DAVI41-1: Change Standard Rating from 46 to 48. (+2 Seconds)
- MUMM36-1: Change Standard Rating from 48 to 51. (+3 Seconds)
- CAL20-1: Change Standard Rating from 304 to 291. (-13 Seconds)
- WASA38-2: Change Standard Rating from 91(T) to 105(T). (+14 Seconds)
- ISLA40P: Change Standard Rating from 83 to 86. (+3 Seconds)

2.02:

Arden indicated that, prior to Whidbey Island Race Week, a boat owners survey had been conducted for the "40' Fleet" with interim "As-Sailed" ratings having been assigned for the Race on the basis of boat owner consensus and observed performance. Upon receipt of additional information, Arden recommended that further rating changes were warranted as indicated by a Table he distributed to the Handicapper's at large. Upon deliberation, the Handicappers acted to adjust the tabulated "As-Sailed" ratings as follows:

BOAT NAME	PRE-JULY	CURRENT	RECOM'D	ADJUSTED/ OR TYPE of RATING
RIPTIDE 35	27T	27T	27	27
B35	30T	36T	36	36
WHITE CLOUD (COOK 12M)	36T	27T	24T	27T
SNOOK (CUSTOM 40)	45T	45T	45T	45T
SNAKE OIL (TRIPP 40)	47T	48T	48	48
CHARISMA (S&S 57)	50T	42T	42	42
J 120	60T	51T	54T	54T
SYNERGY 1000	60T	54T	54T	54T
STINGRAY (J39)		51T	51T	51T
PADDY WAGON (ROSS 40)	52	45	42T	42T
TEDDY BEAR (DAVIDSON 41)	46	46	48	48
PAKALOLO (MUMM 36)	48	48	51	51
One event non member boats also adjusted				
DAUNTLESS (X YACHT 39)		51T	51T	51T
JUBILEE 2 (IMX 38)		57T	57T	57T
GENERAL HOSPITAL (FARR 40)		54T	54T	54T

During discussion of the "40' Fleet" boat Members in attendance indicated the Council should give consideration to establishing rating protocols for water ballasted boats and establishing crew weight limitations.

It was noted that several other 40 footers need to be considered for rating adjustments. These boats will be reviewed at the January Council meeting.

2.03:

The Standard Rating for the Cal 20 was reviewed due to numerous complaints received by the Chief Handicapper that the fleet was consistently winning overall honors in

regions where the fleet has strong participation turnout. In many instances, winning boats have enjoyed the benefit of a PHRF-NW rating for overall competition without having PHRF-NW membership.

The current Cal 20 Standard Rating is 304. A change to 286 was suggested on the basis the current rating is presumed to be a "holdover" one-design rating for boats without spinnakers. It was pointed out that newer class versions of the boat equipped with spinnakers rate much faster in other PHRF regions.

Representatives of the Cal 20 fleet proposed a one-design (Code 255E) rating of 307. It was noted that PHRF-NW no longer provides one-design ratings. Upon deliberations a motion was made to adjust the Cal 20's Standard Rating to 291 (Code 555M). The motion carried.

2.04:

A Rating Appeal from "Travieso", contesting the Standard Rating for the J-92 on the basis of excessive spinnaker penalty, was heard. The current JBOA30-2 Standard Rating is 125(T) (Code 5555). The Owner indicated that, in it's "as-sailed" one-design configuration, "Travieso" rates 101(T) which is considerably faster than the rating suggested by J-Boats (119) when contrasted with a benchmark boat such as the J-29.

It was recognized that the eventual adoption of new sail area measurement protocols may significantly mitigate the penalty discrepancies derived under PHRF-NW's current sail area formulas as contrasted with the IACC formulas used by J-Boats.

A motion was forwarded to adjust "Travieso's" current as-sailed rating to 107(T). The motion carried. "Travieso's" local Handicapper was directed to establish a new Standard Rating for the J-92 on the basis of her "as-sailed" configuration and to report to the Council for a subsequent Standard Rating confirmation.

2.05

A review of the Choate 27 fleet was requested by the Chief Handicapper due to receipt of complaints that several boats within the fleet have undergone significant modifications. One boat in particular, "Uncle Wiggley's Tavern", was represented as having had extensive rudder, interior accommodation, and transom modifications.

Representatives of the Choate 27 fleet commented that "optimization" changes to the Choate 27 were common, and that such changes did not constitute modifications warranting a rating penalty.

A motion was made that rating adjustments to the modified Choate 27's were not warranted, as such changes did not improve performance relative to the fleet. The motion carried.

2.06

A rating review of the Banner 23, "Of Course", was requested by its local Handicapper. The current Standard Rating for the BANN23-1 is 171(T), but may be faulty due to inaccurate rig dimensions reported at first rating. "Of Course's" initial "as-sailed" rating was determined at 134(T). This rating has subsequently been locally adjusted to 144(T), 149(T), and currently to 153(T).

Owners of "Of Course" presented extensive data and suggested a rating adjustment to 150(T). The Chief Handicapper indicated a dimensional analysis of the boat suggested a rating between 141 and 144(T). Data presented by the Owners indicate erratic performance characteristics when competing in different fleets.

Upon discussion motion was made to establish "Of Course's" "as-sailed" rating at 149(T). The motion carried with further direction to the local Handicapper to confirm the Banner 23's rig and sail dimensions and to develop a Standard Rating for subsequent Council confirmation.

2.07

A Rating Appeal tendered by "Delicate Balance", an Andrews 56, was tabled due to inadequate information. It is expected "Delicate Balance" will be reviewed shortly with the remainder of the "big boat" fleet.

In further discussing the "big boat" fleet, the Chief Handicapper indicated that he has received proposals from the Seattle Big Boat Association for rating adjustments, but has not acted on such proposals due to want of consideration for all of PHRF-NW's "big boats". Steve Travis, the Association's current President, and Matt Wood, CYC Handicapper, will continue to work on the proposals for presentation at the January Council meeting.

2.08

A Rating Appeal tendered by "Neptune's Car", a quasi-turbo Santa Cruz 70, was presented by an Owner's representative indicating that a proposed rating change from -88(T) to -72(T) would not appreciably improve "Neptune's Car's" standings within the "big boat" fleet when contrasted with its recent performance history within that fleet.

Motion was made to change "Neptune's Car's" rating to -72(T). The motion carried with the understanding that "Neptune's Car" will be further reviewed in conjunction with the "big boat" fleet in general.

2.09

A Rating Appeal tendered by "Vanadis", a Wasa 38 (cruising version), was presented by Terry Anderson, the boat's owner, who represented that the boat is too heavy to be competitive at her current "as-sailed" rating of 88(T). Upon discussion it was moved to change the Standard Rating of the WASA32-2 from 91(T) to 105(T) and the "as-sailed" rating of "Vanadis" to 102(T). The motion was carried.

2.10

A Rating Appeal tendered by "Mystic", an Islander 40P, was presented by the Chief Handicapper, as the Appeal was received too late to notify the owner. Nevertheless, the Chief Handicapper recommended a Standard Rating change for the Islander 40P, which historically has had little competitive success. Motion to adjust the Standard Rating to from 83 to 86 was made and carried. "Mystic's" local Handicapper is to adjust her "as-sailed" rating accordingly.

2.11

The Chief Handicapper indicated he has assumed responsibility for rating "Ports and Passes", a highly modified Ross 930, and reported that, given the boat's performance over the past year, he is inclined to remove a 3 second subjective penalty currently assessed on the boat's modified rig.

2.12

The Chief Handicapper reported that "Ginny", a modified Calkins 50, recently addressed by the Council (11/99), is continuing to dominate races despite her adjusted Standard Rating from 140(T) to 125(T). It appears the Council has underestimated the performance enhancements made to the boat. "Ginny" has undergone further modifications to her rig subsequent to her most recent Standard Rating change.

Given the extent of modifications made to "Ginny", the Chief Handicapper recommended the boat be changed to an "XCALK50-1" designation with an interim Standard Rating of 118(T). The recommendation was accepted in motion and carried. The local Handicapper is to adjust her "as-sailed" rating accordingly.

"Ginny's" adjusted rating will be further reviewed in January to afford her owner opportunity to respond.

2.12

There being no further business, the Handicappers Council Meeting was adjourned at 3:00 P.M.

3.00 JOINT HANDICAPPERS & DIRECTORS MEETING

3.01

Upon completion of the Handicappers Council's regular business the Council briefly convened with the Directors to jointly discuss common issues and directions. Subjects discussed included restructuring the Handicappers Council, Membership problems, dual wind range ratings, crew weight limits, and identification of class breaks.

3.02

The Directors reported that a committee has been formed to study the issue of Council structure. It is anticipated the committee will make recommendations to the Directors at their January meeting along the lines proposed by the Council with respect to eligibility requirements for Handicapper nomination by Class A Member clubs. Although regionalization was discussed, no particular consensus was formed as to the structure of sub-regional councils.

3.03

The Chief Handicapper mentioned that a dual wind range ratings system could be easily generated from U.S. Sailing's Ratings Plus protocol, but that implementation of the system may present problems for race organizers and management in terms of when and how dual ratings were to be applied. As an alternative, a dual wind range ratings system might be developed to be optionally used by those choosing to use it, similar to PHRF-NW's current time-on-time scoring adjustments. U.S. Sailing currently offers dual wind range ratings adjustments for \$10.00 per boat.

3.04

The Directors expressed interest in developing a system for implementing crew weight limitations and requested Council comments. The Council members present indicated reluctance in implementing such a system. Crew weight limitations have been discussed by the Council on numerous occasions in the past with the consensus that such limitations would be difficult to impossible to enforce, and that such enforcement is not a function of the Council nor PHRF-NW. In reply, the Directors stated that crew weight limitations could be established and made honorary much in the same sense as reporting of sail areas. In rebuttal the Council indicated that crew weight limitations could be established by race organizers in their race instructions, if weight limitations are desired.

3.05

It was generally agreed that class breakdowns are becoming a larger problem for race management due to smaller racing fleets. Class breakdowns have conventionally been left to the discretion of the race management. No one present offered comment on how class breakdowns, as currently established, could be improved. It was mentioned that RVYC's system works reasonably well for the Swiftsure, but acknowledged that the Swiftsure draws a large number of boats.

3.06

The joint session briefly digressed to compliment our new business manager, Mary White, on the development of the PHRF-NW web site.

3.07

There being no further business, the joint Handicappers & Directors Meeting was adjourned at 4:00 P.M.

Respectfully submitted,

Arden M. Newbrook,

Chief Handicapper, PHRF-NW

This Page contains notes and meeting minute information from PHRF-NW Meetings prior to the current year, for archiving and reference purposes. The actual Meeting Minutes published by the PHRF-NW office should be consulted for the full text of any meetings, and resolutions reached.