



PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST

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**MINUTES
HANDICAPPERS COUNCIL MEETING
NOVEMBER 21, 2004**

An interim PHRF-NW Handicappers Council meeting was conducted on Sunday, November 21st, 2004 at the Corinthian Yacht Club, Seattle, WA.

Handicappers in Attendance:

Arden Newbrook, Chief Handicapper	Matt Wood, CN-3
Betsy Wareham, OIYC	Jim Llewellyn, PMYC
David Hickman, CGYC, RCYC	Joe Ellertson, CNP
Keith Johnson, SYC	Doug Haussletz, TCYC
Charles Tolman, SID	Stuart Farrell, ST
John Wolfe, CE	John Martens, SS
Arvel Gentry, Member	

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 October 24th, 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

- Arden reported that Stu Farrell (interim Council Scribe) has been maintaining Council directed cumulative text revisions to the proposed Rating Protocol in Microsoft Word format. Arden will ask Mary to make Stu's revision document available to Handicappers on the "Officials Only" portion of the PHRF-NW web site.
- Arden noted the proposed Rating Protocol deals with rating ADJUSTMENTS only to Standard Class Ratings, and as such, corresponds to Chapter II of the current Handicappers Manual (which also deals with adjustments). In this regard, the title of the proposed Rating Protocol would be better named "Adjustments to Standard Class Ratings". There continues to be some misconception that the proposed Protocol deals with the determination of Standard Class Ratings on a mystical formulaic basis. Arden will request the Council's Handicappers to clarify the intent of the proposed Rating Protocol with their member constituents to avoid continuing confusion.
- In response to mainsail measurement discussions at the last Council Meeting, Arden circulated copies of a typical mainsail drawing illustrating the differences between ISAF, IMS and current PHRF-NW measurement techniques. As shown by the Drawing, mainsail area calculations become increasingly inaccurate with both ISAF and IMS measurement techniques as mainsail leach roach increases, particularly at the upper girths. PHRF-NW's actual mainsail area formula relies on equidistant and parallel girth measurements which are reasonably obtained by the current mainsail measurement

technique.

- Arden explained the formulaic distinction between “conventional” and “unconventional” mainsails. The “conventional” mainsail actual area formula presumes principal leach roach curvature occurring between the mid-girth and head. The “unconventional” mainsail formula presumes principal leach roach curvature occurring between the upper quarter-girth and head. When there is uncertainty as to a mainsail’s configuration, both formulas should be applied and the formula returning the largest area used. Further discussion of “unconventional” mainsails noted that these sails are advantaged due to aspect ratio and additional area being placed at higher pressure areas in the wind surface gradient. There was some consensus that additional adjustments (beyond area considerations) may be warranted for these sails.
- A motion was raised and carried to place on the January 2005 Council Meeting Agenda the development of a PHRF-NW race result reporting form to be distributed to member clubs. The form should include provisions for reporting elapsed time results, and wind and course conditions.
- A motion was raised and carried to place on the January 2005 Joint Council/Directors Meeting Agenda a discussion item to address boats with multiple ratings for varying sailplan configurations. There is some consensus such boats may be unfairly advantaged. In a similar vein, another motion was raised and carried to place on the same Agenda a discussion item to address rating adjustment credits for boats with under-sized sailplans.

1.03: General Review of Proposed Protocol Revisions

- General review of the proposed Protocol proceeded from page 12 through 23 with text revisions recorded. The revisions will be made available on the web as previously indicated. Arden stated a personal goal is to achieve completion of the first reading draft review prior to the next Annual Council Meeting. To this end, an additional interim Meeting was scheduled for January 9th, 2005 at the Seattle Corinthian Yacht Club. Arden will circulate an Agenda for the Meeting.
- A motion was raised and carried to prepare a flowchart for the revised Rating Protocol upon completion of its review with the intent of having a mechanism to test the Protocol’s structural logic and efficacy. Stu Farrell indicated he would be pleased to prepare such a chart!
- Salient discussions of the continuing proposed Protocol review are summarized below:

There is no useful purpose of defining average luff and leech lengths for standard spinnakers and the text doing so should be removed.

The standard area for both pole-tacked and sprit-tacked spinnakers should be made the same to avoid confusion and the need for multiple different formulas. This will result in slightly faster spinnaker rating codes for boats with sprit-tacked chutes but which will be generally offset by their (slower) headsail rating codes such that their as-sailed ratings will approximate their “one-design” Standard Class Ratings.

The limitation not permitting boats with both pole-tacked and sprit-tacked spinnakers should be emphasized via placement in the text (to Paragraph B).

Terminology employing the words “non-standard” in the context of sail area will be changed to convey the meaning “actual”. (In this light, a similar adjustment will be needed to distinguish “actual” sail areas from “rated” sail areas)

Boats with modified spinnaker hoists should be treated and identified as separate Standard Class boats.

Diagrams of sail measurements points and measurement techniques will be included in the proposed Protocol. A drawing showing the current mainsail folding and measurement technique was circulated as an example.

- Motion was raised and carried to include “NSF” ratings on all rating certificates upon adoption of a new Protocol and the development of a ratings calculation spreadsheet.
- Review of the proposed Protocol was completed up to text dealing with propulsion and miscellaneous adjustments (starting with page 24). Via copy of these Meeting Minutes to all Handicappers, Arden will request their attention to preliminary review of the remaining text in preparation for the next scheduled Meeting.

Meeting adjourned by Motion carried at 4:15 p.m.

Council Meeting minutes submitted by,

Arden Newbrook,
Chief Handicapper

AMN:cbw