



PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST

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**MINUTES
INTERIM HANDICAPPERS COUNCIL MEETING
NOVEMBER 19, 2005**

An interim PHRF-NW Handicappers Council meeting was held on Saturday, November 19th, 2005 at the Portland Yacht Club, Portland, OR.

Handicappers in Attendance:

Arden Newbrook, Chief Handicapper	Alan Grim, MIL
Bill Brennan, PYC/SYSCO	Pat Waters, TTPYC
Bill Nelson, NONE-1	Charles Tolman, SNSYC, NONE-3
Steve Nelson, POYC	Jack Moore, PYC
John Martens, SS	Mike Benjamin, TYC
Martyn Adams, NWMA	David Hickman, RCYC
Joe Ellertson, CYCP	

Guests in Attendance:

Geo Lefler, Director NWMA	Eric Rimkus, Director RCYC
Wes Tuttle, Director PYC	

1.00 GENERAL HANDICAPPER COUNCIL BUSINESS:

- 1.01 Call to Order:** The meeting was called to order by the Chief Handicapper (CH) at 1000 hours. The CH called for any comments or changes to the previous October 9th meeting minutes. None were presented.

Motion was made to approve the previous minutes. The motion carried.

1.02 Administrative Business:

- The CH noted that, upon notification by the Portland Regional Sub-Council, the October 9th meeting decision by the Council to reinstate One-Design (OD) ratings is in apparent conflict with the Bylaws. The CH recommended retaining Specified Configuration (SC) ratings adopted at the same meeting as such ratings will suffice to identify One-Designs which vary from Standard Class configuration.
- The CH circulated copies of a Protocol Implementation Plan developed by Hamp Phillips of CYC Seattle. The Plan (posted on the website) schedules the introduction of the new Protocol and related Sections in the Handbook but it does not cover other support issues such as the development of a new Standard Class Database and rating program or the preparation of new data collection forms and a race results reporting (scoring) program). Significant progress has not been made in any of these areas. A general discussion

ensued regarding a transition plan exploring questions such as: How do we transition to the new protocol and measurement system? Over what period? What steps are necessary? The CH requested the formation of a ad-hoc committee to develop a specific plan for presentation at the next Handicappers Council meeting in January with recommendation that a new Application and Rating (A/R) Form be ready by July 2006 and that the Standard Class Database be completed by no later than October 2006. In concert with this effort the CH reminded the Council US Sailing has requested PHRF-NW to re-align its ratings band to become consistent with PHRF regional averages elsewhere. The Council agreed to form an implementation subcommittee. Volunteers included Geo Lefler, Alan Grim, Pat Waters, Eric Rimkus, and Wes Tuttle.

Motion was made to form an Implementation Subcommittee. The motion carried.

- The CH reported the Section 2 protocol draft was revised subsequent to the October 9th Council meeting to incorporate both One-Design and Specified Configuration ratings. This draft (posted to the Handicappers Group website as SECTION2A.PDF) will require further revision to remove the added provisions for One-Design ratings. Nevertheless, the CH observed that Specified Configuration (SC) ratings can also accommodate one-designs by identifying the as-designed configuration of those one-designs which do not conform to PHRF standard (5555 or 555m) configuration. However, SC ratings applied to one-designs would still require sail measurement in lieu of submittal of one-design certificates. Under the most recent protocol draft, boats with Specified Configuration ratings are identified by appending an "SC" to their designator (e.g. MELG24SC) in the Standard Class Database. The Database, in turn, will need to be expanded to show the as-designed configuration (in the form of a rating code and other data) for which a Specified Configuration rating is issued. Non-conforming boats will accordingly have the same Standard Class ratings as their (as-designed) Specified Configuration ratings and may be handicapped for modifications in the same manner as conforming boats. The CH noted that the Board of Directors has been moving to eliminate allowances for undersized headsails. The incorporation of Specified Configuration ratings will permit the continued recognition of those boats that, by design, carry undersized headsails.

Motion was made to revise the language in the new protocol to eliminate reference to One-Design ratings and retain the current provisions for Specified Configuration ratings. The motion carried.

- As a result of its recent formation, the CH asked the Council to consider whether or not the Multihull Sub-Council should be given voting authority on monohull rating issues and monohull Sub-Councils be given comparable authority on multihull rating issues. The general Council consensus was, given the current processes for introduction and discussion of rating issues, that voting privileges should be shared. The Multihull Sub-Council will review and propose adjustments to ratings in the same manner as the regional monohull Sub-Councils. Rating changes will be confirmed at full Handicappers Council meetings.

1.03 Sub-Council Reports:

- **Portland Sub-Council:** The Portland Sub-Council reported having received the updated preliminary Standard Class Database from the Seattle Sub-Council. The

ratings program is running but the latest revisions to the Database have not yet been incorporated. The Portland Sub-Council has also been reviewing the text of Chapter 1 for revisions to correspond to the changes in the proposed Section 2. Minimal progress has been made as the task has only recently been assigned. The Sub-Council requested Council consideration of discarding the current protocol penalties for removal of an outboard from a transom or for not being on-board. The penalties are regarded as being excessive. It was suggested the safety issues related to the availability of outboards would be more appropriately addressed by those organizations sponsoring races in either protected or open waters.

Motion was made to delete the penalty for outboard motors removed from the transom or not on board from the protocol. The motion carried.

Chief Handicapper Note: This motion raises fundamental issues regarding the requirement of auxiliary propulsion systems for ANY boat capable of driving the boat at a 90% of hull speed. The motion, as carried, is incomplete and requires further Council consideration.

- **Seattle Sub-Council:** The Standard Class Database has been updated with columns added as requested by the Handicappers at the April 2005 Council meeting. The Council further requested that a column be added for Specified Configuration boats. The Multihull Sub-Council asked for a way to sort out the multihull boats. The Council decided to use a code in the keel column for multihulls. The Multihull Sub-Council will propose a code to use and provide that to the Seattle Sub-Council for inclusion in the Database. The Seattle Sub-Council has also been comparing PHRF-NW ratings to US Sailing regional ratings in order to develop a plan to return PHRF-NW ratings to more closely approximate average regional ratings elsewhere. One possible approach was presented which compared ratings and proposed adjusting PHRF-NW downwards to the average range of US Sailing regional ratings. The Council noted that the US Sailing ratings should be weighted by experience and number of boats in each region. Further work is required in this area to ensure equitable ratings and comparable rating spreads are maintained for PHRF-NW members.
- **British Columbia Sub-Council:** A draft version of a new A/R Form was circulated. An editable form in PDF file format is available. Ultimately, an HTML format is envisioned that will allow application online. That form will require a mechanism for control to permit Handicapper review and approval. The A/R Form requires a statement of responsibility for the measurements by the applicant. The group agreed that the new A/R Form could be used as a Change Form as well. No progress has been made on a new Appeal Form. The Appeal Form needs to be coordinated with the Portland Sub-Council's efforts in revision of Chapter 1.
- **South Sound Sub-Council:** The SS Sub-Council has been looking into various scoring programs available. Two have received the most focus; Racesail and Sailwave. Both have the capability required; the ability to export to HTML and Excel, and the ability to record race conditions. The CH proposed that the Directors should be responsible for collecting race data for submission to the Council.

2.00 RATING REVIEWS:

2.01 Standard Class (Base) Rating Reviews:

■ **Jeanneau 37 Sun Fast: (JEAN37-3, Base Rating Changed from 111 to 114)**

The CH reviewed the various versions of the Jeanneau 37, including the Selection, Sun Odyssey, and Sun Fast, noting that the Table III Database has two different ratings for the Jeanneau 37 Sun Fast. The ratings of all versions appear to be consistent with regional averages elsewhere, but resolution of the two different (111 and 117) ratings for the Sun Fast needs to be made. Council consensus was to average the ratings.

Motion was made to delete the JEAN37-4 version from the Database and change the Base Rating of the JEAN37-3 from 111 to 114. The motion carried.

2.02 As-Sailed Rating Appeals:

■ **S/V *Ditch Witch*, SN 12: (MART243, Base Rating Changed from 67 to 117T)**

At its October 19th meeting the Handicappers Council changed the as-sailed rating of the Martin 243 from 75 to 25. A representative for *Ditch Witch* presented race results data to show the as-sailed rating should be closer to 75 and argued that insufficient data was presented in October to justify a 50 second change. The difficulty with the Martin 243 and other sport boats is that their performance characteristics significantly vary with different race conditions. The Council noted that race organizers should endeavor to separate sport boats from racing in the same class as conventional displacement boats.

Motion was made to restore the as-sailed rating of the Martin 243 to 75T and direct local Handicappers to observe and further adjust the rating as warranted. The motion carried.

■ **S/V *Snake Oil*, SN 43713: (TRIPP40-2, Base Rating Changed from 51 to 54)**

Snake Oil's owner contrasted his boat to J120's and requested that the boat's base rating be changed to 54. The CH reported the base rating of the boat was corrected from 50 to 51 in April of this year to agree with previous Council actions on the 40 footers fleet in 2002, since the Council's change had not been entered into the Table III Database. *Snake Oil* had been sailing at 54 prior to the correction.

Motion was made to change the Base Rating of the TRIPP40-2 from 51 to 54. The motion carried.

■ **S/V *French Silk*, S/N 69532: (BENE32s5, No Change to Base Rating)**

Pat Waters presented an argument to change the rating of *French Silk* from the current base rating of 165 to 189, noting that the Three Tree Point Yacht Club has elected to assign it a rating of 189 for club races. Pat circulated a letter from TTPYC members suggesting the change. The CH noted that the base rating of the BENE32S5 was recently changed from 1501 to 165 in January. US Sailing data shows the boat rated in

the 141 to 153 range. With the 7% adjustment from US Sailing to PHRF-NW, a rating of 165 is equitable. In absence of a new race results the CH suggested that the owner race the boat at the recent rating change and return to the Council if the new race results suggest that a further change is warranted.

Motion was made to retain the Base Rating of 165. The motion carried.

3.00 ADJOURNMENT:

- The next meeting of the Council will be conducted concurrently with the Directors Annual meeting in January at the Seattle Yacht Club. The date has yet to be determined but is expected to be either January 22 or 29.
- Upon motion and unanimous consent the meeting was adjourned at 1510 hours.

Council Meeting Minutes Submitted by,

Arden Newbrook
Chief Handicapper

As transcribed from minute notes prepared by Alan Grim (Council Scribe)

AMN:cbw