



PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST

**P.O. Box 489, Gig Harbor, Washington 98335
Phone: (253) 857-8858 Fax: (425) 962-8729**

visit our web site at <http://www.phrf-nw.org>

**MINUTES
HANDICAPPERS COUNCIL MEETING
JANUARY 23, 2005**

A PHRF-NW Handicappers Council meeting was conducted on Sunday, January 23rd, 2005 at the Seattle Yacht Club, Seattle, WA.

Handicappers in Attendance:

Arden Newbrook, Chief Handicapper	David Hickman, CGYC, RCYC
Bill Nelson, NONE-1, KH, PA, PT, OR	Joe Ellertson, CNP
Sudie Parker, CNW	Bill Brennan, PYC, SYS
Betsy Wareham, OI	Alan Grim, MIL
Doug Haussler, CNT	Charles Tolman, SID
Larry Clark, SH	Jerry Cornell, PA
John Martens, SS	Rocky Goodhope, CNB, BL
Pat Waters, TT	Keith Johnson, SYC
Ron Jewula, RVC	Terry Waters, RVC
Mike Benjamin, TA	Stuart Farrell, ST
Steve Nelson, OR	Ron Hobbrook, CNT

1.00: GENERAL HANDICAPPER COUNCIL BUSINESS

1.01: The meeting was called to order at 10:00 A.M. by Arden Newbrook, Chief Handicapper. A call for additions and/or corrections to the previous January 9, 2005 interim Handicappers Council Meeting Minutes resulted in no response. A subsequent Motion to adopt the previous Minutes, as written, was made and carried.

1.02: Administrative Business

- Arden gave a general overview of progress with the handicapping adjustment protocol revisions to Chapter II. The Council has met three additional times this year to iron-out the details. It is anticipated the second reading draft will be issued by April. That draft will include new graphics. Arden called for any concerns with the protocol's current direction. None were given but it was noted support for the changes from the Directors has not been entirely positive. Some Directors have voiced concern the new protocol is too complex. The cause may be due to a poor understanding of the existing protocol as contrasted to the new. Although there are several new terms to address the configurational characteristics of sport boats with sprits and asymmetric spinnakers, the revised protocol is not a far departure from our current protocol. The protocol has, however, been rewritten to give it structural logic for incorporation into a computer program for spreadsheet manipulation. Equations addressing sail area measurement and other dimensional data are essentially the same. Our current Access computer program doesn't recognize the non-standard characteristics of sport boats or asymmetric spinnakers.

1.03: Work Committees

■ **Standard Class Database Committee:**

In order to support the revised protocol, work needs to be done to update the Standard Class Database (formerly published as Table III). Moving toward a format similar to the US Sailing database would help reduce the number of errors in the Database while simultaneously providing additional statistical information for evaluation including conventional dimensionless ratios for sail area to displacement and displacement to length. Arden stated his desire that the sub-regional Councils should take a more active role in sharing the work load which will be necessary to support to new protocol.

The Seattle Council had previously volunteered to handle the Standard Class Database update. Matt Wood (not present) had showed interest in setting up the Database. Larry Clark had agreed to help with the nuts and bolts of the change and to back check the results to be sure as-sailed ratings remained close to today. Several others in the meeting volunteered to help as well. The process involves defining the requirements, coding, and checking the results against existing ratings. Larry suggested the need for a database coder. Arden reminded the group that there are errors in PHRF-NW's existing database as well as US Sailing's database that need to be addressed. Ron Jewula suggested the development and contents of the Database should be flexible for the recognition of future boat design developments. After much discussion, it was agreed that the Seattle Council will prepare the new Database but limit it only to boats with current ratings.

Motion was made for the Seattle sub-regional Council to prepare a new Standard Class Database in support of the new protocol and check that it encompasses Standard Class Ratings which are consistent with our current as-sail ratings. The Motion carried.

- A side discussion ensued regarding improving our current process of reviewing Standard Class (Base) Ratings. Arden indicated local Handicappers need to be more diligent in bringing Base Rating discrepancies to the Council's attention. No action was taken but it was noted that a working committee on race result reporting (as indicated below) would be an ideal place to start.

■ **Spreadsheet Development Committee:**

Over the last several years there has been general consensus to develop a spreadsheet to automatically generate as-sailed ratings from Standard Class Ratings. Many Handicappers have developed their own computational tools. The result is non-standard methods of generating ratings with potential for concomitant errors. Arden suggested that this would be a good task for the Portland sub-regional Council to tackle. The spreadsheet should be developed in MS Excel (most available program) and use the Standard Class Database as a source look-up table. Arden stated it is his goal to ultimately have the spreadsheet available on our Web site for the benefit of the membership and sailmakers.

Motion was made for the Portland sub-regional Council to develop a spreadsheet for the calculation of as-sailed ratings from the Standard Class Database in development by the Seattle sub-regional Council. The Motion carried.

■ **Forms Revision Committee:**

PHRF-NW's current administrative forms are all in need of updating, including the Application for Rating (A/R) Form, Change Form, Appeals Form, Rating Certificate, etc. It was agreed a shift toward electronic based forms should be incorporated as part of the forms revision efforts.

Motion was made for the British Columbia sub-regional Council to develop new forms with the support of the West Sound sub-regional Council. The Motion carried.

■ **Race Results Reporting Form Committee:**

A standard reporting method is required to allow results to be uniformly reported to the Handicappers Council. These results can provide a useful tool for analyzing and adjusting Standard Class Ratings as well as as-sailed ratings on a more immediate basis. It is known other PHRF regions have similar forms for reporting race results. It was agreed the form should include not only distance and time but prevailing venue conditions including type of race (buoy or point-to-point), wind conditions, current, etc.

Motion was made for the South Sound sub-regional Council to develop the race results reporting form as discussed above. The Motion carried.

- Arden called for suggestions for any other committees. No further suggestions were made. Arden noted that the revised protocol makes provision for sub-regional Council adjusted ratings which can be shown on boat Rating Certificates in addition to their region-wide ratings. Arden additionally stated he expects results from the above committees. Another Council meeting will be convened in April to review progress.

1.04: Wooden Boat Rating Adjustments

- Bill Nelson requested a late addition to the agenda to allow discussion of ratings for wooden boats. Bill requested that the Council convert specified wooden boats to tentative (T) ratings and allow him to adjust the ratings as required to ensure equitable racing.

Motion was made that boats as specified by Bill shall be converted to T ratings and Bill will use his best judgment to ensure fair racing. The Motion carried.

- A discussion of the T-rating process followed with the determination there is no clear statement of process. The result was a general agreement that Chapter I of our protocol needs revision attention once we have completed Chapter II.

1.05: Sub-regional Council Reports

- The British Columbia sub-regional Council (BCRC) circulated copy of minutes reporting their recent activity. The BCRC remains concerned with the apparent complexity of the new protocol. Recently, the BCRC has been working with the local yacht clubs to increase PHRF-NW membership by enforcing membership requirements for racing. In general PHRF-NW has increased its membership significantly from a low below 800 several years ago to a recent high of nearly 1100 last year.
- No reports from South Sound, West Sound or Seattle.

- The Portland sub-regional Council reported significant numbers of boats traveling north to race in Puget Sound. They noted a change to the Ultimate 20 Base Rating that may be in error. They also noted a discrepancy in the Evelyn 26 Base Rating. The problem is not completely understood.

Motion was made for Dave Hickman, Chair, to correct the problem with Evelyn 26 once the rating issue has been fully explored (the problem may be due to recording or administrative error). The Motion carried.

Motion was made to change the Base Rating of the Ultimate 20 plus 2 seconds. The Motion carried.

With respect to administrative issues, Handicappers were reminded to send in member checks before the check is 30 days old. The bank will not accept checks older than 30 days. It was suggested in order to expedite processing of complicated ratings that Handicappers forward incomplete or preliminary A/R forms with a check and then finish the formal rating process if extensive rating time is anticipated.

2.00: RATING REVIEWS

2.01: Standard Class (Base) Rating Reviews

- **Baba 40: (BABA40-1, 158 Base Rating, Designator Changed to BABA40-2)**

The only Baba 40 currently in PHRF-NW is a tall mast version. The current Table III database designator for the boat is BABA40-1 which would suggest a standard version. Motion was made to correct the designator to BABA40-2. The Motion carried.

- **Ericson 38-2/380: (ERIC38-2, 116 Base Rating Changed to 122)**

The Appeal was tendered on the basis of a comparison of ratings from other US PHRF regions without presentation of performance data with respect to local PHRF-NW boats. Nevertheless, Motion was made to adjust the Base Rating by plus 6 seconds. The Motion carried.

- **Dash 34: (DASH34-1, 119 Base Rating, No Change)**

Arden requested the Council to again review the Base Rating of the Dash 34 which he argued was considerably slower than its speed potential as reflected by dimensional analysis and the observed performance of significantly modified Dash 34's. Two owners were present to defend the Base Rating of the Standard Class boat. Motion was made to retain the current Base Rating and to review the ratings of the modified (XDASH) boats only. The Motion carried.

- **Dehler 29: (DEHL29-1, Base Rating Established at 147T)**

It was reported the Dehler 29 currently does not have a Standard Class Rating. Motion was made to establish its Base Rating at 147 (T). The Motion carried.

- **Beneteau 29: (BENE29-1, 175 Base Rating, No Change)**

The Council will defer action on the Beneteau 29 until more information is available on its performance potential.

■ **Beneteau 32s5WK: (BENE32s5-2, Base Rating Established at 171)**

By virtue of Council action taken for **S/V French Silk**. (see below)

■ **Ultimate 20: (ULTI20-1, 184 Base Rating Changed to 186)**

By virtue of Council action taken in response to Portland sub-regional Council recommendations (see above)

2.02: As-sailed Rating Reviews

■ **S/V French Silk, SN 69180: (BENE32s5-1, 150 Base Rating Changed to 165)**

The fleet captain of the Three Tree Yacht Club presented the rating Appeal in behalf of owner, Pat Waters, a former Handicapper. TTYC recommended the Base Rating for the BENE32s5 be increased from 150 to 189. The feeling amongst the Council members was that a 49 second increase was excessive. Motion was made to increase the Base Rating of the standard Beneteau 32s5 (BENE32s5-1) to 165 and the Base Rating of the wing keel version (BENE32s5-2) to 171. The Motion carried.

■ **S/V Marda Gras, SN 69869: (SANZ52-1, -10 As-sail Rating, No Change)**

Marda Phelps presented the case to revise the Base Rating of the SANZ52 to 0 from minus13. It was noted the current database erroneously shows the Base Rating as 0 whereas by action at its November 2000 meeting the Handicappers Council changed the Base Rating to -13 together with wholesale changes to the big boat fleet. This change is consistent with **Marda Gras'** current certificate. The issue at hand is the relative rating of this boat with the remaining big boat fleet. The fleet had jointly recommended relative ratings in 2000. To change one, may unbalance the fleet. Motion was made to defer consideration of a rating change until the Seattle sub-regional Council has had an opportunity to thoroughly review the ratings of all boats for reporting and re-examination at the scheduled Council's interim April meeting. The Motion carried.

■ **S/V Tsunami, SN 18936: (FRER40, Designator Changed to FRER40-1)**

No action was taken by the Council other than to change the boat's Standard Class designation from FRER40 to FRER40-1 in recognition that the boat is a prototype version available in different rig configurations.

■ **S/V Havoc, SN 13: (SR33-1, 75 Base Rating Changed to 81)**

Gunnar Jonsson, owner, presented an Appeal to change the Base Rating of the SR 33 from 75 to 81. Motion was made to accept the request of the Appeal. The Motion carried.

■ **S/V Sir Issac, SN 18944: (CUST49-1, 114 As-sailed Rating Changed to 96T)**

Handicapper Rocky Goodhope presented a Appeal for reduction in the as-sailed rating of **Sir Issac**. The boat is a Custom 49 foot boat with two masts used predominantly in point-to-point races. The boat is a strong reacher and has been doing exceedingly well in both distance and buoy races. The boat's as-sailed rating is currently 114. Rocky recommended a rating reduction to 76. The Council was uncomfortable with a rating change of that magnitude. Upon multiple rating adjustment Motions, a final Motion was made to adjust the as-sailed rating minus 18 seconds and append a T-designator to the as-sailed rating to enable further local adjustment. The final Motion carried.

- The regular Handicappers Council meeting was briefly adjourned at 3:45 p.m. to take a short break prior to meeting with the Board of Directors.

3.00: JOINT HANDICAPPERS/DIRECTORS MEETING

3.01: At 4:00 P.M., the Handicappers Council Meeting was re-convened for a joint discussion of organizational and policy issues with the Board of Directors. Issues of mutual concerns are as set forth below:

- Dave Schutte reported the Board had considered whether or not multiple concurrent Rating Certificates should be available to a single boat with different sail plan (or other modifying) configurations. General Board consensus was that multiple concurrent Certificates should not be allowed as they may be confusing to race organizers. The current PHRF-NW policy of permitting consecutive Certificates when a boat makes changes which impact its rating will be maintained. When a boat receives a new Certificate, its previous Certificate will be retired.
- Without specific direction the Board indicated it is interested in making the rating appeal process more accessible to the membership. In this regard the Board suggested that the Handicappers Council should meet at least four times a year to hear appeals. Arden responded that the Council is currently acting to improve its accessibility by re-invigorating its sub-regional Councils. Arden noted the current PHRF-NW Bylaws permit appeals to be heard by the sub-regional Councils which, by virtue of location, enable more convenient access for all parties involved including the local Handicappers most familiar with the merits of an appeal for a local boat. The new rating adjustment protocol has been designed to accommodate this activity in the form of an additional rating code which identifies local (sub-regional) rating adjustments. Although not stated, appeals impacting Standard Class Ratings would be subject to Council-wide confirmation. Arden also indicated that a quarterly meeting requirement may be too demanding on (volunteer) Handicappers' time as well as logistically difficult to achieve. In lieu of a 90 day appeal hearing interval, he suggested a 120 day appeals interval as being more reasonably attainable.
- Sub-regional ratings and the appeals process are addressed in the text of Chapter I (see Paragraphs N and T) of the Handicappers Manual. Arden noted that, although this text is reasonably consistent with current Council intentions, the Chapter I text has not been thoroughly reviewed for updating and revision. Such review and updating will likely not

occur until after the finalization and adoption of the Chapter II (revised rating adjustment protocol).

- The Board asked the Council when the revised rating adjustment protocol will be placed into effect. Arden responded that the protocol has been entirely reviewed by the Council but there remains a considerable body of work yet to be performed to support the protocol and its implementation (see Council Meeting Minutes above). It is anticipated this work will be completed in time to permit adoption of the protocol at the Council's January 2006 general meeting.

Via Motion for adjournment and unanimous consent the Board of Directors and Handicappers Council concluded their joint business at 5:00 p.m.

Council Meeting minutes submitted by,

Arden Newbrook,
Chief Handicapper

As transcribed from minute notes prepared by Alan Grim, Council Scribe

AMN:cbw