

# **Abstracts of Actions and Notes: Fall 2005 - July 2006 LMPHRF Council Meetings**

## ***From the meeting of September 24, 2005***

The Chair of the Technical Committee, Tom Merlin, discussed the DISTANCE Handicap (DHCP) He stated that the distance number was used more often this season than last: Queen's Cup, Hook Race and all of South Shore Yacht Clubs long distance races. He noted that Council members should visit their clubs and urge use of the distance number. The system needs more exposure and use, especially to apply to closed course races. Guidelines for use will be reprinted. He also announced that a handicap for upwind races would be addressed by the Technical Committee, perhaps to develop a windward/leeward handicap.

Unsportsmanlike conduct by one owner during the season was discussed. The owner demanded mid-season changes. The Council was reminded that there are no mid-season changes to stable handicaps unless the boat is new or a factual data error occurred. The procedure will be enforced and emphasized in the LMPHRF Rules and Associated Regulations and the LMPHRF Procedure Documents when next published. When unsportsmanlike conduct rises to a sufficient level, Rule 69 may be invoked.

If there are major changes to a boat after a set date, i.e. April 1<sup>st</sup>, the full amount of penalties will be applied. There will be no averaging. This policy will be enforced.

For boats to be reviewed during the 2005-2006 meeting season, explicit reasons for a review must be provided.

An educational seminar discussing USSA, USPHRF and ISAF is available to all clubs. There is no cost except for lodging for the presenters as a function of distance traveled.

Investigation of a process where an application for a handicap may be sent on-line accompanied by the paper form and the fee is continuing. There are security, validity, and other technical difficulties that need to be worked out to make the application cost effective. The form would be a visual duplication of the hard copy form. Normal turnaround times for issuing a handicap would apply. The form would be a visual duplication of the current application.

The application for a LMPHRF certificate will be modified for data needed for handicapping, especially asymmetrical sails and what measurements are really needed. There was discussion as to how to enforce reporting.

It was noted that the distance handicap might penalize asymmetrical sails.

Large Roach Mainsail penalties will be considered

2005 race results must be obtained from the various clubs. It is a club responsibility to provide results in the LMPHRF format.

For an appeal from an owner, all data must be supplied in a readable format or the appeal will not be heard. In addition, data for all events raced must be provided, not selective races.

Regatta Management is a premier race management computer program available and developed by John Ross.

The LMPHRF web site is being revised to make it more informative, more colorful and, more pages. A mock up was circulated. The Council was asked to provide suggestions. One was to add a photo album page.

A mock up of the new LMPHRF information brochure was circulated. Requests were made to substitute different photos. 2500 brochures will be printed; 1000 will be distributed at Strictly Sail others to sail makers, clubs, events, and boat dealers.

During the previous season, 50% of all renewals were late but the late fee was paid.

LMPHRF's goal is to service all owners who want a handicap and get the sailors sailing; no drop-dead date will be set for renewals and/or applications, but late fees for renewals apply.

A sample of the revised certificate for 2006 was circulated and approved with comment.

LMPHRF's contribution to Offshore Research is encumbered, but not paid.

Possible base handicaps for well-known boats with regional offsets may be established after the USSA meeting. National, stable numbers probably will not be developed.

Elections and appointments yielded the following: Bob Warnecke, Chief Handicapper and Joe McGinnis Corresponding Secretary are renewed for another three-year term. All other appointments and elective Offices were ratified by the Council.

### ***From the meeting of October 29, 2005***

Lake Michigan PHRF contributes annually to US Sailing for research. \$1,000 was previously allocated for the 2005-2006 contribution. It was recommended that LMPHRF increase its donation by \$2,000 to aid in speed potential research and development. The recommendation was unanimously approved. Large regional PHRF organizations such as LMPHRF contribute annually in this fashion to US Sailing.

It was announced that Dan Nolan, head of Offshore at US Sailing, is now assisted by Jim Teeters who is tasked with further development of handicapping.

The new web site is up. Three areas remain under construction: FAQs, Bulletin and Abstract of meeting contents. The Council was asked to supply the LMPHRF Office with one or two suggestions for the FAQ section.

The brochure is in the final states of construction. Council members will have an opportunity to approve the final product at a forthcoming meeting as well as decide print quantity and distribution.

Joe McGinnis reserved space at Strictly Sail (February 2-5) for LMPHRF. LMHRF will supply a stand-alone presentation, totally separate from LMSRF and/or Area III. It was suggested that LMPHRF present a mock appeal at Strictly Sail entitled Be a LMPHRF Handicapper for an Hour. Ideas should be given to the LMPHRF Office. Paul, Joe, Tom Barnes, Bob Sample and Bob Warnecke will develop an outline for presentation at the November meeting.

US Sailing has been restructured, approved by a two to one margin, at the October Annual Meeting. The board is now smaller (14 members only), is more a top-down organization and is less a grass roots oriented organization. A new House of Delegates, similar to the old board, will take input from the various divisions and present their findings to the board.

The current Executive Director of US SAILING has raised substantial dollars from corporate donors for the Olympics. He is now trying to raise money from corporate sponsors for recreational racing and cruising sailors.

Paul Ansfield is the new Chairperson of US PHRF.

Americap is now The Offshore Rating Rule (ORR) and is owned by three clubs, Chicago Yacht Club, Storm Trysail Club and the Transpac Organization.

IRC has issued 450 US certificates; this may increase to over 700 in 2006. Currently, there are about 6,000 IRC certificates worldwide.

Portsmouth has 14,500 members in the US and PHRF has over 20,000 members.

The LMPHRF application document must be revised to increase its usefulness to handicappers less intimidating to first time applicants for a certificate of handicap. The latter need is to be met by a more complete statement of terms and instructions.

A Large Roach Mainsail policy was discussed. Very few boats will have this style of main. There is no penalty for this under IRC. However, since more and more PHRF boats will seek this option, LMPHRF, at the suggestion of USPHRF, should penalize such mainsails if any one of four measurements exceeds a certain percentage of E. The penalty structure was detailed in the circulated paper. The action was unanimously approved with the related decision that the policy language be incorporated into the rules/procedures document and applied on a case-by-case basis. It was noted that targeting boats with large roach mains shipped by the builder is not intended. Instead, the proposal stops competitors from modifying "standard" sail plans by purchasing large roach mainsails. The renewal document must add areas for reporting detailed main sail measurements.

Development of a roller furling credit policy was discussed. If boats are not shipped with roller furler, there will be no credit as is the current LMPHRF policy. Since more boats are adding this gear, a final policy decision should be recommended regarding credits for such sail-plans. The current policy of no credits for a shortened main will be maintained. Discussion regarding a roller furled main was deferred for a report by the Technical Committee and recommended action.

\*\*\*\*A discussion to modify the current LMPHRF rules regarding asymmetrical spinnakers was begun. seen rapid changes to design (now more square), was presented as follows:

- I. Tack on Deck
  - a) Standard size (same as a spinnaker)
  - b) No pole/no sprit
  
- II. On sprit at centerline, i.e. J109/J105
  - a) Large size @ 135% of standard
  - b) Factory made sprit
  
- III. On pole - standard size
  - a) Normal boat with new asymmetrical to replace symmetrical that is faster and easier to use.
  - b) Standard penalties apply
  - c) Most popular configuration
  
- IV. On sprit - centerline - canting (articulating) sprit, i.e. Antrim 27
  - a) Factory built only

#### Asymmetric Spinnaker Penalty/Credit Structure

- I. Deck tack point may exceed J by up to 8", standard size chute, cruiser only - no pole/no sprit. No penalty. No credit.
- II. Penalty based on size of spinnaker or class rules. Tom Barnes and Bob Warnecke will develop, by November 19<sup>th</sup>, a formula for JC on sprit boats. No penalty for standard dimensions.
- III. Standard penalties elsewhere are still applied.
- IV. Canting/articulating prod – to be penalized is -3 from base. No action was proposed pending more information.

Northern Winds, a Beneteau 50. At the next meeting, the boat will be reviewed in detail utilizing all records and data available. LMPHRF handicapped this boat at 81; the owner appealed to US Sailing and the handicap was raised to 90. In 2005, the owner received, in error, a certificate at 102; this certificate was revoked and a corrected certificate was issued at 90. The owner ignored the revised certificate and raced the Queen's Cup at 102. Discussion: If and when the owner renews for 2006, what should the Council do? Is the handicap to be lowered; is the owner to be sanctioned; is a penalty to be applied? The Council feels the handicap should be much lower. Final action will be taken at the November meeting. In the future, all corrected certificates will be sent via registered or certified mail with a return receipt requested. However, the website as always is immediately updated and is official.

#### ***From the meeting of November 19, 2005***

Proposed presentations for Strictly Sail discussed by Joe McGinnis; one was to develop a syllabus of basic PHRF Rules and Associated Regulations would be-read and explained. Another was to-have a "confession booth" in which one-on-one counseling regarding certain issues would occur. The Council was not very interested in the first suggestion and the second would be difficult to control so that all participants would speak as one. The Council again suggested that a "mock appeal" session be developed with a 90-minute total presentation: including questions and answers. The Council wants a "fun" presentation that engages the audience. Torn Merlin, assisted by Joe McGinnis, Bob Sample, Paul Ansfield, Brenda Sollitt and Bob Wamecke will develop something along the lines-of a good defense of an appeal and/or denial of an appeal. Another possibility is to compare results of an appeal by the LMPHRF Council vs. volunteers reviewing the same appeal.

Regarding the restructured US Sailing organization: There will be a one-year transition from the old

board to the new board that consists of only 14 members. A House of Delegates (like the "old board") has been appointed and a few members will write the bylaws, terms of reference, scope of operations, etc for approval by all House delegates. Some committees of US Sailing are new. One new committee, Risk Management, is chaired by Alan McMillan. This new committee is not related directly to any on-water or safety at sea committee. Instead, they have been charged with reviewing insurance programs (USSA, yacht clubs, directors/officers, and event insurance), sexual conduct policies, alcohol issues, safety, transportation of children to events, and other issues.

US Sailing is more "staff run" but has a minimum of resources. Dan Nolan is the director of the Offshore Office; Jim Teeters is Assistant Director, while Donna Leary provides support to the offshore division. The Council was reminded that if data are needed from the Offshore Office by LMPHRF that the request be relayed through the LMPHRF Office.

USPHRF is attempting to make the Handicap Book available electronically. The status of the 2006 book is unknown; the master rig data publication should be available soon to the Council. Additional information will be available to US Sailing members only. The PHRF Bulletin will be revised and distributed approximately every six weeks. The publication will be a brief statement of current policy, developments and handicap development. USPHRF intends to be very active with constant communication with its 20,000 plus constituents.

At the ISAF meeting, Empirical Handicapping Subcommittee discussed plans to standardize terms for yacht description. The effort should aid better communication among sailors from all nations. A great deal of concern was expressed about bad behavior in the sport. The rules will be tightened in an attempt to eliminate a person or persons from the sport whose behavior discredits the sport of sailing.

Large roach main dimensions and definitions are being added to the LMPHRF application for a handicap.

The revised brochure was approved. 2,500 will be printed for 2006 with 1,000 to be available at Strictly Sail.

Renewals are going out the second week in January along with the rules document. Owners will be requested to highlight all changes to their boat's dimensions on the renewal document. Owners are required to declare asymmetrical spinnakers as it affects the distance handicap. Instructions will be included with a transmittal letter.

Online renewal is possible, but not cost effective for LMPHRF; it will not happen. Online payment is not available. It is not cost effective and information may not be secure.

Dale Smirl noted that the LMPHRF rules need to be revised and made more specific to allow handicappers to inspect boats, upon request, to verify PHRF data. Dale will draft the language.

It was also suggested--that LMPHRF develop a sail maker's certificate for use by owners. This should be accomplished shortly and apply to the main, largest jib, largest spinnaker, and asymmetrical spinnaker. Completed certificates will be optional in 2006 and mandatory in 2007.

Torn Barnes and Bob Warnecke are to develop written language regarding standards for symmetrical and asymmetrical spinnakers and the related penalty structure. This language is to be completed as soon as possible for circulation to the Council and insertion in the renewal package.

If a Council member is affiliated with an appeal, the member must leave the room at the inception of the discussion without being involved. In addition, if a Council member has any vested interest in the boat being appealed, i.e. measurer, dealer, sail maker, he must leave the room. This procedure will be enforced.

The Technical Committee has developed a submission form for use by Council members and Regional Handicappers only if they request a review of a boat that does not have a provisional handicap. A question regarding competing against a particular boat, a disclaimer and a signature line have been included. The form was unanimously approved.

A lengthy discussion ensued regarding PBO standing rigging. This type of rigging would be a change from wire or rod rigging and may result in an advantage by reducing weight aloft. Should there be a penalty of -3 for replacing wire or rod with PBO as there is a deviation from standard? By applying a penalty, LMPHRF could be seen as forestalling technology as there was no penalty for up-grading wire to rope halyards and runners to, for example, Technora. In addition, a greater weight savings would be to convert mains and jibs from Dacron. PBO increases windage and the fittings are heavier

versus rod deck fittings. No data is available on PBO vs. wire or rod on smaller boats.

It was moved and adopted that a review of PBO installation would be considered on a boat-by-boat basis without a specific penalty.

A review of the handicap of a Beneteau 50, Northern Winds, occurred. Current PHRF handicaps for a Beneteau 50 range from 102 to 90. This boat is similar to a Beneteau 50G and a Jeanneau 52 Sun Odyssey, both rated at 75. This is a Farr design with a tall mast. It was moved and adopted to handicap the boat at 75 with a distance handicap of 69 (3 for shoal draft keel and 3 for asymmetrical).

It was moved and adopted that the Jeanneau 52 Sun Odyssey be provisionally handicapped at 75

### ***From the meeting of January 28, 2006***

Council members were reminded to copy the LMPHRF Office (lmphrf@lmphrf.org) regarding intra-council communications and to also provide accurate personal contact information. Council members were asked to remind their constituents that LMPHRF cannot accept credit cards. It was noted again that all meeting discussions are to stay within the meeting room when the agenda item is carried over to the next meeting. Only conclusions are to be stated publicly.

Tom Merlin stated that the goal of the Seminar is to provide an insight into the appeal/rating procedure in a fun and open way. He prepared three cases for review: a factual appeal (incorrect data) for "Lost at Sea", a competitor appeal (boat wins too much) for "Smoking Hot" and an owner's appeal (can't sail to rating) for "Sailing in Circles".

Symmetrical and asymmetrical spinnakers standards, definitions and penalties were up-dated and will be published in the Rule and Procedures manuals updates.

Spinnaker definition handout corrected as follows:

Since Lake Michigan PHRF is losing constituents who want to race but have roller fuller gear, the current standards have been adjusted to encourage casual racing and to lessen restrictions. See handout for rig/boom/roller furling definitions and adjustments. These changes may be implemented in 2006.

Highlights are as follows:

Furling adjustment: Straight forward - limits sail materials. Add to main penalties: with vertical battens and negative roach equals +3sec/nm. Sails with "exotic" materials and finished on both sides (for shape and durability for a furler) receive a credit as they are heavier. To receive a credit, the sail must be roller furling and cannot be dropped on deck. If applying for a credit, may carry only ONE headsail with complete roller furling gear. Storm sails are accepted. These adjustments were unanimously adopted

Updated boom and other rig adjustments will be published in the Rule and Procedures manuals updates.

Boom adjustment: Formula printed is not properly stated. New language will be provided and

The formula to compute IRC time-on-time to PHRF time-on-distance is: 650 divided by IRC factor (.8 to 1.4) less 555.

An "implied consent" policy regarding boat inspection in which boat owners are to allow inspections by elected Lake Michigan PHRF representatives. The policy had been omitted from LMPHRF documents. The policy was adopted and will be published in the Rule and Procedures manuals updates.

Other edits to the 2005 documents were suggested and adopted. All changes will appear in the republished 2006 versions of these documents.

With regard to multihulls: The "24 Class" is appealing the handicap through the Corsair Trimaran Association using the LMPHRF appeal form. There is a new fleet of modified 24's, basic modification is mast height; There are currently three boats racing; a handicap will be assigned when results are published. The "31 Class" wants a rating adjustment; data is required for analysis.

The Sydney 41/Bashford-Howison 41s were reviewed. All three boats (Majic, Scout and Spirit Walker) have been modified for keel and rudder. Scout has a penalty pole and carbon fiber rig. All three boats were built from the same mold so the hulls are identical and the rig dimensions are within LMPHRF tolerances. This is a 1993 design.

After extensive discussion, the council adopted a motion to consider these three boats as a class.

It was then decided to establish a base rating for the class and then apply the standard penalties and/or credits to the individual boats. A motion was adopted to handicap the boats to include their newer keel at 18.

The table below illustrates the application of the base handicap and adjustments for each boat

Majic - Base: 18  
Chair credit: +3  
Final: 21

Scout- Base: 18  
Penalty pole: -6  
Carbon rig: -3  
Final: 9

Spirit Walker - Base: 18  
Final: 18

All handicaps are **provisional**. Note, the chair credit for Majic requires the owner to be seated in the chair while racing.

A motion to ratify adjustments to the base handicap was adopted.

### ***From the meeting of February 25, 2006***

A letter from Dorsey Ruley owner of Majic requesting a waiver of the local appeal process was received no communications were received from other owners of Sydney/B&H 41s

The presentation at Strictly Sail was an excellent program designed by Tom Merlin. It was recommended that the seminar be repeated in 2007.

The Executive Director discussed at length several recent violations of LMPHRF Procedures. There has been a severe problem with leaks within the past three weeks; these have a current history since April of 2005. Members were reminded to comply with the Code of Conduct document or leave the organization and, again, reminded to speak with one voice. Individual Council representatives may NOT contact boat owners seeking information. Such contact distorts the LMPHRF image. An incident regarding the Sydney/B-H 41 boats was cited. A nasty, insulting and degrading letter was written to the owner of Majic by an individual with information supplied by a Council member or members, distorted, untrue and passed on to various websites. The Council and its individual members are greatly impacted by this kind behavior that is not only embarrassing but also demeans the Council's work and image. It was emphasized when certificate holders or other individuals have questions relative LMPHRF, they must communicate in writing ONLY to their regional handicapper and the Executive Committee.

Individual members of the Council CANNOT contact boat owners requesting information. Information regarding handicapping of boats can be gathered by the Executive Director, the Chief Handicapper, and the Chair of the Technical Committee only.

Individual council members cannot suggest handicap numbers to owners. Individual members of the Council may not contact US Sailing, the Offshore Office, IRC, etc. on behalf of LMPHRF without prior clearance by the Executive Director who will likely approve the contact.

The activities mentioned above, and other violations of the LMPHRF Code of Conduct and LMPHRF procedures not discussed must stop or strong action will be taken with regard to the individual(s) ignoring LMPHRF policies. The Code of Conduct is appended.

*With regard to appeals*, owners may by-pass LMPHRF and go directly to USPHRF. This avenue is rarely taken.

The furling adjustment language approved at the January meeting was clarified was reviewed and clarified for publication.

Dorsey Ruley, owner of Majic, wrote LMPHRF requesting permission to bypass the local appeal process and proceed directly to USPHRF. The Council adopted a motion to approve his request. Frank Wittosh will prepare LMPHRF's response concerning Dorsey's appeal of Majic's handicap.

A new form was circulated titled Record of Absence from Council Chamber whereby, upon signing, individual members are excused from discussions where they may bring bias. All forms will be retained in the permanent minute file.

The following handicaps and related actions were moved and adopted.

SR25, SN CAN003: 120 base handicap.

Viper 830, SN 93239: 66 base handicap.

Sabre 36-1, SN 52478: 117 base handicap.

Beneteau 285, no sail number: 186 base handicap.

Scampi 30 MK IV, SN 32419: 162 base handicap. (Tall mast?)

Farr 42, SN 52498: This is a spinnaker pole version very similar to a Farr 395, weighs 50% more than a Farr 40 and is slower, fractional rig, mast head kite, non-overlapping jibs, cruising cockpit and interior. Assigned handicap @ 6P, distance handicap at 3.

1D48, SN 48008, formerly handicapped at -36. Water ballast has been removed, carbon fiber mast. Handicap assigned @ -30P.

Lemsteraak 10.5, SN VB 273, handicap assigned @ 309P, distance handicap @ 297.I

J124, SN 52400. A non-sprit boat, carbon fiber fractional rig. Handicap @ 36.

An administrative adjustment was made to the Nelson Marek 36, Rush. The correct handicap is 84, Roberts 44, remove provisional designation.

Centurion 42, remove provisional designation.

Hunter 44, retain provisional designation, owner to supply data for a technical review.

J110 - not shoal draft boats. All three (SN 6571, 50798, 0004) handicapped at 90.

J100 -not a one-design. Handicap @ 90P. Owner to provide pole and jib dimensions.

Hunter 30 SD , SN H30, SN 51. SN 51 is tall mast; SM H30 is shoal draft. SN 51 handicapped at 171

Sago 409, SN 52434, retain handicap of 81, remove provisional designation.

Melges 32 - SN00122, remains 24P. Entire class has PBO rigging and no rod.

22 sq. meter, SN 02247 and S246. Questions were raised concerning meeting ORC requirements; this is not applicable to handicapping as the boats have been grandfathered. The standard 22 sq. meter is SN 246, Vinst, handicapped at 141. The other 22 sq. meter, SN -22447, Lalla, has various credits and penalties to be applied which result in a significant reduction of the 141 handicap. The Technical Committee proposed an all inclusive number of 129P.

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## APPENDIX TO THE MINUTES OF FEBRUARY 25, 2006

### LAKE MICHIGAN PERFORMANCE HANDICAP RACING FLEET, INC. A Wisconsin Not-For-Profit Organization

#### Council of Handicappers Code of Conduct Policy Statement

As a member of the Lake Michigan PHRF Council of Handicappers (Council) you must make a reasonable effort to abide by the Lake Michigan Performance Handicap Racing Fleet's (LMPHRF) policies. This is the essence of the obligations of any not-for-profit organization's members.

As a Council member of the Lake Michigan Performance Handicap Racing Fleet, you must:

1. Be active;
2. Receive no material profit;

3. Avoid conflicts of interest;
4. Exercise judgment;
5. Comply with any applicable government regulations.

### **Be Active**

You should attend meetings. Attendance is the basic method of becoming and remaining informed about the organization — how the organization functions, its purpose and any specific responsibilities assigned to you. Attendance also demonstrates commitment, responsibility and diligence.

### **Receive No Material Profit**

Council members can only receive reimbursement for reasonable expenses and costs incurred in carrying out their Council responsibilities.

### **Avoid Conflicts of Interest**

As a Council member, you owe a duty of loyalty to the Council which takes precedence over your personal interests. Conflicts may be:

Self-Dealing. You should avoid transactions with the Council where you have a personal or business interest beyond your interest as a Council member. If such transaction should occur,

1. you should make full disclosure to the Council,
2. refrain from voting,
3. leave the Council chamber, and
4. not be counted in determining the existence of a quorum.

Organizational Opportunities. In all matters of interest to the Council, you must put its interest ahead of your own and function in a non-partisan manner in discharging your responsibilities.

Privileged Information. You must never use information received while serving the Council if the personal use of such information would be detrimental in any way to the LMPHRF Council of Handicappers and/or LMPHRF organization. Any actions that might impair the reputation of the Council must be avoided.

Duty of Loyalty. As a Council member, you are required to be loyal to the interests of the organization rather than to the financial or other interests of you, individually, or another person or another organization. Any adverse interests will be subject to review and, possibly, removal from the LMPHRF Council of Handicappers

### **Exercise Judgment**

As a Council member you have a duty to care for the organization's affairs in good faith and with, at least, a degree of diligence, care and skill which ordinarily prudent people would exercise under similar circumstances in like positions. Your good faith is not enough. Council members must act collectively with knowledge and after adequate deliberation to make careful, educated and honest decisions. If you do not act in such a manner, your actions may be deemed as "gross negligence".

Good faith is characterized by honesty, integrity and faithfulness to your duties and obligations and with no intent to take advantage of the organization.

### **Reporting Council Actions**

The LMPHRF Council of Handicappers speaks with one voice reflected in minutes of its meetings, its correspondence, newsletters, bulletins on its web site, or other appropriate communiqués. Discussion outside of Council meetings by members to report or otherwise describe to the public incomplete actions of the Council regarding the assignment of handicaps, reviews of provisional handicaps, or appeals of handicaps in process often provides distorted and incorrect information. This kind of behavior does the LMPHRF sailing constituency and the organization itself a disservice.

### **Compliance**

A number of local, state and federal laws and regulations apply to the Council and/or the LMPHRF organization.

### **Conclusion**

The standard of conduct for Lake Michigan Performance Handicap Racing Fleet, Inc. Council members is to act in good faith, with the care an ordinarily prudent person in a like position would exercise under similar circumstances and in the best interests of the Council; in two words, care and loyalty.

Each Council member is held to a higher standard than volunteers in other not-for-profit organizations as each

Council member has access to the Council's proprietary information and the detailed affairs of the organization. Each individual member of the Council of Handicappers must commit to LMPHRF's mission. This mission is the cornerstone of the LMPHRF Council's every decision.

Unanimously approved by the LMPHRF Council of Handicappers – 04.30.05

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***From the meeting of March 25, 2006***

The minutes of the February 25th meeting were corrected to re-state under Rig Adjustment@ the correct penalty: Penalty is -3 for each 6% increase in I, ISP, OR P or -3 for a 3% increase in I AND P. The minutes were also corrected to add and/or replace language in the Roller Furling definition: Exotic materials may or may not receive a credit; if the sail is a true roller-fuller and cut for roller furling, regardless of material; it may receive a 3-second credit, to be determined on a case-by-case basis. Credit may or may not apply to production boats. The minutes were approved as corrected.

The Majic appeal is at US PHRF. John Collins, Bruce Bingman and Jim Walsh will hear the appeal. Frank Wittosh is representing Lake Michigan PHRF and has prepared a written statement. The appeal will be heard via telephone conference in a very rigid format allowing for oral presentations, rebuttals and discussions. Because of his position in USPHRF, the Executive Director has recused himself from the process and proceedings

Once again, Council members were reminded to cease talking outside the meetings before an action is complete or minutes approved. Immediately after the February 25<sup>th</sup> meeting, information from the meeting was discussed in detail on a website. If the individual(s) is/are identified, he/they will be removed from LMPHRF.

Paul Ansfield has been elected Secretary of the House of Delegates. The House of Delegates reviews and endorses proposals of its constituent bodies (some 38 currently) and will also consider proposals put forth by an individual.

The Board of Directors of US Sailing now consists of 14 persons.

The IRC Committee is now chaired by Bruce Bingman; Bob Warnecke is vice-chair. Both men are strong PHRF advocates. They see their task as one to review all US certificates and the numbers assigned to each and then correct the certificates with their counterparts in England.

ORR (formerly Americap) is seeing some development. The handicap system is used for distance racing only.

The Safety-at-Sea Seminars and training programs are being widely copied. However, European sailing organizations find US Certification unacceptable for competitive events overseas.

Consideration was given to handicapping boats in Categories 5 and 6, i.e. Solings, Etchells, Ultimate 20's, Sonar, 22 sq meter, which may or may not meet the safety requirements. LMPHRF may handicap Category 5 as appropriate but not as offshore boats and not for sailing against "traditional boats". There is no liability to LMPHRF. LMPHRF will not handicap Category 6 but instead will organize a sub-committee of the technical committee to develop numbers and requirements.

J 105: The issue: What kind of boats are we dealing with?

The PHRF bias is general for one-design rigs. An ODR definition is official when the rules for a class are accepted by ISAF and/or USSA; the rules must supply all details on configuration and specifications, the class management must be clear and the class must conform to the Rules of Racing.

The J105 class has an ODR classification on file with ISAF/USSA but the data has not been filed with LMPHRF. This will be forwarded. Fleet 5, Chicago and represented at LMPHRF by Clark Pellett, must meet the international standards to qualify for ODR status. Each owner must complete an application, supply measurements, and also certify the specifications. The 2006 renewal applications are suspect as some measurements are in meters and kilograms (owners must convert),

Clark will address Fleet 5 regarding renewing certificates, supplying specifications to match the ODR numbers; a measurement stamp or certification to be supplied by Clark.

Fleet 5 has various configurations of J 105s. When one-design racing the handicap is not a problem. If racing in a mixed fleet the handicap is an issue.

The J-105 class specifications are:

- 107% jib attached to a roller furler
- Dacron main
- 89 square meter asymmetrical spinnaker.

Each sail has a numbered button applied to it and the number is registered on a central database. Each boat must carry its displacement certificate and all required equipment at all times; each boat must also carry a certificate with its forestay measurement. A master copy of the sail certifications will be supplied to LMHRF.

The general purpose number (or base and final number) for 2006 for all J-105 class boats meeting the International ODR specifications is 87. Y-20, N-1, A-0. Number carries A designation.

If a J-105 deviates from ODR, i.e. 155% jib, higher crew weight and standard keel, the handicap is 78 (-6 for jib and -3 for weight). If a J-105 has a 155% jib, higher crew weight and is shoal draft, the handicap is 81 (+3 for shoal draft).

The following handicaps and related actions were moved and adopted.

B-25, Mrs. Jones, is a stock boat, built in 1990 with 7/8 fractional rig and spinnaker, SPL Distance handicap is 126.

Beneteau 47.7 TM DK - classified A

Beneteau 47.7 WK - classified A

Dehler 34-2, original handicap @ 120, dropped to 90. Boat has prod and masthead kite.

Dehler 39 - classified A

Dehler 39 TM - classified A

Dehler 41 DS - classified A

Dufour 40 DK - classified A

Dufour 44 SD - classified A

Etap 32 - classified A

Fingulf 41 - classified A

Hunter 44 RFM/SD - information requested from owner not received, remains P

McPhearson 36 - classified A,

Saga 409 - classified A

Sunshine 36 CB - classified A

### ***From the meeting of April 22, 2006***

Joe McGinnis was recognized for his efforts and leadership as Chair of Lake Michigan Sail Racing Federation (LMSRF).

The Executive Director commented that the "loose talk" continues unabated and continues to cause major problems. All of the loose talk is centered in Chicago. Once the source is discovered, the Council will act vigorously.

During the summer the Executive Committee including all officers, directors, regional handicappers, Dale Smirl and Tom Merlin will meet either physically or electronically to deal with any issues that arise. All summer actions will be confirmed at the first fall meeting. A resolution concerning the summer process was adopted and reads: "The Council will be permitted to meet electronically to

carry out actions during the racing season. All actions will be confirmed by the full Council at the first fall meeting.”

The Majic appeal was heard via teleconference in the evening of April 19th. John Collins, Bruce Bingman and Jim Walsh heard the appeal and rendered the decision that was released on the morning of April 20<sup>th</sup>. The decision was to raise the base handicap by 6 seconds per nautical mile; the decision is in effect for two years and cannot be changed.

Once the USPHRF decision was made public, an individual made numerous telephone calls to various individuals; the calls were angry, distorted, inaccurate and contained many references to information not available to non-LMPHRF Council members. This individual was told to put his opinions in writing and to submit the written document to LMPHRF and/or USPHRF. The document must be cogent and provide complete historical and performance data and it must be signed by all concerned individuals if, at the Council's discretion, it is to be reviewed by the Council. If no letter is prepared, the matter is closed.

It was proposed that Paul Ansfield, Dale Smirl, Joe McGinnis, Bob Warnecke, Tom Merlin and Brenda Sollitt compose a letter to this above-referenced individual outlining the appropriate action and response to be supplied by the complainer.

Regarding measurement, rating and performance handicap rules: US Sailing was formerly involved in rule development, i.e. IMS and Americap. However, the US Sailing Board of Directors voted to drop the development aspect and move to administration only, i.e. IRC in the United States. PHRF and North America Portsmouth continue to be developed locally with all information shared.

The following handicaps and related actions were moved and adopted:

J-105 certificates - the crew limit (4) is on the certificate; individual owners must declare data.

Beneteau 25 - two versions, two boats. Platu is a one-design class; the other boat is not.

Multihull handicaps were processed and accepted

Alerion Express 28 - boat has been misidentified by LMPHRF. There are two models, 1 and 2, with different keels; version 2 keel has deeper center of gravity. The 28-2 ODR has no track, no spinnaker and a 97% jib on a boom. The handicap for the 28-2 is 159P and the handicap for the 28-1 (no longer produced) is 165.

J-80 one-design carries 102% roller furler jib. Some J-80's sail with a 155. The fleet must be reviewed for ODR. The ODR rating is 120,

Quest 33, Sailor Bandido is not a class boat, has water ballast which is not used with a new main, tall mast, big roach and shorter E. The base rating for this boat for distance is 81, minus 3 for a code zero, minus 3 for sprit, minus 3 for masthead kites to equal 75. The base number for all other racing is 84 minus 3 for reconfigured main roach and P to equal 81P. *This owner MUST reconfirm with LMPHRF that water ballast is not used and that all plumbing and piping associated with water ballast has been removed.*

C&C 115 - 40 boats built to date. There is limited race data available, the class rules are vague and inconsistent and, therefore, of no use in handicapping; the class carries a non-overlapping head sail. LMPHRF handicaps the boat in 2005 at 72P. For 2006, the handicap remains 72P but will be reviewed.

Soverel 39 - racer/cruiser with interior handicapped at 72P.

Wylie 39 - handicapped at 57.

Columbia 30 - an ODR design, crew weight limited to 1500 lbs and 3 sails, class rules on file. Handicapped at 69P.

Nelson/Marek 52, handicap number is an all inclusive one. Handicap at minus 60P; distance number is minus 69 for pole and mast head kites.

Beneteau Oceanis 351: Handicapped at 150P.

Beneteau 343, cruising boat with shoal draft. Handicap at 147P

## **From the meeting of June 12, 2006**

A letter is to be sent to the J109 owners as there are now four versions of the boat. Each version is to be separately handicapped based upon work done by the Council for the J105 fleet. The J109 fleet is to provide verification in writing from the class measurer.

Regarding spinnakers, there are many rule for calculating spinnaker size. LMPHRF and US Sailing use America's Cup measurements (J, JC, I and ISP) for symmetrical spinnakers. The Council must address boats that have both symmetrical and asymmetrical sails where the asymmetrical sail is larger than the symmetrical spinnaker, and a penalty structure for flying both. Currently the boats are reviewed on a boat-by-boat basis.

The 2007 renewals will ask for detailed information.

Regarding time-on-time, the LMPHRF formula is not consistent with USPHRF. LMPHRF does not use the USPHRF general numbers but one where a handicap of 51 equates to a TOT factor of 1.00. LMPHRF does not offer course specific TOT factors suggested by USPHRF. The TOT handicap will be reviewed for inclusion in the policy manual. TOT compresses the fleet, particularly in the middle, first, second and third generally, but not always, remain the same. TOT scoring is quite easy to use. Most scoring systems around the world apply TOT scoring.

At this date certificate renewals and new certificates number approximately the same as 2005, about 750 Thirteen multi-hull certificates have been issued which is the same as in 2005.

The Technical Committee has been expanded to include Don Waller, Chris Nielsen and Eric Jones. Steve Mauritz is a continuing member. Tom Merlin is the committee chairperson. Paul Ansfield and Bob Warnecke are ex-officio members.

Dale Smirl presented a document related to the strict interpretation of "base handicap" in general and the use by USPHRF of that description; Dale noted that he felt duty bound to discuss the issue and that the interpretation was not specific to Majic and Dorsey Ruley's recent appeal to USPHRF and that body's subsequent decision. Dale stated that USPHRF defines "base handicap" as it applies to an "unmodified" boat. All three of the boats involved in the appeal were "modified" and that the Appeals Committee was aware of this at the time of their decision. Dale moved that the penalty structure devised by LMPHRF in April 2006, be put back in place as it applies to "base". After much discussion, there were several motions adopted as follows:

- (1) approve of USPHRF definition of "base" and now apply credits/penalties to the newly described "base".
- (2) allow +3 to Majic for the chair for a final number of 27.
- (3) penalize Majic 6 seconds for keel and "significant reduction in weight" for final number of 21.
- (4) penalize Scout 9 seconds for carbon fiber and pole.
- (5) penalize Scout an additional 6 seconds for keel and ballast for a final number of 9.
- (6) penalize Spirit Walker 6 seconds for keel and ballast for final number of 18.

Catalina TM/WK 28-2, SN 424. Handicap @ 189P, plus 3 for prop if applicable.

Beneteau 44.7 @ 29P.

C&C 29 (Mark 3) with short keel & bulb, base handicap @ 177, less 3 for keel @ 174P.

Pinball Wizzard, Base @ -33, less 3 for keel and less 3 for weight @ -39.

Dufour Classic 43 handicap @ 75P (less 3 for distance for asymmetrical).

J124 - base with pole (one of three lengths) @ 24P. Boat with no pole @ 30P.

J160 - handicapped at -6P

J92s (carbon fiber and bulb) handicap at 90P.

J92 standard – handicap remains 111.

Nelson Marek 43, Tyrant: base @ -15, adjustments @ -9, final handicap @ -24P.

Distance handicap is -30 for masthead kites and asymmetrical.

Raven, Stan Bailey's boat, handicap remains @ 9, no change. Base is 12, minus three for carbon fiber mast. Tom Merlin was to verify longer pole and if so administratively handle the

adjustment.

### ***From the meeting of July 10, 2006***

A PHRF national championship is to be developed and announced with a planned format similar to Key West Race Week.

The inventory of Mac photos from 1983-1999 displayed at Gaslight Gallery has been purchased by Roger Derusha along with half-hull models. All are for sale at reasonable prices. Contact Dean Derusha at 888-994-1320 or 984-835-2757 if interested.

More older boats that have not had LMPHRF handicaps for several years are renewing their certificates. USSA and USPHRF are working together to develop an algorithm to compare speed potentials. This is not to be construed as a "national handicap" but is in the 3 second/nautical mile PHRF format.

An analysis of PHRF Section 1 from the Chicago NOOD was circulated which included a table as adjusted from third place and down to indicate how boats were sailing to their handicap. This analysis could be useful for appeals and possible fleet balancing. However, the spread of handicaps in each section should be monitored and this analysis may be flawed in that the NOOD was the first major event of the year and many boats were poorly prepared.

The Sydney 41 issue is finished. USPHRF contacted LMPHRF to make clear that the actions it took at the last LMPHRF meeting were inappropriate. It clarified its intent. LMPHRF's actions of June 12<sup>th</sup> were reversed by USPHRF. The base handicap of the boats are as specified by the appeal hearing committee. If anyone is concerned with the results, they may write to LMPHRF. The ORR certificates for each of the three boats were circulated.

According to Trey Ritter, the Area III multihulls want to race the Tri-State under their GLMRA designation. The GLMRA certificate is not recognized by US Sailing, USPHRF or LMPHRF. In order to obtain LMPHRF recognition, the fleet would have to join LMPHRF and abide by its rules.

A few rules violations have occurred by individuals who do not report errors on their LMPHRF certificate and continue to sail with an incorrect handicap.

If mid-season changes to boats' configuration have occurred, they should be immediately reported. One change is permitted provided the boat sails the balance of the season as changed. This is particularly applicable to one-design classes with fixed measurements. Inspection is required by the class measurer and not by a member of the class.

A T-10 raced the Queen's Cup with suspect sails. The Council voted that the boat is to be inspected by Bob Warnecke, Chief Handicapper, as soon as possible to determine other violations, if any. If the owner does not allow inspection, the certificate will be pulled for the season.

A general discussion occurred concerning how LMPHRF can monitor/police removal of interiors before a race. A letter will be developed to remind all certificate holders that their certificate may be pulled either for the balance of the year or for one year after the infraction for violations of LMPHRF policies. Competitors will also be reminded to monitor one another.

Since there is no uniformity to sail makers' certificates, LMPHRF is developing a sample format.

The following handicaps and related actions were moved and adopted:

The J109 in four configurations was reviewed as follows:

J109 with 155% Jib and 120 sq. m spinnaker was designated the "class" boat in 2006. This is incorrect: it is the "penalty" boat. The handicap is 69P but must be reviewed in fall, 2006. (It should be 66.)

J109 with 105% jib and 108 sm spinnaker is handicapped at 75P.

J109 with 105% jib and 120 sm spinnaker is handicapped at 72P.

J109 with 155% jib and 108 sm spinnaker is handicapped at 72P.

J92 handicapped at 93 remains the same until more data is available.

J124 handicapped at 24 remains the same.

Beneteau 10R (new boat) has carbon fiber rig, aluminum boom, no roller furler, sprit, Farr design, 32-foot, will first race in the Verve Cup in August. The sail configuration may change, but the boat was

handicapped at 72P.

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A Workshop session followed the formal meeting where additions, deletions, corrections, insertions and adjustments to the LMPHRF documents entitled "Procedures" and "Terms of Reference, Rules and Associated Regulations" were reviewed by the Council and approved. These documents will be distributed to certificate holders by mail and posted to the website.