

TO: HANDICAPPERS COUNCIL- PHRF-LO
FROM: A.J. SCHNEIDER, CHIEF HANDICAPPER

SUBJECT: FEB. 4, 1983 MEETING, KINGSTON, ONT.

A Joint meeting of Handicappers and Delegates was held on Feb. 4, 1983 at the Kingston Yacht Club. A number of issues were resolved and many were not. I expect that the new President, Ross Jacobs, will be communicating with you directly regarding changes in By-Laws etc. enacted or proposed by the Delegates. Two important actions of the Delegates, however, directly affect the Handicappers:

1) A grievance committee has been elected and will process all disputes regarding the basic SP ratings. This will not directly involve the Chief Handicapper in the future.

2) Cat-rigged boats will be given ratings. It will be up to us to determine the basic SP's.

For the coming year, Bob Brorein will be the Treasurer. His address is:

180 Henderson Dr.

Penfield, New York 14526

Telephone: 315-586-8196 (H) and 315-482-8966 (O)

As we did last year, all new applications must be sent to him first, complete with payment in U.S. currency. After he has logged these in, he will transmit them to me for final processing. Applications sent directly to me will simply be returned to the sender.

Change forms for members who already hold paid-up certificates may be sent directly to me. In this connection, if a member purchases a new boat, submit the application on an application form rather than a change form, but BE CERTAIN TO MARK THE APPLICATION AS A CHANGE IN BOATS AND INCLUDE THE CURRENT CERTIFICATE NUMBER.

When issuing a certificate for any boat not listed in the Standard Boat List, be aware that last year it was agreed that the provisional rating (SP) must be agreed upon by a minimum of THREE local handicappers before it will be processed. Some difficulty arose last year over this requirement. It will therefore facilitate matters if you will include in the application, under Notes, the names and Yacht Club affiliations of the three handicappers who made the assignment of SP.

No action was taken at this meeting in regard to changing the SP's of any particular yacht. Rather a list of yachts whose SP's are most subject to debate was compiled. As in the past, most of the evidence to date consists of opinions and some race results without any hard data regarding the respective abilities of the contestants. As before we agreed that such impressions are not without value, but we also agreed that PHRF-LO should be capable of something more tangible.

Graham Moss, from KYC, presented his experiences in getting a handle on the abilities of racers. Briefly he devised a letter which went out to the fleet in which he asked each contestant to rate himself AND his competition on a scale of 1 to 10. The importance of this exercise is that there was very consistent input from all the racing fleet as to what number best described the combined effects of crew, boat preparation, equipment, etc. It was therefore agreed that I would provide all Handicappers with a copy of his letter, and that the local Handicappers would solicit the opinions of their fleets. When you have this information please send me the scores and certificate numbers of the individuals who return their sheets. If you then also send me race results from 1982 - that is, certificate number, elapsed time, and course distance - I will correlate the race results with the scores for as much of the Lake as I get data for and provide these analyses at or before our next meeting. A copy of Graham's letter is enclosed.

Also enclosed is a sample print out of the long distance race at EYC last year. You will note that the computer program not only scores each race both time-on-distance but time-on-time as well. In addition, the number of seconds per mile each person finished (on corrected time) behind the overall fleet winner is tabulated. A similar tabulation shows the ratio of the fleet winner's corrected time to that of each contestant. It is these values, averaged over each person's seasonal record that will be correlated with the Moss scores. This is an attempt to put more objectivity into the decisions regarding alterations in SP's. Those handicappers and Yacht Clubs who fail to provide data for such analyses will be in a weak position regarding the outcome of our deliberations on SP changes.

A meeting of Handicappers was scheduled for:

April 9, 1983 - Saturday
Dalhousie Yacht Club
10:00 Hours

At this meeting we will consider all SP changes based upon the best evidence available. On or before that time I shall prepare a draft of changes in the Handicappers Manual for consideration. Whether we will be able to agree on the proposed changes at that time is problematical.

The following boats were considered candidates for changes in SP rating:

Catalina 30 TM
Catalina 25
Catalina 27
Chaser 29 alias Peterson 1/2T
Alberg 37 (MHSLP)
C&C 37
C&C 39 Custom
Express 30
Frers F-3
Frers 2T
Goman 30
Hughes 32
Mirage 26
Mirage 27
Mirage 28
Niagara 26
Newport 30-2
Olson 30
R-Boats
San Juan 30
Sabre 28's
Sabre 34
Soveral 30
Tanzer 26
Viking 33
Viking 34

In addition to these boats, certain new boats are on the horizon and we should give consideration to their initial SP

C&C 29
Capri 30
ALL cat-rigged boats
J-29
Sabre 28-3
Tycon 30

Of course this listing does not preclude discussion of other problem boats. It is merely intended to orient you to those boats known or suspected of being unfairly rated.