

**Report of the Chief Handicapper  
To the LNKC Board of Directors  
August 28, 2011**

1. The Board of Handicappers (BOH) met in August 28, 2011. The minutes of this meeting are attached. The LNKC currently has 88 boats on the PHRF Valid List.
2. A PHRF rating sailed analysis of the 2011 Wednesday Night Series reveals that race committees should have the option to incorporate a Sport Boat Division in the sailing instructions. The BOH is considering appropriate criteria for such a division to be incorporated into the PHRF Program document.
3. In anticipation of receiving rating requests for racing boats of less than 20' in overall length, it is recommended that the 20' overall length requirement be deleted from the definition of a keelboat in the bylaws.
4. The LNKC PHRF Rating Program document currently does not reference ISAF Offshore Special Regulations (OSRs) regarding minimum equipment and accommodations standards for racing. Appendix J contains Category 5 regulations that apply to PHRF racing on Lake Norman. It is recommended that the provision at Attachment 3 to the attached meeting minutes be incorporated into the PHRF Program document.

Respectfully submitted,



R.A. Rowan  
LNKC Chief Handicapper

Attachment: Minutes of the August 28, 2011 BOH meeting w/ attachments

## **LNKC Board of Handicappers**

August 28, 2011, 2:00 pm

PYC Commodore's Room

Attending – Rick Rowan, Neil Liner, Chip Richardson, John Guthrie, Don Trask & Richard Jones

The minutes for the August 29, 2010 meeting of the Board were approved as read.

Correspondence – None

Unfinished Business - None

New Business

Analysis of race results. Rick Rowan presented an analysis of the 2011 Wednesday Night Series race results. It was concluded that the median ratings sailed by the various boats during the regatta were within a reasonable tolerance of the expected performance. The consensus of the Board was that the Ultimate 20s and J-80s dominated the Spinnaker Division primarily because of the nature of the courses sailed during the series. Rick Rowan proposed that the attached criteria for an optional Sport Boat Division be incorporated into the PHRF Program document. The Board will give this proposal further consideration before submitting it to the Board of Directors for approval. (Open)

Removal of 20' overall length requirement from bylaws definition of a keelboat. In anticipation of receiving rating requests for racing boats shorter than 20' in overall length, the Board approved the recommendation that the minimum length requirement be removed from the definition. (Closed)

Compliance with ISAF Offshore Special Regulations (OSR) with US Sailing prescriptions. As the PHRF policies do not currently refer to or require compliance with the OSRs applicable for racing on Lake Norman, the Board approved the attached addition to the PHRF Program document with a recommendation that this addition be approved by the Board of Directors. (Closed)

Rating Reviews/Rating Appeals - None

The meeting was adjourned at 3:00 pm.

R.A. Rowan  
Chief Handicapper

Attachments:

1. 2011 Wednesday Night Series PHRF Analysis
2. Sport Boat Division Criteria
3. PHRF Program Document OSR Compliance Provision

**2011 WEDNESDAY NIGHT SERIES  
PHRF Ratings Sailed Analysis**

<b>Spinnaker Fleet</b>					Med Rtg Sailed	Med Rtg Delta	Rtg Sailed																
Skipper	Boat Type	Boat Name	Sail #	PHRF Rtg			1	2	3	4	5	6	7	8	9	10	12	14	15	16	17		
Don Corey	Ultimate 20	fore	111	144	144	<b>0</b>	200	144		153	144	144			144	164	144	144	205	278			
Eric Rosentreter	Ultimate 20	Kinda Busy	187	150	162	<b>12</b>	150	157	196	168	157	198											
Alan Simonini	J-80	Bone Chillin'	829	114	141	<b>27</b>			114	149	140	114	114	125	127	169	142	167	141	212			
Don Trask	J-80	Smokin' J	731	114	146	<b>32</b>	153	146	132	114	119	135	158	158	162	114	150	177	137	114	175		
Michael Brawley	J-80	Confederate Ram	120	114	168	<b>54</b>														168			
Chuck Lineberry	Soverel 33	Pearl of Great Price	40710	81	148	<b>67</b>	156	231	148	109	140	169	122	122	124	100	159	193	272	237	81		
Richard Mayberry	J-27	Fast Times	160	129	203	<b>74</b>	203																
Jim Juhl	Ultimate 20	Smoke	75	150	231	<b>81</b>			227		235	212	252	252		196		189	406	316	205		
Doug Bowman	Olson 30	Selfish Lady	184	102	198	<b>96</b>	163				226		198	198	165				226		185		
Chip Richardson	Sonar 23 ODR	A1A	242	177	287	<b>110</b>			264	259	326	310											
Jim Baldwin	Evelyn 32-2	Pterobyte	32132	93	230	<b>137</b>							230	230			268	171	93	284	220		
Adam Coker	Pearson Flyer	Top Gun	67	138	278	<b>140</b>		308			262	243	293	293	195	194					397		
Alan Cleeland	J-29 OB FR	AbbaBabba	31664	117	308	<b>191</b>	233												382				
Gene Wood	Merit 25	Wooden Boat II	514	168	384	<b>216</b>												378	391				

<b>Non Spinnaker Fleet</b>					Med Rtg Sailed	Med Rtg Delta	Rtg Sailed																
Skipper	Boat Type	Boat Name	Sail #	PHRF Rtg			1	2	3	4	5	6	7	8	9	10	12	14	15	16	17		
Pete Calame	Merit 25	Brandal	172	168	168	<b>0</b>	168	186	275	241	168	168	168	168	200	186	190	168	168		168		
Neil Liner	Catalina 27	Air Transit	5711	201	223	<b>22</b>	368	236	221	225	223	213	212	210	201	214	223	371	251	292			
Doug Riley	Catalina 25	Life o' Riley	5231	225	251	<b>26</b>			247		236			245	255					298	310		
Bob Klutz	S2-9.1	38 Special	38	138	168	<b>30</b>	177	138		138	164	153	183	183	169	167	220	152	257	138	173		
John Guthrie	Ranger 28	Lone Ranger	20240	189	236	<b>47</b>	429	202		249	225		299	299	189	194	189	210	345	247			
John Scharer	Hunter 260	Zinfandel	774	231	301	<b>70</b>			319		328					282				270			
Shari Marcus	Pearson 28	Luvit	186	192	272	<b>80</b>	292	290	224	273	221	272	266	266		244		345	250	355	273		
Graham Martin	Morgan 24	Sweet Dream	2543	234	324	<b>90</b>			374	309	322				327								
Steve Battel	Capri 30	Carolina Marine	52553	114	222	<b>108</b>			275	194	229	217	217	265	142				222	325			
Joe Cook	Olson 25	Post Call	116	171	284	<b>113</b>	284		220		284			241							297		
Wade Miller	Hunter 25.5	Even Keel	26375	204	319	<b>115</b>		335	316	377	301	315	319	319	306	320	283	376	577	329	476		
Dominique Falawee	Catalina 27	Chessie Cat	5766	225	369	<b>144</b>	384		225	354	313	338	385	385	308				442	436			
Aaron Wood	Hunter 26.5	Intuition	71	192	337	<b>145</b>				375		396			221	212				331	343		
Bill Mann	S-2 9.2A	Selah	407	189	383	<b>194</b>											221				544		
Robert Perry	Catalina 25	Speedbird	3763	231	674	<b>443</b>						521	674	674									

**Average** is the arithmetic mean and is calculated by adding a group of numbers and then dividing by the count of those numbers. For example, the average of 2, 3, 3, 5, 7, and 10 is 30 divided by 6, which is 5.

**Median** is the middle number of a group of numbers; that is, half the numbers have values that are greater than the median, and half the numbers have values that are less than the median. For example, the median of 2, 3, 3, 5, 7, and 10 is 4.

**Mode** is the most frequently occurring number in a group of numbers. For example, the mode of 2, 3, 3, 5, 7, and 10 is 3.

**Race Results.** Race results are acknowledged to provide data that can be a useful tool in handicapping. These results are used by PHRF to flag a potential misaligned rating of a particular boat class. This does not mean that because a particular boat does well the rating will be changed. However, if the race results indicate a trend in that boat class, the Board will review the rating for that class.

**Conclusion.** We hope you will enjoy racing in this open and competitive sport. The system is being refined constantly. You have the opportunity to play an important part in shaping the future for this kind of racing, not only by sailing competitively, but also by taking an active role in the management of PHRF.

\* The LNKC has approved a Sport Boat Division. Boats conforming to the following criteria shall sail in the Sport Boat Division, when offered by the Race Instructions:

1. All boats < 45 ft LOA, and with S/D > 25 and designed to use an asymmetrical spinnaker, or
2. All boats < 45 ft LOA, and with S/D > 33, regardless of type of spinnaker used.

Boats meeting Sport Boat criteria will be so designated on their Valid Certificate and on the current PHRF Valid Listing.

Associated Program Documents:

- Lake Norman Keelboat Council Standard Sail and Equipment Specifications
- Lake Norman Keelboat Council Boat & Sail Measurements Guide
- LNKC PHRF Rating Request form
- LNKC Board of Handicappers Rating Appeal form

Approved by the LNKC Board of Directors on February 13, 2011

Summary of changes:

Original document approved February 2, 2008.

Revision approved February 15, 2009 – Incorporated the LNKC Board of Handicappers Policies into the document and revised the language regarding rating reviews and rating appeals.

Revision approved February 28, 2010 – Allowed for an asymmetric spinnaker to be tacked to a fitting on the bow and eliminated the base rating assumption that the asymmetric spinnaker maximum luff (ALU) be not less than 1.0 times the square root of  $(AH^2 + BS^2)$ .

Revision approved February 13, 2011 – Established that rating certificates and ratings expire three years from the last day of the month in which the certificates for each class of boat are issued and

**Classes.** A base rating is established for each production class, and boats within a class are assumed to be identical for rating purposes. Ratings for boats in the same class will differ only with headsail size or other specific factors known to affect performance. Deviations from class regulations must be substantive to warrant a non-class rating and boats must declare any deviations from class specifications. PHRF may assign a One Design Rating (ODR) to the one design configuration of a boat that is of a design that is recognized by US Sailing as a One Design Class, however one design class rules which limit headsail size, sail materials, or spinnakers do not apply to PHRF unless the boat is rated as ODR. Each individual boat that desires to be issued a one design rating must specifically request a ODR and all class restrictions will apply when competing with the ODR. A boat may not change its rating by choosing ODR or non ODR more often than once during the calendar year.

**New Class Boats.** A new boat in an established class is given the rating for that class, except that adjustments may be made for deviations from the class standards. For new classes and one-of-a-kind boats, the rating is determined on the basis of comparison with similar boats with established ratings. Comparison is made considering the type of design and principal dimensions. The rating may be adjusted as performance data becomes available.

**Equipment.** PHRF assumes that the boat is equipped to race. It does not attempt to rate a partially equipped boat, or a boat which differs from others in its class, in that it is unusually heavy, out of balance, or has unusual windage (as from a dinghy or davits). However, if the basic hull and rig differ from others in its class, it may be rated uniquely. A skipper may experiment with different ways of improving the performance of his or her boat without the inconvenience of applying for a new rating. However, if there are changes to the hull, rig, sails, or other factors upon which the existing rating is based, they must be reported to the handicapper for evaluation. If possible deviations on the part of another boat become evident other competitors are urged to appeal to the handicapper. A detailed list of PHRF equipment requirements is contained in the Lake Norman Keelboat Council Standard Sail and Equipment Specifications which is published as an integral part of this document.

**Safety Requirements.** The LNKC has adopted ISAF Offshore Special Regulations (OSR) governing minimum equipment and accommodations standards. Category 5 for inshore races found at <http://www.sailing.org/20150.php> shall be mandatory for PHRF class boats in LNKC sanctioned events and in club events on Lake Norman. The final burden and responsibility for safety rests on the skipper of each boat.

**Auxiliaries.** A boat that carries a valid rating claiming an inboard or outboard auxiliary must carry that auxiliary during every race. For a boat rated with an engine, the boat shall have enough engine and propeller power to move the boat at a speed in knots equal to the square root of her waterline length (LWL) measurement. A boat which has a valid rating issued on the basis of no engine or auxiliary may choose to carry an auxiliary; however no rating change shall be made. A boat may petition the Board of Handicappers for a re-rating, considering the presence of an auxiliary, but no more than once in any calendar year.

**Headsail Size.** Because headsail size can greatly affect boat speed, PHRF uses this as a rating factor. Non ODR boats are base rated for a maximum headsail LP of 155% of the boat's J measurement. A rating adjustment is made for headsails greater than 155%. A rating assigned to accommodate a large headsail will be used even if wind conditions preclude use of the sail. A boat may not change its rating by choosing a different headsail more often than once during the calendar year.