



**Minutes from AYC KHF Handicap Committee Meeting  
November 13, 2007**

HC Committee Attendance:        J. Johnstone  
   R. Shull  
   R. Gallant

Not Attending:                        J. Maddalozzo  
   Bob Myers  
   JoAnn Welles  
   Tom Lappin  
   John Bargh

This was an open meeting on the review of the SC 21 PHRF rating

1. Call to order at 7:15 PM.
2. Jim Johnstone presented the summary (see attachment) of the request to review the SC 21 handicap, described the data that was provided by the requestors and how it was gathered and prepared, then asked for comments from the audience.
3. Comments from AYC members regarding the SC21 Handicap review were recorded by Ray Shull.

**Comments at November 13 Open Meeting**

Jim Johnstone summarized the request to review the South coast 21 PHRF rating. He stated that the request was intended to be based upon performance of well prepared and well sailed boats. The data presented to the PHRF Rating Committee indicated that SC 21s shared the same course during series races a total of 18 times with J 24s, J 22s, Ensigns, and Catalina 22s. Of these 18 races, 5 were excluded from the performance comparisons because the data indicated that the results were outside the reasonable expectation range.

\This data evaluated for the remaining 13 races indicated that to adjust the SC 21 rating so that the top two finishers in the SC 21 fleet would finish even on corrected time with the top two finishers in the respective fleets, that the following average rating adjustment would be needed:

J 24	-21 seconds/mile
J22	-34 seconds/mile
Ensign	-21 seconds/mile
Cat 22	-62 seconds/mile

Duane Dobson – Suggested that objective “measurement based” rating system would prevent the current request from being an issue, he believes that the boat dimensional measurements presented in the evaluation of the boats were “cherry picked” to support the desired conclusion, he believes that a comparison between the SC 21 and other one-design boats racing a similar course but not starting, sailing, and finishing together is not as valid as comparing the SC 21 when it is being actually sailed under PHRF during handicapped races, he believes that 88 such comparison data points existed in 2007, he believes that actual finish order was very similar to handicapped finish order during this comparison, he believes that if SC 21 or Ensign entered a regatta under PHRF in 2006 then they finished at the top of the fleet. He believes that if the recommended rating adjustment to the SC 21 would have been implemented in 2007, there would have been no change in finish position.

Doug Laws – He stated that he was surprised that the Ensign fleet had not complained about the SC 21 rating in the past.

Ian Fink – He stated that we should have evaluated lake conditions such as waves and boat wakes when comparing to other one-design fleets, he believes that the comparing the SC 21 performance to the J 24 and J22 is not appropriate since the rating differences are so large, he believes that the J 24s and J 22s that race in Series races do not use their best sails and the top sailors in these fleets don’t normally sail in Series races however the SC 21 top sailors compete in these races with their best sails.

Carl Morris – He stated that the quality of the skippers in the fleets that were compared was not considered and thus the comparisons are not appropriate.

Duane Dobson – He asked if the Portsmouth rating system using reported data excludes the first and last place skippers. (I believe he thought it might.)

Carl Morris – He suggested that the data comparison between the SC 21 and other one-design fleets would be more valid if the first and last place boats were excluded and the average of the remaining boats was compared.

Tommy Meyers – He stated that the fastest SC 21s that exist are at AYC, but that this is not the case with the other one-design fleets that were compared. He believes that if the J 22 fleet, and the others, worked as hard as the SC 21 fleet to improve the performance of their boats, that they also would be much faster.

Damon Galloway – He believes that the SC 21 boats have been changed and thus are faster and currently use different sails.

Duane Dobson – He stated that believed weight reduction in the boats has been disproved and should not be an issue.

Ray Shull – He reported that additional boats had been weighed since the reporting of the weights of boats # 84 and # 157. He reported that  
#166 weighed 1860 lbs,  
# 169 weighed 1850,  
# 141 weighed 1820,  
# 146 weighed 1800,  
# 157 was confirmed to weigh 1500.

Tommy Meyers – He stated that he didn't believe that the PHRF rating system penalized better sails if they conformed to the appropriate class measurements.

Steve Vaughan – He stated that he was not advocating a measurement rating system at AYC, he didn't use PHRF races with SC 21s because he had more data for one-design racing comparisons, he disagrees with not comparing ratings that differ by greater than 60 seconds per mile, he thought we didn't have enough competing boats to compare the median boats only, he believes that the SC 21 has evolved in the last 20 years, he doesn't believe that weight issue has been put to bed.

Ian Fink – He stated that he believes that many of the SC 21 sailors are very good, he stated that several of the SC 21 skippers have beaten the Bartlett boat in series races, he stated that the J 24 and J 22 fleets don't have the top sailors racing their boats in the Series races.

4. There was no additional data offered to support the current rating or the rating change proposed other than the weight data noted above. The handicap committee members present agreed to move up the December working meeting by one week to accommodate everyone's holiday schedules. The next meeting will be Tuesday, December 4 at 7:30 PM

5. The meeting was adjourned at 8:20 PM



Austin Yacht Club  
Keel Handicap Fleet

Open Meeting  
Nov 13, 2007