

**Do you have a “cruising” boat?**

**Have you considered racing your “cruising” boat?**

**Have you thought about participating in one of the summer “Beer Can” series?**

PHRF offers “Configuration Adjustments” that can adjust your boat’s rating giving consideration to “cruising” equipment on your boat allowing you to have a rating that will more fairly represent your boat versus other “non cruising” boats, for example furling main, fixed (non-folding / non-feathering) propeller, and bow anchor and chain.

If you would like to apply for Cruising Configuration Adjustment, please complete the Cruising Adjustment <https://forms.gle/6GqN3BQsnqxwYykk6>

You must have a current valid PHRF San Diego certificate, you are invited to apply. <http://www.phrfsandiego.org>

If you are new to PHRF San Diego Click on “create application” - click on “register”

If you have had a previous rating on your current boat or previous boat enter your username and password.

PHRF San Diego uses PHRF Class Rules written by PHRF SoCal except where PHRF San Diego has made changes. No changes have been made concerning “Configuration Adjustments”.

The below is taken from PHRF SoCal Class Rules and will explain how “Configuration Adjustments” may apply to your boat.

The very first thing you need to know to be eligible for “Configuration Adjustments” is that your boat’s Performance Factor (PF) as defined by PHRF SoCal must be equal to or less than 2.0. A rating certificate from PHRF San Diego will show Performance Factor SoCal and it will also show Performance Factor NEW. For Configuration Adjustments refer only to Performance Factor SoCal.

Performance Handicap Racing Fleet of Southern California (“PHRF of Southern California” or “SoCal PHRF” or “PHRF”)

## **APPENDIX D CRUISING CLASS RACING**

**Appendix D is the former Cruising Class Appendix for the conduct of races with a separate cruising class designated in the Notice of Race and/or Sailing Instructions. These Rules were modified in 2017 and 2018 to establish “Configuration Adjustments,” which allow for boats that are not optimized for racing to compete, regardless of whether a separate cruising class is established by the Race Organizers. The rules for calculation and application of the Configuration Adjustments are set forth in Appendix F of these Rules, and they are intended to replace the Cruising Class adjustments that were formerly set forth in Appendix D. The Configuration Adjustments established pursuant to Appendix F may be used, without further adjustment, in both cruising class and non-cruising class racing. Race Organizers and Competitors are directed to Appendix F for more information.**

## **APPENDIX F CONFIGURATION ADJUSTMENTS**

### **1.0 PURPOSE and EFFECTIVE DATE**

1. 1.1 The “Configuration Adjustments” set forth in this Appendix allow production boats that

are not optimized for racing because they are equipped and always sailed with, for example, roller furling woven dacron headsails and/or mainsails, or fixed propellers, to compete in non-cruising classes or in a separate class by establishing adjustments from base ratings for these disadvantages.

Guidelines for application of Configuration Adjustments for competitors and race organizers are posted on the SoCal PHRF website, at <http://www.phrfsocal.org/configuration-adjustments/>.

2. 1.2 The Rules in this Appendix shall be effective as of January 1, 2019.

### **2.0 ADMINISTRATION OF CONFIGURATION ADJUSTMENTS**

**2.1** Except as provided below, Configuration Adjustments may be made to the Rating of any

boat that has a current Rating issued by PHRF of Southern California.

**However, a Configuration Adjustment is intended to accommodate racers with equipment often found on cruising boats, rather than faster racing boats. As set forth in Rule 3.71 of this Appendix, adjustments for**

**boats with a Performance Factor greater than 1.75 will be less than the amounts set forth in Rule 3.0 of this Appendix, and boats with a Performance Factor greater than 2.0 are not eligible for an adjustment.**

2.2 Configuration Adjustments shall be made in seconds per mile from each of the three Base Ratings (Buoy, RLC, OWC) for the boat, for both the Region and Area Ratings. Adjustments shall be made in increments of one second per mile or more.

2.3 SoCal PHRF may establish a fee for the application and issuance of a Configuration Adjustment, in an amount that shall be established and reviewed as necessary by the Executive Board. The Configuration Fee shall be paid in addition to the regular dues and other fees owed by the Member. Upon the issuance of a Configuration Adjustment, the boat's new and only Rating (the "Adjusted Rating") shall be the previous Rating plus or minus the Configuration Adjustment, and the Boat must race under the Adjusted Rating.

2.4 An Application for Configuration Adjustment may be submitted at the same time as an Application for Initial Rating for a boat or at any time thereafter. Upon receipt of an Application for Configuration Adjustment and the required fee, the Fleet Secretary shall forward the application to the Chairman of the Area Board for the Area in which the applicant's boat is based. Upon receipt of such application, the Area Board Chairman shall add the boat's application to the agenda for the next meeting of the Board, with such meeting to be held as soon as is practical thereafter. Approval of the Configuration Adjustment for each such applicant shall be at the discretion of the Area Board, but such approval shall not be unreasonably withheld. In evaluating each boat, the Area Board shall consider whether the boat is a cruising-oriented boat rather than a boat configured for racing, using various factors including, but not limited to the factors listed below (these factors shall be used as a guide for the Area Board's consideration of each boat but are not necessarily determinative of eligibility). If the applicant's boat is a Standard Production Model Boat (as that term is defined in SoCal PHRF Rule 3.2), the approval process described in this section shall be conducted by the Regional Board rather than the Area Board.

a. Is the boat configured as it was originally delivered when new?

- b. Has the boat been actively campaigned as a race boat?
- c. Does the boat have a roller furling main?
  
- d. Does the boat have a non-adjustable backstay (i.e. a turnbuckle only)?
- e. Does the boat have a jib or genoa track that is non-adjustable under load?
  
- f. Does the boat have a bow thruster?
- g. Is the boat limited to the use of a non-overlapping headsail?
- h. Does the boat have a fixed (non-folding / non-feathering) propeller?
- i. Are the boat's halyard winches installed on the mast?
- j. Is the boat's Performance Factor less than 2.0?

2.5 The Area Board's action shall be limited solely to a determination of whether a boat is eligible for any Configuration Adjustment. The amount of the Adjustment shall be determined solely by the factors set forth below in Rule 3.0 of this Appendix. In the event that a boat is determined to be eligible for a Configuration Adjustment pursuant to the rules of this Appendix, such eligibility shall expire on the date that is two years after the date that the boat is first determined to be eligible, whereupon the boat owner or owner's representative may apply to the Area Board for continued eligibility on a year by year basis.

2.6 The decision of the Area Board as to the eligibility of a boat for a Configuration Adjustment may be appealed to the Regional Board upon written notice to the Fleet Secretary, who shall add such appeal to the agenda of the next Regional Board meeting for which an opening exists on said agenda.

2.7 The Standard Configuration Adjustments provided for in Section 3 of this Appendix may be revised upon a majority vote of the Regional Board at any Regular Meeting, provided that a quorum is present, and will become effective at the conclusion of the annual General Membership Meeting that follows the date of such vote of the Regional Board.

A revision to a Standard Configuration Adjustment shall be effective regardless of whether consideration of the revision was listed on the agenda for the meeting pursuant to Rule 2.5 of the SoCal PHRF Rules.

2.8 A boat that enters a race with an Adjusted Rating must compete with the configuration represented on the Member's Application for Configuration Adjustment. Any change to that configuration must be promptly reported to

SoCal PHRF, and the boat's Rating shall be invalid unless and until a new Rating is issued which considers such change(s) to the boat's configuration.

### 3.0 CONFIGURATION ADJUSTMENT WORKSHEET

The adjustments listed below ("Standard Adjustments") are in increments of seconds per mile applied to the base ratings.

#### 3.1 Propellers

11.3.11 Fixed 3-Blade Prop +9

12.3.12 Fixed 2-Blade Prop +4

#### 3.2 Anchor Chain

Must be a deployable anchor and steel anchor and chain, stored in the bow and accessible from the foredeck.

3.21 At least 100 ft. and not more than 200 ft. +1

3.22 More than 200 ft. +2

at least 5/16" chain size if Boat length is <35 feet, at least 3/8" chain size if Boat length is >= 35 feet)

#### 3.3 Sail Fabric

Main and all upwind headsails are constructed of +2 Woven, non-laminate dacron

#### 3.4 Roller Furling Sails (usable during race)

3.41 Roller-Furling Headsail +3

Must be the boat's only upwind headsail and constructed of woven, non-laminate Dacron

3.42 In-Mast Roller-Furling Mainsail – no battens +6

3.43 In-Mast Roller-Furling Mainsail – with battens +5

#### 3.5 Largest Genoa Size

Only available for boats that were originally configured for a genoa at least 155% of J

3.51 Largest Genoa LP 135% of J +3

3.52 Largest Genoa LP 110% of J +6

### 3.6 Maximum Adjustment.

Notwithstanding the Configuration Adjustments applicable to a particular boat pursuant to the provisions of Rules 3.1 through 3.5 as set forth above, each boat shall be limited to a maximum Configuration Adjustment of 20% (twenty percent) of its Regional RLC rating.

### 3.7 Performance Factor

3.71 If a boat's Performance Factor (PF), as calculated under Appendix A, is greater than 1.75 then her Configuration Adjustment (CA) will be scaled according to the following formula (this only alters the Configuration Adjustment, it does not affect Base Rating):

$$((PF-1.75) \times PF \times 40)$$

3.72 If a boat's Performance Factor (PF), as calculated under Appendix A, is greater than 2.00, it is not eligible for a Configuration Adjustment.