

PHRF SD of San Diego

INTRODUCTION

The Class Rules and By-Laws of PHRF of SAN DIEGO Hereinafter: PHRF SD have been developed to provide fair and equitable racing between dissimilar sailboats, through the management of a performance handicap rating system. PHRF SD ratings are determined by members who volunteer to serve on the Handicap Board. Board members are experienced sailors who participate in local PHRF SD racing and are cognizant of the challenge to avoid any conflict of personal interest in managing the PHRF SD Rating System. PHRF SD relies on the honesty, sportsmanship, and Corinthian spirit of its members to ensure that accurate information about a boat's configuration is made available to the Handicap Board, and that any modifications made to the rated configuration are reported, in writing, to the Chief Handicapper. PHRF SD establishes the Ratings, maintains an online database of Rating Certificates, and manages the Rating System through a formal review process.

Yacht Clubs organize, host, and conduct races, and are encouraged to divide classes by boat type, size, and ability, rather than solely by PHRF SD ratings. Yacht clubs and race organizers are also encouraged to provide venues for production cruising boats to compete with similar boats. Matters pertaining to Ratings should be directed to PHRF SD . Matters pertaining to race management or on-the-water racing should be directed to the host yacht club or race organizing authority.

CLASS RULES

1. GENERAL

1.1 PHRF of SAN DIEGO is an independent not-for-profit California Mutual Benefit Corporation chartered to establish and maintain Handicaps (Ratings) for sailboats which race in SAN DIEGO. "PHRF SD " is a registered trademark of the United States Sailing Association, Inc. (US Sailing), and the term is used by PHRF SD with the permission of US Sailing. PHRF SD has established a set of Class Rules which define how the Ratings are administered. The organization maintains an online database of information ("Rating Certificate") for each boat in the fleet, which includes certain hull, rig, and sail specifications and configurations that are provided by or confirmed in good faith by the boat owner for each boat, as well as the Ratings for the boat. These Rules shall supplement and be deemed incorporated within the CONSTITUTION AND BYLAWS of

PHRF SD. Any reference made within the CONSTITUTION AND BYLAWS to the “Rules” or “Class Rules” shall be understood to refer to these Rules, and the defined terms in the CONSTITUTION AND BYLAWS and these Rules shall be used interchangeably. In the event that any term or provision of the CONSTITUTION AND BYLAWS amends, conflicts with, or contradicts any term of these Rules, the term or provision of the CONSTITUTION AND BYLAWS shall be deemed to be controlling and shall supersede such other term to the extent necessary to effectuate the term of the CONSTITUTION AND BYLAWS. These Rules incorporate the current edition of the US Sailing Racing Rules of Sailing, except where specifically noted.

1.2 Any Amendment or Addition to the Class Rules requires a two thirds (2/3’s) majority approval by the Handicap Board. When adopted, the Amendments or Additions become effective immediately.

1.3 All communication between PHRF SD and its Members regarding Ratings or Rating Reviews or other business of PHRF SD shall be conducted through the PHRF SD website or via email to the email address provided to PHRF SD by each Member and notice to Members of any and all business conducted by PHRF SD shall be deemed effective upon the website posting or email transmission of such electronic notice. Each Member shall notify the Fleet Secretary promptly in the event of a change in email address and it is the responsibility of each Member to confirm that the email address on file with PHRF SD is correct. All communication from Members to PHRF SD shall be directed to the Fleet Secretary, who shall promptly forward such communication to the Chief Handicapper and the Fleet Chair. The email address of the Fleet Secretary is: fleet.secretary@phrfsandiego.org

1.4 MEMBER CONDUCT.

- a. When dealing with race organizers, member boat owners and their crews and representatives, members of the Fleet Executive Board and Handicap Board all boat owner Members of PHRF SD and their crews and representatives shall at all times conduct themselves in a manner that is respectful, courteous, and consistent with the Corinthian spirit of yachting. Members and their representatives shall not disparage PHRF SD or members of the Fleet Executive Board or Handicap Board.
- b. PHRF SD members are required to abide by the current version of the US Sailing Racing Rules of Sailing and by the current version of the PHRF SD Class Rules.

- c. PHRF SD members racing in violation of the current PHRF SD Class Rules are subject to protest by other PHRF SD members. Host yacht club and race organizer Protest Committees shall submit the protest to PHRF SD for verification that a Class Rule has actually been violated, whereupon the Chief Handicapper shall call a special meeting of the Fleet Executive Board, whose decision in such matters shall be final. The meeting of the Fleet Executive Board may be conducted in person or via email. If PHRF SD determines that a Class Rule has been violated, the Chief Handicapper will advise the Protest Committee. PHRF SD shall invalidate a boat's Rating if the Class Rule violation is due to an un-reported modification to the boat's Rated Configuration. The PHRF SD member shall submit a written request for re-validation of the Rating, which shall detail all of the modifications made, whereupon a Rating Review shall be conducted pursuant to Rules 4 of these Rules.
- d. The membership privileges and boat Rating(s) of any member of PHRF SD may be suspended or terminated for conduct injurious to the welfare, reputation, and credibility of PHRF SD and its purpose, including but not limited to misrepresentations of boat performance and/or configuration information and violations of paragraph 1.4a (above) of these Class Rules. Upon written complaint of such misconduct by one (1) or more members of PHRF SD, the Fleet Chair shall call a Special Meeting of the Fleet Executive Board of PHRF SD to investigate the circumstances connected with such alleged misconduct. If, upon a majority vote of the Fleet Executive Board the charges are deemed substantiated, the Fleet Secretary shall furnish the Member whose conduct is in question with a written statement of the charges presented against him or her, and such Member shall submit a written response to the Fleet Executive Board within seven (7) days after such notice is given. The Fleet Chair shall thereupon call a special meeting of the Handicap Board to be held one hour before the next regular meeting of the Handicap Board, when the Member whose conduct is in question will be given an opportunity to be heard regarding said conduct. The Handicap Board shall then determine, by majority vote, whether to suspend or expel said Member from the Organization. Such action shall be effective immediately upon the completion of such vote of the Handicap Board.

1.5 HANDICAP BOARD QUORUM AND CONFLICT OF INTEREST.

- a. All official actions of the Handicap Board which concern Ratings or Rating Reviews shall require a majority vote by the members who are

present and who are not subject to the conflict of interest restrictions set forth below, provided there is a quorum at the time of the vote. A quorum shall be established pursuant to Article IV and V of the CONSTITUTION AND BYLAWS . A Board Member may attend a meeting by telephonic conference call or other electronic means and thereby be deemed to be present at the meeting, provided that such electronic means must be of sufficient quality to allow for effective communication with all other members attending the meeting.

b. Members of the Handicap Board shall not vote on rating changes that affect their own boat. Changes that “affect” a Board Member’s own boat shall be deemed to create a Conflict of Interest, and they include changes to the Rating(s) for the Board Member’s own boat, as well as changes to the Rating(s) of any boat (a “Conflicting Boat”) that the Board Member reasonably anticipates the he or she may sail aboard or against (in the same class) for more than three races or for one regatta (consisting of two or more days of racing) during any calendar year.

c. Notwithstanding the provisions of Rule 1.5a, the Handicap Board may conduct a vote via email under circumstances where a Rating Review decision or a decision regarding a modification to these Rules cannot be delayed until the next scheduled monthly meeting, as determined jointly by the Chief Handicapper and Fleet Chair. A vote conducted by email shall require all relevant information to be distributed by the Fleet Secretary to the entire Handicap Board prior to voting, and votes shall be made via email response to the Fleet Secretary – see CONSTITUTION AND BYLAWS ARTICLE III. ORGANIZATION Article V Voting. Such action shall be effective immediately upon approval.

2.PHRF SD RATINGS and RACE COURSES

2.1 PHRF SD Ratings are based on speed potential and performance of each boat and are expressed in seconds per mile for Time on Distance scoring. Increments of performance used for Initial Ratings and Rating changes based upon performance reviews are three (3) seconds per mile. Increments used for rating changes made as a consequence of modifications to a boat are one (1) second per mile.

2.2 To more accurately reflect the speed potential of boats on different points of sail, PHRF SD uses a system of **THREE RATINGS**. The Ratings are designated as the “WINDWARD/LEEWARD COURSE RATING” (W/L), the “RANDOM LEG COURSE RATING” (RLC), and the “OFFWIND COURSE RATING” (OWC), each of which is defined below.

- a. **W/L Ratings** are intended to be used when the course is expected to be primarily windward/leeward legs on courses set in relation to the wind.
- b. **RLC Ratings** are intended to be used when the course type is neither **W/L** nor **OWC**.
- c. **OWC Ratings** are intended to be used when at least 2/3 of the course distance is expected to be more than 135 degrees from true wind direction.

2.3 In the event that monohull and multihull boats are entered in the same race or regatta, monohull and multihull boats shall not be assigned the same class, and monohull boats shall start separately from multihull boats.

2.4 Only PHRF SD may issue Ratings to be used in a PHRF SD race.

2.5 Ratings shall be established and adjusted pursuant to Rules 3 and 4. All boats that are scheduled for a Rating Review or Initial Rating under Rules 3 and 4 shall be listed on the Agenda for the meeting(s) of the Handicap Board, and such Agendas shall be distributed via email to all Members of PHRF SD at least seven (7) days prior to each such meeting.

2.6 **BOATS ELIGIBLE FOR RATINGS.** To be eligible for a Rating, a boat must qualify for a Rating and be:

- a. Owned or chartered by either a Regular Member of PHRF SD or a “Visiting Yachtsman” from outside San Diego – see - ARTICLE VI. OWNERS AND CO-OWNERS OF RATED YACHTS.
- b. A multihull approved by the Chief Handicapper or a single-hulled, self-righting boat with a length overall (LOA) of 18.5 feet or more, and a US Sailing sail number or a sail number from a World Sailing International or Recognized One-Design Class in compliance with the Racing Rules of Sailing, Appendix G.
- c. Applications for Ratings will be accepted only for boats that are capable of being sailed in their Rated Configuration at the time of the Rating Review, or for new boats or for modifications to existing boats where construction of the new boat or the modification has started.

3. INITIAL RATINGS

3.1 Upon receipt of a completed “Application for Rating”, the Chief Handicapper shall recommend a Rating for the boat to the Handicap Board, as described in 3.2, 3.3, 3.4 and/or 3.5.

3.2 Standard Production Model Boats. If the boat is the same as a previously rated standard production model, the Handicap Board will assign “by consent” to the boat the Ratings that are currently assigned to the other boats of that standard production model. As used in these Rules, “standard production model” shall be understood to mean any boat for which one or more boats of the same make and model have current Ratings issued by PHRF SD, and where all such boats have the same rig, sail, hull and equipment dimensions and configuration, or if the Chief Handicapper otherwise determines that the boats are substantially similar in rig, hull and equipment dimensions and configuration. If the boat is **not** a standard production model or is a standard production model not previously rated by PHRF SD, the Ratings shall be determined by the Handicap Board. Ratings shall be determined pursuant to the procedures listed below in Rule 4. In the event that a Rating Review is to be conducted pursuant to Rule 4 for a boat that is a Standard Production Model or a one design boat sailing in its standard one-design configuration, the owners of all such boats who are Members of PHRF SD shall be notified of the pending Rating Review pursuant to the notice provisions of Rule 4.2a.

3.3 Temporary Ratings. A boat owner may expedite the issuance of an Initial Rating by applying for a “Temporary Rating,” pursuant to the provisions of Rule 4.6.

3.4 A boat which would otherwise be a standard production model boat but which has been modified or does not otherwise fall within the definition of a standard production model may be designated as “Individually Rated Production Class” (**IRPC**) boats and shall be rated pursuant to Rule 4. Information indicating the boat is an IRPC will be noted on the Rating Certificate.

3.5 One-Design type boats shall be rated with the standard PHRF SD configuration (See 6.STANDARD PHRF SD SPECIFICATIONS) unless requested in writing by the PHRF SD member to rate the boat in its One Design configuration. When a boat is rated in full compliance with its One-Design configuration, it will be noted on the Rating Certificate put into the Manufacturer's List in the PHRF SD database . When racing in its One-Design configuration, the boat shall comply with all its One-Design class rules, measurements, equipment, hull and rig specifications (including sail buttons, crew weight, etc). Where One-Design class rules allow for the use of trapezes, PHRF SD boats may also use trapezes if they were declared and rated accordingly and documented on the boat's PHRF SD Rating Certificate. Any modification to the One-Design class rules which might modify the boat's PHRF SD One-Design rating shall be furnished to the PHRF SD Handicap Board immediately after the rule change becomes effective. Members racing One-Design type boats must furnish a copy of the current Class Rules and advise PHRF SD whenever changes are made to the Class Rules that may impact performance.

3.6 Boats with VPP rating Certificates will supply them to the Chief Handicapper when applying for a rating Certificate or may be requested by the Chief Handicapper when a Rating Review is appropriate. VPP information will be noted on the rating Certificate. Boats shall be measured by official measurers certified by U S SAILING. Sails shall be measured by trained and certified sailmakers. Valid VPP certificates issued by US Sailing or recognized ration authority are required. Any modification to the hull, appendages, rig, sails and/or equipment carried on board, or to anything that might change the boat's VPP rating invalidates the PHRF SD Rating and must be reported immediately to the Handicap Board.

3.7 Boats manufactured with either inboard or outboard engines shall be rated differently, with due consideration given to the additional weight of the inboard engine

4. CHANGES TO RATINGS

4.1 A formal process requiring a maximum of **TWO READINGS** (votes) shall be followed to change a boat's Rating(s). The process requires a thorough review of appropriate race results and "observed performance." During any twelve month period, Member's boats shall be subject to a maximum of one Rating Review requested by anyone other than the boat owner or owner's representative, and one Rating Review requested by the boat owner or owner's representative. The

foregoing limitations shall not apply to or otherwise limit Rating Reviews initiated as a consequence of a change to the Boat's Rated Configuration.

4.2 A PHRF SD member may request a change to the Ratings of the member's own boat, or of another Member's boat, by submitting a "Request Rating Review" to the Handicap Board on the PHRF SD web Site. Any such request, whether by a Member for his or her own boat, or for a competitor's boat, must be accompanied by the completed Rating Review form or forms designated on the PHRF SD website at <https://www.phrfsandiego.org> Chief Handicapper shall reject any request for a Rating Review that is not accompanied by such completed form(s).

Upon receipt of said written request:

- a. The Handicap Board shall conduct a "FIRST READING" of the Boat's Rating, to be held at a regularly scheduled meeting of the Handicap Board as soon as is practical after the receipt of such Request. Requests for Rating Review shall be processed and scheduled for Rating Review in the order that they are received, and depending upon the number and nature of requests received in a particular month, a Rating Review may not be heard in the month the request is submitted. The PHRF SD Fleet Secretary shall notify the PHRF SD Member / owner of the affected boat, by email, of the Board's "Intent to Review Rating(s)" at least seven (7) days prior to the scheduled date of the First Reading. The PHRF SD agenda shall be posted on the PHRF SD website or distributed to the membership via email to provide at least seven (7) days' notice to the boat's competitors so that they may appear to testify at the PHRF SD meeting. The boat owner may request a postponement of the First Reading for one month, to arrange for the Member or Member's representative to attend the First Reading..
- b. At the First Reading, the PHRF SD member/owner (or designated representative) of the boat in question, and the Member, if any, who requested the Rating Review, as well as other PHRF SD members who have observed the performance of the boat in question, shall (subject to Rule 4.5) have the opportunity to present information which will assist in the Review. The PHRF SD Member/owner of the boat in question shall submit all information set forth on the PHRF SD website at <https://www.phrfsandiego.org/> . The Handicap Board shall review the Request and the submitted information and make a determination by majority vote (a "Rating Decision") of a rating adjustment, if any, for the boat in question. Such Rating Decision shall be effective pursuant to the procedure described below in Rule 4.2c.
- c. After the conclusion of the First Reading, the Fleet Secretary shall post or distribute meeting minutes pursuant to Rule 1.3 which shall include the Rating Decision made by the Handicap Board at the First Reading, thereby providing

notice to all PHRF SD Members of such decision. Any Member, including the owner of the reviewed boat, may thereafter object to the Rating Decision by notifying the Fleet Secretary of their objection within seven (7) calendar days (the “Rating Objection Period”) after the effective date of such notice. The Rating Decision shall be effective upon the expiration of the Rating Objection Period and notice to the Member as provided in section 4.2d, unless a Second Reading is necessary as provided below. In the event that a notice of a Member’s objection is received prior to expiration of the Rating Objection Period, or if the Chief Handicapper otherwise determines that a Second Reading is necessary to effectively review the boat’s Rating, the Handicap Board shall hold a “SECOND READING” to further consider the Request for Rating Review. The boat owner/Member and other affected Members may submit additional information for review at the Second Reading as they see fit. Notice shall be given in the same manner as in the First Reading. After the information has been reviewed by the Handicap Board at the Second Reading, a Rating Decision shall be made by a majority vote of the Regional Board. Such decision shall thereupon be effective upon notice to the Member as provided in section 4.2d.

- d. As soon as practical upon determination of a Rating Decision, the Roster Secretary shall cause the Rating adjustment, if any, to be recorded on the PHRF SD database. Such rating adjustment shall be effective upon notice to the boat owner, to be sent via email from PHRF SD upon the recording of the new rating in the PHRF SD database.
- e. Upon receipt and review of a Request for Rating Review, the Chief Handicapper may decline to submit the request to the Handicap Board if, at the discretion of the Chief Handicapper, the Request does not include sufficient data relating to race results and/or Rated Configuration to conduct a meaningful review of the boat’s rating.

4.3 ANONYMOUS RATING REVIEW.

- a. The Handicap Board may initiate a Rating Review of a boat owned by a PHRF SD Member without a request by the Member/owner or by an identified competitor as set forth above in section 4.2 if and only if three (3) PHRF SD members, within any twelve-month period, submit requests that a specific boat be reviewed using the link on the PHRF SD website.
- b. In the event that three such requests are received within one year, the Fleet Secretary shall notify the Chief Handicapper of such requests and thereupon issue notice to the PHRF SD Member/owner of the boat in question as provided in Rule 4.2a above. The Rating Review shall be conducted pursuant

to the provisions of Rule 4.2, except that the names of the three Members who requested the Rating Review shall be confidential and not be revealed except to members of the Fleet Executive Board.

- c. No boat shall be the subject of more than one Anonymous Rating Review within any twelve month period.

4.4. there is no rule 4.4

4.5 CONDUCT OF RATING REVIEW. When conducting a First Reading or Second Reading in connection with any Rating Review, the Handicap Board shall:

- a. Allow the boat owner/member to present evidence and testimony, including witness testimony, in support of the decision (change or no-change to the Rating) proposed by the boat owner/member, and to answer questions that may be submitted by the Handicap Review Board, during an open discussion period;
- b. Allow a maximum three (3) witnesses to present evidence and testimony in opposition to the decision proposed by the boat owner/member, and to answer questions that may be submitted by the Handicap Review Board, during the open discussion period described in sec. 4.5a.
- c. After the completion of all testimony and the receipt of all evidence, the Handicap Board shall deliberate in private, during which time members of the Handicap Board shall offer information regarding observed performance of the subject boat to assist in the Chief Handicapper's analysis, and the Chief Handicapper and/or fleet advisors shall offer their recommendation for a change in Rating, if any. Members of the Handicap Board who have a Conflict of Interest pursuant to Rule 1.5b shall not, upon request from the Owner or Representative of the Conflicting Boat after inquiring, participate in the private deliberation described above concerning the Conflicting Boat. Such conflicted Board Member must instead offer all observations and opinions while the Owner or Representative of the Conflicting Boat is present during the open discussion time of the Rating Review.
- d. Immediately upon the conclusion of the Handicap Review Board's deliberation period the Fleet Chair shall call for a vote.
- e. The results of the vote shall be communicated to the boat owner/member in person immediately, if possible, or otherwise by email, and the Roster Secretary shall promptly update the online Rating Certificate for the boat accordingly.

- f. The Chief Handicapper or Fleet Chair may, at their discretion, establish rules which limit the time period during which evidence and testimony may be presented during the open discussion period described in sec. 4.5a, and which limit the time period for deliberation by the Handicap Board.
- g. The Handicap Board may vote to table (postpone) or to continue a First or Second Reading to a future meeting of the Board if necessary, to receive or evaluate information relevant to the Rating Review.

4.6 Temporary Ratings

- a. A Regular Member or Visiting Yachtsman, may expedite the issuance of an Initial Rating or of a Rating Review for significant modifications to the boat or to its configuration by applying for a “Temporary Rating,” which may be issued upon application to the Chief Handicapper and payment of a Temporary Rating Fee, in an amount that shall be established and reviewed as necessary by the Fleet Executive Board. The Temporary Rating Fee shall be paid in addition to the regular dues and other fees owed by the Member, including the fee, if any, charged for a rating change due to a modification to a boat’s configuration. Promptly upon receipt of an application for Temporary Rating, the Fleet Secretary shall submit such application to the Chief Handicapper.
- b. Temporary Ratings for modifications shall not be issued unless the boat has undergone or is in the process of undergoing significant modifications to the structure, rig, rigging, sail plan, or other feature that, in the sole discretion of the Chief Handicapper, will materially change the boat’s sailing characteristics.
- c. Temporary Ratings for modifications shall not be issued under circumstances where, in the sole discretion of the Chief Handicapper, a boat owner had the time and opportunity to apply for a regular Rating Review pursuant to section 4.2.
- d. Except upon approval of the Handicap Board, a Temporary Rating shall not be issued under circumstances where a First Reading has already been conducted for the requested review..
- e. An application for a Temporary Rating for a boat that has not been previously rated by PHRF SD shall be deemed an Application for an Initial Rating pursuant to Rule 3.1 and added to the agenda for such review by the Chief Handicapper accordingly.
- f. If the Chief Handicapper determines that a Temporary Rating may be issued for an Initial Rating or for reported modifications, the Chief Handicapper shall issue a Temporary Rating for the boat without a meeting of the

Handicap Board and without undertaking the procedures described in Rules 4. Consideration and issuance of a Temporary Rating for a boat shall not be listed on an agenda of the Handicap Board as would otherwise be required by Rule 2.5

- g. The Temporary Rating shall expire upon the earlier of the date that is one hundred twenty (120) days after the date that it is issued, or the date that a Rating Review is completed pursuant to Rule 4. Notwithstanding the foregoing and subject to the sole discretion of the Chief Handicapper, a Temporary Rating may be renewed twice, upon or prior to the expiration of the first Temporary Rating.
- h. If the Chief Handicapper determines that a Temporary Rating will not be issued for the reported modifications, the Data Systems Officer promptly refund the Temporary Rating Fee to the boat owner.

4.7 Notwithstanding the provisions of Rule 4.3a, The Handicap Board may initiate a Rating Review if, in the sole discretion of the Chief Handicapper, adjustments to Ratings for similar boats or for boats with similar Ratings require a boat's rating to also be adjusted to maintain parity within the fleet.

4.8 Any change to a Rating for a Standard Production Boat or for a one-design boat in its standard one-design class configuration shall cause all other member boats of that standard production model and configuration or of that one-design configuration to be changed in the same manner.

- i Correction of Mistakes and Clerical Errors. If the Chief Handicapper determines, in his or her sole discretion, that a boat's Rating and/or its reported configuration are incorrect due to a mistake or clerical error, the Chief Handicapper shall investigate the error, correct the error, advise the Handicap Board of such correction(s), and report such investigation and correction(s) at the next regular meeting of the Handicap Board.
- ii Notice of a modification or change to the Rated Configuration of a boat pursuant to Rule 5.2 shall be deemed a request to the Handicap Board for a Rating Review and a review shall thereupon be conducted pursuant to the provisions of Rule 4 of these Rules.

5. RATING CERTIFICATE AND THE RATED CONFIGURATION

- 5.1 Every boat that is rated by PHRF SD shall be listed on the “Valid Active Roster” on PHRF SD’s website by the PHRF SD Roster Secretary under the direction of the Chief Handicapper. The boat’s Rating shall be valid and the boat shall be listed on the Valid Active Roster through December 31 of the year shown on the Valid Active Roster. PHRF SD members shall review the information posted on the Valid Active Roster (“Rating Certificate”) and are responsible for the accuracy and completeness of all of the information related to their boat. A Rating Certificate may be printed from the Valid Active Roster.
- 5.2 Rating Certificate listed for a boat on the PHRF SD website describes the configuration of the rated boat (the “Rated Configuration”) using the data listed in Appendix “E” to these Rules. Any changes (modifications) to the Rated Configuration of a Member’s boat must be reported immediately by the Member or Member’s representative to the Chief Handicapper, and shall include details, drawings, and any other data, which will fully describe the modification. Modifications to the Rated Configuration are subject to the applicable Adjustments noted in Appendix C and ARTICLE IV. OWNERS AND CO-OWNERS OF RATED YACHTS. The modification(s) and the associated Adjustment(s) will be noted on the Rating Certificate for the boat. Participation in a race or regatta with a configuration that differs from the Rated Configuration shall be deemed a violation of these Class Rules and grounds for disqualification from such race or regatta. The Handicap Board may require payment of a fee for the application for a Rating change due to a Modification, in an amount that shall be established and reviewed as necessary by the Fleet Executive Board. The Modification Fee shall be paid in addition to the regular dues and other fees owed by the Member.
- 5.3 Any member of PHRF SD may request that another PHRF SD member’s boat be inspected to verify conformance to the Rated Configuration stated on the Rating Certificate for the boat. Subject to permission from the boat’s owner, the inspection will be performed by a member of the Handicap Board . If the inspected boat’s configuration is found to be different than stated on the Rating Certificate for the boat or if the boat’s owner refuses to permit an inspection, the Rating shall be immediately invalidated.
- 5.4 A boat may not participate in a PHRF SD race unless a current, valid Rating has been issued for that boat. Only the PHRF SD member(s) shown on the Rating Certificate for the boat (or designated representative) may enter the boat in PHRF SD races.

5.5 The Rating to be used in the PHRF SD race is the Rating shown on the Rating Certificate for the boat in effect the day of the PHRF SD race or a date specified by the Race Organizing Authority.

5.6 The issuance of a Rating shall not, under any circumstances, amend or abrogate any provision of the Racing Rules of Sailing.

5.7 A boat may have more than one valid Rating at a time. Upon submission of a rating application and payment of a fee in an amount equal to the annual membership dues of a Regular Member, additional PHRF SD Ratings may be issued for a boat sailing with a different Rated Configuration. Where multiple Ratings have been issued, a boat may not change Ratings during a regatta but must sail the complete regatta using the Rating under which it entered. For purposes of this paragraph, a regatta is defined as a race or group of races where results are scored as a series.

6. STANDARD PHRF SD SPECIFICATIONS

Any deviations from the Standard PHRF SD Specifications shown below shall be included in the boat's Rating Certificate and must be immediately be reported in writing to the Chief Handicapper.

SAILS Headsail Luff Perpendicular **LP** shall not exceed **1.55 x J**
Symmetrical Spinnaker Luff **SL** shall not exceed **.95** times the square root of **(ISP² + SPL²)**
Symmetrical Spinnaker Maximum Width **SMW** shall not exceed **1.8 x SPL**
Asymmetrical Spinnaker Luff **ALU** shall not exceed **1.15** times the square root of **(ISP² + TPS²)**
Asymmetrical Spinnaker Foot **ASF** shall not exceed **1.8 x TPS**
Asymmetrical Spinnaker Mid Girth **AMG** shall not exceed **1.8 x TPS**
Asymmetrical Spinnaker Mid Girth divided by Asymmetrical Foot **AMG/ASF** ratio shall be equal to or greater than **0.75**

- POLES** Spinnaker pole shall not exceed **100% of SPL**
 Extended “bow sprit pole” or bow sprit tack point (**TPS**) shall not exceed original manufacturer’s designed length
 Whisker pole maximum length shall not exceed **1.4 x J**
 Adjustable length whisker poles shall have a 2-inch contrasting band indicating maximum allowable length.
 When in normal use, these poles shall not be extended beyond their maximum allowable length, and shall be attached to any point on the mast.
 Where the Rated Configuration of a boat includes the use of a bowsprit, the use of a spinnaker pole is prohibited.
- INTERIOR** All “factory” installed items shall remain in place as designed. This includes, but is not limited to, galley sink, stove, icebox, head sink and head, any water tanks, fuel tanks, or holding tanks, , doors, hatches, partitions, floorboards, etc. Cushions and galley or salon tables may be removed.
- SPARS** Shall be “standard size” for the “standard production model” manufacturer type and shall not be movable in excess of original manufacturer design.
- ENGINE** An engine capable of moving the boat through calm water with no sails at least 1.0 times the square root of the LWL in knots, or five knots (whichever is less) plus enough fuel to reach the nearest point of land. Boats rated with an engine shall carry the engine while racing. Boats rated without an engine may carry one without credit or penalty. Outboard engines may be removed and stowed in the boat’s cabin when not in use.
- KEEL/ RUDDER** Retractable keels and rudders shall be fully extended at all times while racing unless the Rating Information and the Rated Configuration of the boat provide otherwise.
- BALLAST** Moveable ballast shall be kept stationary at all times while racing unless the Rating Certificate and the Rated Configuration of the boat provide otherwise
- WINCHES** Winches shall be manually operated at all times while racing unless the Rating Certificate and the Rated Configuration of the boat provide otherwise. See Appendix G ENERGY STORAGE

(Appendixes are set forth in the pages below)

APPENDIX A RIG and SAIL SPECIFICATIONS

1.0 RIG DEFINITIONS

J This is the horizontal distance from the point where the forestay intersects with the sheer line to the face of the mast. For boats that tack a headsail forward of the forestay, J will be the horizontal distance from the headsail tack point to the face of the mast.

I The vertical distance from the top of the Jib sheave to the shear line abeam of the mast.

ISP The vertical distance from the top of the highest Spinnaker sheave to the shear line abeam of the mast.

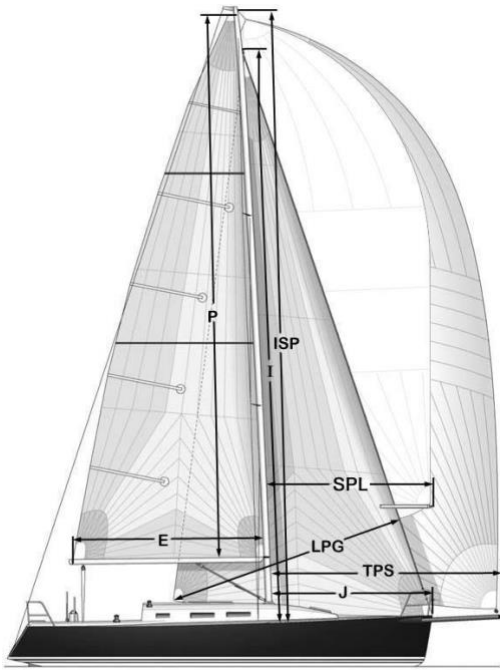
P The distance, measured along the aft edge of the mast, from the top edge of the boom to the highest point on the mast to which the head of the mainsail may be hoisted. If the boom gooseneck is moveable, the “P” shall be measured with the boom in its lowest position.

E The distance, measured along the top edge of the boom, from the aft edge of the mast to the furthest aft point on the boom to which the clew of the mainsail may be extended. If there is an external track fitted on the mast, the measurement is taken to the surface of the track.

LP The perpendicular distance from the luff to the clew of the headsail.

SPL The length of the spinnaker pole when measured from the forward edge of the mast to the end of the pole or the length of a “bowsprit pole” used with asymmetrical spinnakers when measured from the forward edge of the mast to the tack point of the extended bowsprit pole..

TPS The horizontal distance from the face of the mast to the point of attachment at deck level for deck tacked spinnakers or the extreme forward end of any bowsprit when fully extended for sprit tacked spinnakers.



2.0 SAILS – GENERAL

2.1 All sails shall be measured in a manner consistent with the way they are set and trimmed.

3.0 JIB & GENOA

- 3.1 Midgirth measured between midpoints of luff and leech shall not exceed 50% of the foot length nor shall the length of any intermediate girth exceed a value similarly proportional from its distance from the head of the sail.
- 3.2 A boat may use a luff groove device provided its length is essentially the same as the luff of the sail, is a constant section throughout, and is able to rotate freely without restraint.
- 3.3 Jibs may be sheeted from only one point except in the process of reefing. Quadrilateral or similar sails or sails on which the sailcloth does not extend to the cringle at each end are excluded.
- 3.4 Jibs shall be measured on the perpendicular from the luff to the clew. The luff perpendicular (LP) is measured from the clew to the outside edge of the sail including any luff tape.

3.5 LIMITATIONS

- a. No clew boards may be used on jibs with an **LP** over 100%, and no headboards may be used on any jib.
- b. The tack of the sail must be rigged to the stem fitting.
- c. Battens may be used only on headsails whose LP does not exceed 110%. A maximum of four (4) battens equally spaced and up to full length is allowed without penalty.
- d. The distance measured on the surface of the sail between the midpoint of the foot and the midpoint of the luff shall not exceed 55% of the length of the leech.

4.0 SHOOTER/BLOOPER

- 4.1 A blooper is a free-flying headsail. The sail is tacked with or without a pennant that may not exceed 2.5 feet in length at the stemhead and is hoisted the same as a spinnaker.
- 4.2A blooper flown with a spinnaker must be no longer on the luff than the headstay.
- 4.3 The mid-girth measured between the midpoint of the luff and the leech shall not exceed 50% of the foot length, nor shall any intermediate girth exceed a value similarly proportional to its distance from the head of the sail.
- 4.4 The distance measured on the surface of the sail between the midpoint of the foot and the midpoint of the luff shall not exceed 55% of the length of the leech.
- 4.5The **LP** can be no longer than the largest declared headsail.

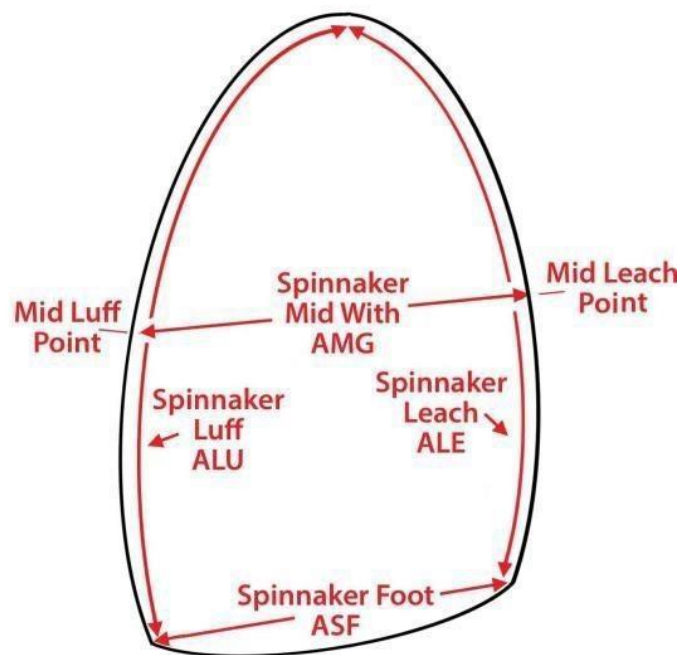
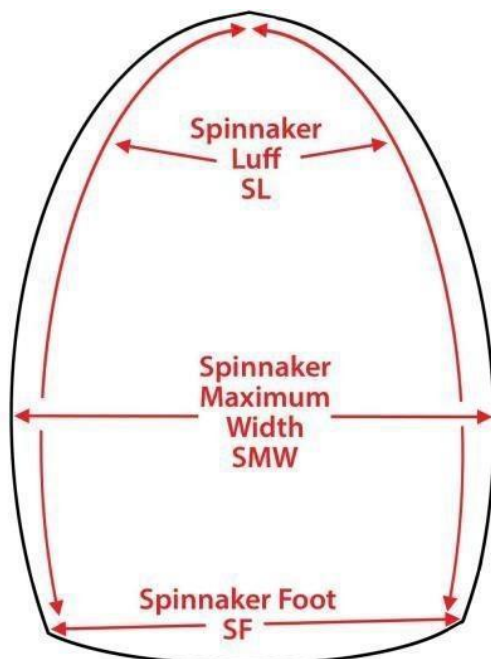
5.0 SPINNAKERS

- 5.1 Boats may carry both a symmetrical spinnaker and an asymmetrical spinnaker, subject to the specifications in this Appendix A and in the Class Rules (including other Appendices).
- 5.2 Commencing October 25, 2003, boats designed to carry symmetrical spinnakers as the normal downwind sail may also, without an automatic rating penalty, carry asymmetrical spinnakers, so long as the sizes of the asymmetrical spinnakers do not exceed the dimensions detailed in PHRF SD Appendix A Rule 5.3. For boats rated prior to October 25, 2003 with asymmetrical spinnakers built in excess of the dimensions shown in Appendix A, Section 5.3 of these rules, they may continue to use those now “oversized asymmetrical

spinnakers” and will continue to carry any rating adjustment and/or restrictions they received and will be individually rated unless and until they discontinue the use of such “oversized asymmetrical spinnakers.” The Rating Certificate for these boats will carry the notation “oversized spinnaker” in the comments section. Any boat rated subsequent to October 25, 2003, may choose to take advantage of the first paragraph of this rule or may be individually rated if it elects to use asymmetrical spinnakers that exceed the dimensions set forth in the first paragraph of this rule. Nothing herein shall limit the Handicap Board’s current authority to change or modify a boat’s rating based upon performance. NOTE: The addition of an asymmetrical spinnaker to a boat with a symmetrical spinnaker inventory must have the dimensions of the largest asymmetrical used for PHRF SD rated events added to their current valid PHRF SD Information.

5.3 The following table describes the maximum (without penalty) dimensions allowed for symmetrical and asymmetrical spinnakers unless otherwise noted on the Rating Certificate for the boat.

| | SYMMETRICAL SPINNAKER | ASYMMETRICAL SPINNAKER |
|--|---|---|
| WHEN FLOWN ON A BOAT DESIGNED TO CARRY A <u>SYMMETRICAL SPINNAKER</u> AS THE NORMAL DOWNWIND SAIL | <p>SL shall not exceed .95 times the square root of (ISP² + SPL²)</p> <p>SMW shall not exceed 1.8*SPL</p> | <p>ALU shall not exceed 1.03 times the square root of (ISP² + SPL²)</p> <p>SF shall not exceed 1.8*SPL</p> <p>AMG shall not exceed 1.8*SPL</p> |



| | | |
|--|---|--|
| <p>WHEN FLOWN ON A BOAT DESIGNED TO CARRY AN ASYMMETRICAL SPINNAKER AS THE NORMAL DOWNWIND SAIL</p> | <p>SL shall not exceed .95 times the square root of (ISP² + SPL²)</p> <p>SMW shall not exceed 1.8*SPL</p> | <p>ALU shall not exceed 1.15 times the square root of (ISP² + TPS²)</p> <p>SF shall not exceed 1.8*SPL</p> <p>AMG shall not exceed 1.8*TPS</p> |
|--|---|--|

5.4 SYMMETRICAL SPINNAKERS

5.4.1 Luffs must be equal length.

5.4.2 The sail must be symmetrical about a line joining the head to the center of the foot.

5.4.3 The mid-girth (**SMW**) shall not be less than 75% of the foot (**SF**) length.

5.4.4 Symmetrical Spinnakers shall be measured with such tension as will remove wrinkles along the line of measurement. The sail maker or owner of the boat shall sign the sail indicating date of measurement, the maximum length of the luffs and maximum width, and his/her approval to all other requirements.

5.4.5 **SL** (Spinnaker Luff) shall be the greatest length of the sail's luff and leech along the edges of the sail from head to foot. Where stiffening is used to extend the angles at the tack or clew of spinnakers beyond an included angle of 110°, the greatest length of any such stiffening in the foot of the sail measured from the clew shall be added to the luff length to determine **SL**.

5.4.6 **SF** (Spinnaker Foot) shall be the distance from the tack to the clew measured in the shortest path on the surface of the sail. The Spinnaker Luff (**SL**) is measured along the edges of the sail from the head to the foot. The Spinnaker Maximum Width (**SMW**) is measured between points on the luffs equidistant from the head.

5.4.7 LIMITATIONS

- a. Spinnakers shall be sheeted from only one point on each side of the sail.

- b. Battens shall not be used on spinnakers.
- c. No reefing of symmetrical spinnakers is allowed

5.5 ASYMMETRICAL SPINNAKER

5.5.1 The luff shall be at least five (5) percent longer than the leech.

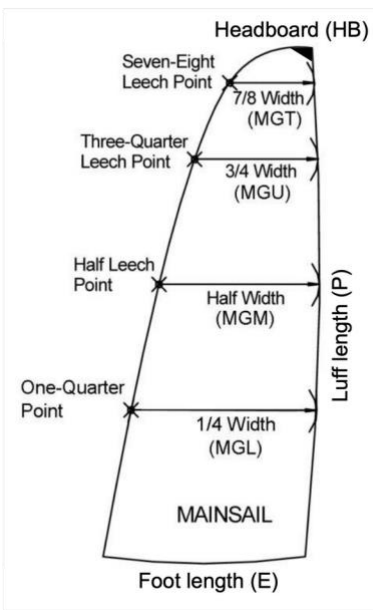
5.5.2 Asymmetrical Spinnakers shall be measured with such tension as will remove wrinkles along the line of measurement. The sailmaker or owner of the boat shall sign the sail indicating the date of measurement, the length of the luff and leech, and girths, and his/her approval to all other requirements. Both the Spinnaker Luff and Leech (ALU and ALE) are measured from head to foot. The Asymmetric Mid Width (AMG) is measured by determining the midpoints of the luff and leech and the width is the shortest path connecting those two points.

5.5.3 **ALU** (luff length) and **ALE** (leech length) are measured the same as the symmetrical spinnaker luff (SL).

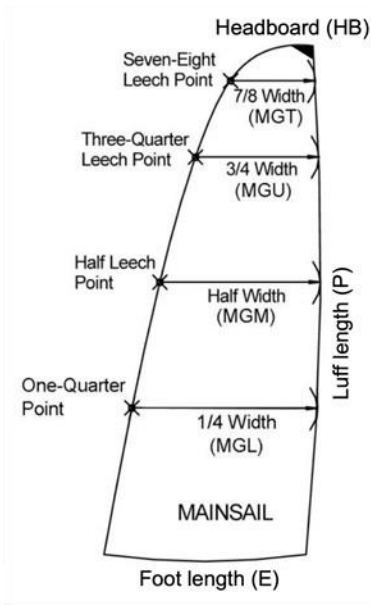
5.5.4 **ASF** (foot length) is the distance from the tack to the clew measured on the shortest path on the surface of the sail.

5.5.5 LIMITATIONS

- a. The sail shall be sheeted from only one point on each side of the sail.
- b. Battens shall not be used.
- c. When flown from a spinnaker pole normally used with a symmetrical spinnaker, the pole shall not exceed “SPL” without a rating adjustment. When flown without a pole the tack of the sail will be attached, either directly, with a pennant, or a tack line to a tack block that is anchored a distance that does not exceed 6 inches of the rated “SPL” for that boat. The anchor point of the tack or tack block shall be within 3 inches of the boat’s centerline.
- d. No reefing of asymmetrical spinnakers is allowed.
- e. The ratio of ASMW to SF shall be equal to or greater than 75%.



6.0 MAINSAIL



6.1 Mainsails are measured as follows:

- a. The foot of the mainsail (E) shall be the length measured along the boom, from the aft edge of the mast to the aftermost point to which the mainsail foot may extend.
- b. Mainsail hoist (P) shall be the measured length of the hoist of the sail. It is the distance along the afterside of the main mast from the highest point, which the head of the sail may be set to the lowest point of the tack. If a sliding gooseneck is used, measurement is to be made with the boom at the extreme bottom of the slide.

- c. Midgirths are measured at the 1/4 (MGL), 1/2 (MGM) and 3/4 (MGU) leech points (points on the leech up from the intersection of the head and the clew) and measured on the perpendicular to the nearest luff intersection.
- d. The mainsail headboard length (**HB**) shall be the maximum fore and aft dimension from the luff of the main, projected if necessary, to the extreme edge of the leech of the main measured across the widest part of the headboard. **HB** is limited to the greater of $.04 * E$ or 0.5 feet.
- e. Partial and full batten mainsails are allowed. Battens may not be adjusted while racing.
- f. **The** 7/8 girth (MGT) mainsail dimension shall not exceed $0.22 * E$.

6.2 LIMITATIONS

- a. Spare mainsails are not permitted to be carried on board with the expectation of improved performance, as for varying weather conditions or points of sail. A second mainsail may only be carried onboard as a spare for emergency use.
- b. The 1/2 girth shall measure no more than $0.65 * E$. The 3/4 girth shall measure no more than $0.38 * E$. Any greater dimensions shall be considered “Oversize Roach”

7.0 MIZZEN SAILS

7.1 A mizzen sail is attached to the back of the mizzenmast and is the aftermost sail on a ketch or a yawl rig.

7.2 The measurements and limitations for a mizzen sail are the same as for mainsails.

8.0 MIZZEN STAYSAILS

8.1 Mizzen staysails must be three-cornered (head, tack, clew). The tack or tack pennant must be secured abaft the point of intersection of the aft face of the main mast with the deck, and also must be secured no higher than the rail cap, deck, or cabin top.

8.2 Sheet leads may be to the hull or to the rail and to the mizzen boom, but not to any other spar or outrigger.

9.0 FORMULAS

| |
|-----------------|
| FORMULAS |
|-----------------|

| | | |
|-------------------------------|--|--|
| GENOA | Largest Headsail % add new field, Jib_Area | Sqrt (I squared + J squared) x LP/2 and |
| MAINSAIL | Mainsail Area | P x E x 0.625 |
| | Largest Spinnaker | |
| SYMMETRICAL SPINNAKER | % Standard Spinnaker Area | 100 x SMW divided by J SL*(0.5*SF+2*SMW)/3 |
| ASYMMETRICAL SPINNAKER | ALU Standard Bowsprit Pole Standard Asymm Area | 1.03 * square root of (ISP² + TPS²) As original by the manufacturer (0.5*ALU+0.5*ALE)*(0.5*ASF+2*AMG)/3 |
| RATED SAIL AREA | Rated Sail Area Performance | Area of Jib + Area of Main |
| PERFORMANCE FACTOR | Factor | ((0.67*LWL) + (0.34*LOA)) * (SA/D) where SA = ((MSP*ISP) + (P*E)) /2 and MSP = MAX (J,SPL,TPS) |
| ULDB STATUS | ULDB Status | Performance Factor greater than 2.1 |

- $PF = ((0.67 * LWL) + (0.34 * LOA)) * (SA / DISP)$
- PHRF SoCaL - SA Formula = $((J * I) / 2) * 1.55 + (P * E) / 2$
- NEW PHRF SD - SA Formula = SA_Main + SA_Headsail + SA_Spinnaker
- SA_Main = $(P * E) / 2$
- SA_Headsail = $((I * J * MaxHeadsailSize * 0.52) / 100)$
- SA_Spinnaker = $(SQRT(I^2 + J^2) * 1.1 * 1.8 * MaxSpiDim * 0.66)$
- MaxHeadsailSize = 155
- MaxSpiDim = Greater of SPL or Pole
- Non Spinnaker Offset (NSO) = $0.03 \times (\text{Greater of Spin Areas [Sym or Asym]} \times (RLC \text{ Rating} + 650) / RSA)$
- Rated Sail Area (RSA) = $(SQRT(I^2 + J^2)) * (MaxHeadsailSize * J / 2) + (P * E * .65)$
- LWL = length at Waterline
- LOA = Length Overall without appendages like a bow sprit
- SA = Sail area

DISP = Displacement

APPENDIX B STANDARD EQUIPMENT

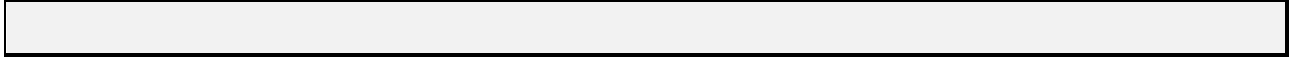
PHRF SD is an organization established solely to determine and maintain Ratings for sailboats which race in San Diego. PHRF SD is not a safety consulting agency and it has no expertise whatsoever in establishing or evaluating safety standards, procedures, or equipment for the boats that it rates under these rules. As such, PHRF SD does not require or recommend safety equipment or standards other than those that are required by law or recommended by WORLD SAILING or US Sailing.

Consistent with the foregoing, all boats rated under these rules shall be equipped and maintained in accordance with all applicable Federal, State and local laws, including (but not limited to) all applicable regulations promulgated by the U.S. Coast Guard. All boats rated under these rules shall further comply with the safety and equipment rules set forth in the Racing Rules of Sailing and the safety and equipment rules promulgated by the United States Sailing

Association (US Sailing) and, where not inconsistent, WORLD SAILING). A host yacht club or race organizer may have additional requirements, which shall be stated in the Sailing Instructions.

The safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge who must do his or her best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit. The person in charge must be satisfied as

to the soundness of hull, spars, rigging, sails and all gear. He or she must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used. The responsibility for a yacht's decision to participate in a race or to continue racing rests solely with the person in charge. Nothing in these rules shall be deemed in any way to limit or reduce the complete and unlimited responsibility of the person in charge.



APPENDIX C OFFSETS

1.0 PURPOSE

The purpose of an Offset is to further align the Ratings used for scoring when it is anticipated that conditions, race course type, or other factors will vary significantly from the assumptions used to determine the Ratings. An Offset is a time adjustment (positive or negative) computed onto existing Ratings. The minimum increment of change for an Offset is one second/mile.

2.0 AUTHORITY FOR USE

Authority for use of an Offset for a specific race or regatta rests with the host yacht club or race organizer. PHRF SD has sole authority for establishing and maintaining the Offsets.

3.0 NOTICE OF USE

Once an Offset has been established by PHRF SD , host yacht clubs or race organizers shall authorize the use of the Offset in the published Notice of Race/Regatta and Sailing Instructions. When an Offset is authorized for use, all PHRF SD entries shall be scored with the Offset.

4.0 APPEAL

A PHRF SD member may appeal an Offset to the applicable Handicap Board pursuant to the Rating Review procedures set forth in Rules

5.0 NON-SPINNAKER OFFSET

- a. The Non-Spinnaker Offset compensates for the difference in performance between a boat racing with a spinnaker and a boat racing without a spinnaker.
- b. The Non-Spinnaker Offset does not apply to boats designed not to carry a spinnaker (for example, Star, Sparhawk 36, Freedom 30, boats with unstayed masts, etc.). The PHRF SD Ratings for these boats shall apply to either designated Non-Spinnaker or “mixed” Non-Spinnaker / Spinnaker classes.

APPENDIX D NOT UESD Cruising Adjustments Cruising Adjustments Cruising Adjustments

APPENDIX E RATED CONFIGURATION

1.0 All boats handicapped by PHRF SD are issued a rating with a Rated Configuration which is listed on the Rating Certificate for the Boat. The Rated Configuration includes the information listed below..

2.0 It is the responsibility of the PHRF SD member to advise PHRF SD if the Rated Configuration shown on the Rating

Information for the boat is not accurate.

E - A+D

F - B+D

1. MAINSAILS

A - Stock

B - Extended "E"

C - Extended "P"

D - Full Battens (all)

E - Extended "E" and "P"

F - Full Battens, Extended "E"

G - Full Battens, Extended "P"

H - Full Battens, Extended "E" and "P"

I - Full Battens, Unstayed Rig

J - Custom, not listed

2. RIG CHANGES

A - Stock

B - Extended "P" and "I", or Extended "I"

C - Custom, not listed

D - Upgraded Spar and/or Rigging

3. SPINNAKERS

A - Stock

B - Oversize Pole (OSP)

C - Oversize SMW

D - OSP and oversize SMW

E - Increased SL and/or Hoist

F - Increased SL and/or Hoist, OSP

G - Increased SL and/or Hoist, Oversize SMW

H - Increased SL and/or Hoist, OSP and Oversize SMW

I - Custom, not listed

J - Asymmetrical spinnaker/gennaker as Stock

K - J + OSP and/or Oversize SMW
N - None Reported

4. HEADSAILS

A - Stock

- B - LP over 155%
- C - Custom, not listed
- D - A + Asymmetrical Spinnaker/Gennaker
- E - B + Asymmetrical Spinnaker/Gennaker

5. ENGINES

- A - Outboard
- B - Inboard, Factory or Factory-like Installation
- C - Inboard, Non-factory Installation
- D - No engine
- E - Custom, not listed
- F - Non-Class-Standard Location G - B+F

6.HULL/DECK, KEEL, RUDDER

- A - Stock
- B - Modified Hull and/or Deck
- C - Modified or New Keel
- E - Modified Hull/Deck, Keel
- F - Modified Hull/Deck, Rudder
- G - Modified or New Keel, Rudder
- H - Modified Hull/Deck, Keel, Rudder
- I - Custom, not listed

- J - Modified Interior
- K - Modified Interior & Hull and/or Deck
- L - Modified Interior & Modified or New Keel
- M - Modified Interior & Modified or New Rudder
- N - Modified Interior & Hull/Deck, Keel
- O - Modified Interior & Hull/Deck, Rudder
- P - Modified Interior & Modified or New Keel, Rudder
- Q - Modified Interior & Hull/Deck, Keel, Rudder

7.ULDB and MODIFICATIONS

- Y - YES ULDB, un-modified
- N - NO non-ULDB, un-modified
- X - ULDB, modified, with non-typical adjustments *
- Z - non-ULDB, modified, with non-typical adjustments *

* = Non-typical adjustments are adjustments given by an Handicap Board that differ from [the Handicap Board Adjustments](#).

APPENDIX F CRUISING ADJUSTMENTS

1.0 PURPOSE and EFFECTIVE DATE

1.1 The “ Cruising 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 Cruising Adjustments

for competitors and race organizers are posted on the PHRF SD website, at <https://www.phrfsandiego.org>

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

2.0 ADMINISTRATION OF CRUISING ADJUSTMENTS

- 2.1 Except as provided below, Cruising Adjustments may be made to the Rating of any boat that has a current Rating issued by PHRF SD . **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 Cruising Adjustments shall be made in seconds per mile from each of the three Base Ratings (Buoy, RLC, OWC) for the boat. Adjustments shall be made in increments of one second per mile or more.
- 2.3 PHRF SD may establish a fee for the application and issuance of a Cruising Adjustment, in an amount that shall be established and reviewed as necessary by the Fleet Executive Board. The Cruising Adjustment Fee shall be paid in addition to the regular dues and other fees owed by the Member. Upon the issuance of a Cruising Adjustment, the boat's new and only Rating (the "Adjusted Rating") shall be the previous Rating plus or minus the Cruising Adjustment, and the Boat must race under the Adjusted Rating.
- 2.4 An Application for Cruising 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 Cruising Adjustment and the required fee if any, the Fleet Secretary shall forward the application to the Chief Handicapper. Upon receipt of such application, the Fleet Secretary 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 Cruising Adjustment for each such applicant shall be at the discretion of the Handicap Board, but such approval shall not be unreasonably withheld. In evaluating each boat, the Handicap 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 Handicap 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 PHRF SD Rule 3.2), the approval process described in this section shall be conducted by the Handicap Board rather than the Handicap 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 Handicap 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 Cruising 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 Handicap Board for continued eligibility on a year by year basis.

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

- 2.7 The Standard Cruising Adjustments provided for in Section 3 of this Appendix may be revised upon a majority vote of the Handicap 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 Cruising 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 PHRF SD Class 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 Cruising Adjustment. Any change to that configuration must be promptly reported to PHRF SD, 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

- 3.11 Fixed 3-Blade Prop +9
- 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 Cruising 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 Cruising Adjustment of 20% (twenty percent) of its Regional RLC rating.

3.7 Performance Factor

3.71 If a boat's Performance Factor (PF SoCal), 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 Cruising Adjustment, it does not affect Base Rating):

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

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

Appendix G ENERGY STORAGE

Unless modified by the Race Organizing Authority the prohibition on the use of stored energy while racing - RRS 52 Manual Power - shall not apply to trimming, hoisting, reefing, furling, or dousing of sails, adjusting of backstays and running rigging.

1. The use of stored power for the hoisting of mainsails, or the reefing, or furling of sails need not be declared to the Rating Authority.
2. Boats using stored power solely for the adjustment or operation of backstays shall declare this to the Rating Authority.

3. Boats using stored power for the adjustment or operation of running rigging other than as noted in 1. and 2. above shall declare this to the Rating Authority.

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