



## Rules for PHRF Adjustments:

**Rule 1: Base ratings:** Use the base ratings as published on the DCYC website

### Rule 2: Base rating assumptions

The base PHRF handicap makes the following assumptions:

- Maximum headsail size LP=155% of J
- Spinnaker pole not longer than J, Spinnaker maximum girth 1.8 times J
- All spars, sail plan and hull dimensions are production standard and unmodified.
- Boat has auxiliary power with either a folding (optimized) prop blades (if equipped with inboard engine) or a retractable outboard motor.
- Asymmetrical spinnakers cannot exceed the square footage of the allowed symmetrical spinnaker for the same boat unless otherwise allowed by the boat's class rules

Deviations from above must be declared at registration for proper handicapping. Failure to do so is grounds for protest.

Boats with class associations that support ODR (one design racing) and PHRF rules may elect to be rated under either rule provided that they follow the declared rule for the duration of the series or events. This typically only applies to J and Catalina boats. Boats electing to be handicapped under class rules rather than generic PHRF rules will be given a base handicap which assumes class sail sizes and class equipment configurations.

Adjustments (expressed as seconds per nautical mile) apply to both Sport Boat and Cruising Fleets (unless otherwise noted)

### Rule 3: Fixed props adjustment

- a. 2 blade, exposed shaft: assigned an adjustment of +6 seconds per mile
- b. 3 blades, exposed shaft: assigned an adjustment of +9 seconds per mile
- c. Non-retractable outboard motor: assigned an adjustment of +3 seconds per mile

### Rule 4: Maximum jib size adjustment

- a.  $\leq 135\%$ : assigned an adjustment of 3 seconds per mile
- b.  $>135\%$  to  $\leq 155\%$ : assigned no adjustment
- c.  $>155\%$  to  $\leq 165\%$ : assigned an adjustment of minus 3 seconds per mile
- d.  $>165\%$ : assigned an adjustment of minus 6 seconds per mile

### Rule 5: Roller furling adjustments

- a. Roller furling mains with no battens: assigned an adjustment of 9 seconds per mile
- b. Cruising roller furling jibs that are not standard to the boat (not already factored in to the PHRF rating): assigned an adjustment of 9 seconds per mile. Cruising roller furling jibs are defined as high cut clews ( $>2$  feet off the deck in normal close hauled position), and drums above the deck, and not made of exotic (mylar, kevlar, etc) materials. Please contact the fleet captain if you are not sure if your boat qualifies.
- c. Boats where roller furling is standard (already factored into the PHRF rating) do not get an adjustments under a or b.

### Rule 6: Oversized spinnaker and spinnaker pole adjustment

- a. Poles  $>100\%$  to  $\leq 110\%$  of J or SMW  $>180\%$  to  $\leq 198\%$  of J: assigned an adjustment of minus 3 seconds per mile
- b. Poles  $>110\%$  to  $\leq 120\%$  of J or SMW  $>198\%$   $\leq 216\%$  of J: assigned an adjustment of minus 6 seconds per mile
- c. Poles  $>120\%$  of J or SMW  $>216\%$  of J: assigned an adjustment of minus 9 seconds per mile
- d. Oversized asymmetric spinnakers: See Fleet Captain.

**Rule 7: Boom length Adjustment**

- a. Per 10% deviation of length from standard: assigned an adjustment of minus 3 seconds per mile

**Rule 8: No spinnaker:** 18 secs per mile

**Rule 9:** Any racer may apply for adjustments for other factors not listed above by sending a written statement of the situation, adjustment requested, rationale and any supporting material to the Fleet Captain who will submit the request to a vote by the PHRF committee. The proposal will be accepted or denied by majority vote of the committee. The Fleet Captain shall not vote unless there is a tie on the committee. Any adjustments under Rule 9 will be effective as of the date approved and not retroactive.