

West Florida PHRF Inc. Class Rules as of 8/31/15

Formula and typo corrections thru 12/20/16

Original version first adopted 8/04/03.

FUNDAMENTAL CONCEPTS

The primary objective of the West Florida Performance Handicap Racing Fleet (WFPHRF) is to establish and maintain an equitable system of handicapping boats owned or chartered by its members.

WFPHRF does not use measurers. WFPHRF relies on the honesty, sportsmanship, and Corinthian Spirit of its membership to ensure that accurate information on a boat's configuration is made available to the Rating Committee for review when determining a boat's Ratings.

WFPHRF rates vessels rather than their skippers or crew. It is assumed that a rated boat will be driven by the owner or his non-professional designee. WFPHRF acknowledges the benefit to the overall competition when professionals are involved in racing and encourages their participation; however, the utilization of professional drivers or paid crew for the purpose of "trophy hunting" violates the Corinthian Spirit and amateur nature of this fleet. WFPHRF encourages organizers to use the ISAF Sailor Classification System to promote the involvement of professionals in a manner, which fosters a sense of fair competition.

WFPHRF Ratings are "performance" handicaps, based on the speed potential and performance of a boat. To the greatest extent possible, race results and observations of actual races provide the data used to determine and monitor ratings. Ratings are determined by members who serve voluntarily as Handicappers on the Rating Committee.

WFPHRF discourages "rule beating." It is the intent of WFPHRF that any well-maintained and well-raced boat should have an equal opportunity to be competitive. Therefore, if a member chooses to modify a boat in an attempt to go faster, WFPHRF will attempt to compensate for the faster speed potential with ratings adjustments.

WFPHRF has established these Class Rules to define the context under which the assigned ratings will represent an accurate handicap. Race organizers are encouraged to utilize the Class Rules in their entirety. In circumstances where an organizing authority elects to waive one or more substantive rules, the assigned handicaps may no longer accurately reflect the performance capabilities of the rated vessels.

WFPHRF CLASS RULES

1. GENERAL

The West Florida Performance Handicap Racing Fleet (WFPHRF) is chartered to establish and maintain Handicaps (Ratings) for sailboats, which race in the West Florida region, and to establish a set of WFPHRF Class Rules, which define how the Ratings are administered.

- 1.1 WFPHRF has adopted the Racing Rules of Sailing, except where specifically noted.
- 1.2 Any Amendment or Addition to the WFPHRF Class Rules requires a 2/3-majority approval by the Board of Directors. When adopted, the Amendments or Additions become effective immediately or at the time and date set by the Board of Directors.
- 1.3 Interpretations of the WFPHRF Class Rules require a 2/3-majority approval of the Board of Directors. The Board of Directors is the final authority on the interpretation of the Class Rules.
- 1.4 WFPHRF follows a specific process for initial assignment of, and changes to, Ratings as defined in Sections 3, 4 and 5.
- 1.5 To expedite initial assignment of Ratings, the Rating Committee may utilize any form of communication (including but not limited to telephone, fax, e-mail) provided the rights of the WFPHRF member as defined in Sections 4 and 5 are not impacted.

1.6 The “TWO READINGS” noted in Sections 4 and 5 do not imply two meetings, but refers to a two-step review process.

2. PHRF RATINGS and RACE COURSES

2.1 PHRF Ratings are based on speed potential and performance with “seconds per mile” (Time on Distance) used to express the Ratings. Increments of performance used for Ratings are normally three (3) seconds per mile.

2.2 PHRF uses a system of THREE RATINGS to more accurately reflect the performance potential of boats. The Ratings are designated as the “BUOY COURSE RATING” (BUOY), the “RANDOM LEG COURSE RATING” (RLC), and the “OFF WIND COURSE RATING” (OWC).

- a. The BUOY Rating is assigned to windward/leeward courses with no reaching legs. The windward leg is no longer than five (5) nautical miles. The windward and/or leeward marks are capable of being moved to maintain a true windward/leeward course. Courses may include one non movable mark.
- b. The RLC Rating is assigned to courses that could require “beating”, “reaching”, and “running”. Marks of the course may be selected without consideration of actual wind direction.
- c. The OWC Rating is assigned to courses that, under normal conditions, are expected to have at least 2/3 of the distance be a “reach” or a “run”. This rating will be used on all races where any leg exceeds 50 N.M.

2.3 Only WFPHRF may issue Ratings to be used in a WFPHRF race.

2.4 The WFPHRF Board of Directors shall advise yacht clubs and other race organizers regarding the appropriate Rating type (Buoy, Random Leg, or Off wind) to be used in WFPHRF Boat of the Year (BOTY) Series races.

3. INITIAL RATINGS

3.1 Upon receipt of a completed “Application for Rating”, the Fleet Administrator will review the Application for completeness and then proceed based on 3.2 or 3.3 as necessary.

3.2 If the boat is a previously-rated, standard production model, in either the WFPHRF Fleet or in the US Sailing PHRF Fleet Handbook, the Ratings will be based on the established Ratings plus any Adjustments noted in Appendix C. The Rating Committee Chairperson will issue a “Provisional Rating Certificate” and forward a copy to the Rating Committee.

3.3 If the boat is not a standard production model, the Rating Committee Chairperson shall provide the committee members with a summary of the boat’s data, information on comparable boats ratings (including the Schell Regression calculations for these boats), and any other information available. The committee members will have one week to review this information and respond with their recommendations. Using these recommendations the Rating Committee Chairperson will advise the Fleet Administrator to issue a Rating Certificate.

3.4 In the event that the insufficient performance data exists to accurately rate such a vessel, the Rating Committee may require the owner to provide additional performance predictions, such as US Sailing’s Sail Rater, at the owner’s expense.

3.5 Standard production model boats, which have been modified, may be designated as “Individually Rated Production Class” (IRPC) boats and shall be rated as noted in 3.3 above. Information indicating the boat is an IRPC will be noted in the “Remarks” section of the Rating Certificate.

3.6 Unless otherwise requested in writing by the WFPHRF member, a One-Design type boat shall be rated using the standard WFPHRF configuration (see Section 6). A written request to be rated with the One-Design configuration shall include a copy of the current One-Design Class Rules. When a boat is rated with the One-Design configuration, each exception to these Class Rules will be noted in the "Modifications" section of the

Rating Certificate, and THE BOAT IS NO LONGER RATED AS ONE DESIGN. Boats rated as One-Design must comply with their One Design Class Rules at all times.

- 3.7 Any boat that meets the definition of a “Sportboat” as detailed in the WFPHRF Class Rules will be designated as such on its Rating Certificate.
- 3.8 Any self-righting keelboat that does not meet the minimum requirements for Category 4 races will be issued a Rating Certificate that shall be designated for only Category 5 races.
- 3.9 Boats manufactured with either inboard or outboard engines shall be rated differently, with the inboard model rated higher than the outboard model.

4. CHANGES TO RATINGS

- 4.1 A formal process shall be followed to change a boats Rating(s) which requires a thorough review of comparable ratings from other PHRF regions, appropriate race results and observed performance.
- 4.2 A rating review during the racing season between September 1st and May 31st can only be initiated by a current WFPHRF member. A written request for rating review must be submitted to the Fleet Administrator and the Rating Committee Chairperson to initiate this process. The Rating Committee may only be allowed to initiate a rating review during the racing season to correct a technical error on a certificate.
- 4.3 The Rating Committee may, during the summer season between June 1st and August 31st, review the rating of any boat that has received a BOTY trophy. This review is to identify ratings that are not consistent with other comparable PHRF regions. Ratings that are consistent with comparable regions will not be changed. The President or Rating Committee Chairperson will initiate these reviews.
- 4.4 The Rating Committee may, during the summer season between June 1st and August 31st, review the rating of any boat that is not reviewed under points 4.2 & 4.3 above. The President or Rating Committee Chairperson will initiate these reviews.
- 4.5 Current WFPHRF members may submit a request for rating review anytime during the calendar year.
- 4.6 During any of the above reviews, boat owners may be asked to verify measurements or equipment listed on their certificate and/or submit to a measurer’s inspection.
- 4.7 A change in base rating for any boat design will automatically be applied to all other boats in the fleet of the same design.
- 4.8 Review Process:
 - a. The Rating Committee shall review the Request and make a preliminary determination that a review is warranted based upon the Request.
 - b. If it is determined that the Rating(s) of the boat needs to be reviewed, the Fleet Administrator or Rating Committee Chairperson shall advise the WFPHRF member shown on the Rating Certificate of the affected boat in writing of the “Intent to Review Rating”.
 - c. The member (or designated representative) will have two weeks to present information that will assist in the Review. Presentation of this information may be in a formal meeting, e-mail or phone call at the discretion of the Rating Committee Chairperson. The review may continue even if the member (or representative) does not respond within the provided two week time frame.
 - d. The Rating Committee shall conduct the review using all information available and provide a new rating. The Rating Committee Chairperson will update the certificate with the new rating and this change will become effective immediately and applied to future races. Previous race results will not be affected by the change.
 - e. The Fleet Administrator and/or the Rating Committee Chairperson will notify the certificate holder the result of the Rating Review and any changes implemented.

5. RATING CERTIFICATE

- 5.1 The Rating Certificate is issued by the WFPHRF Fleet Administrator, and is valid from July 1 through June 30. It must be signed by the WFPHRF member certifying that all of the information on the Rating Certificate is correct and represents the true configuration of the boat.
- 5.2 Any changes (modifications) to the Rated Configuration must be reported immediately, in writing, to the Fleet Administrator, 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. The modification(s) and the associated Adjustment(s) will be noted on the Rating Certificate.
- 5.3 Any member of WFPHRF may request that another WFPHRF member's boat be inspected to verify conformance to the Rated Configuration stated on the Rating Certificate. Subject to permission from the boat's owner, the inspection will be performed by a member of the Rating Committee and the Technical Committee. If the inspected boat's configuration is found to be different than stated on the Rating Certificate or if the boat's owner refuses to permit an inspection, the Rating Certificate shall be immediately invalidated.
- 5.4 A boat may not participate in a WFPHRF race unless a valid Rating Certificate has been issued for that boat. Only the WFPHRF member(s) shown on the Rating Certificate (or designated representative) may enter the boat in WFPHRF races.
- 5.5 The Rating to be used in the WFPHRF race is the Rating shown on the Rating Certificate in effect the day of the PHRF race or a date specified by the Race Organizing Authority.

6. STANDARD PHRF SPECIFICATIONS

Any deviations from the Standard WFPHRF Specifications shown below shall be reported immediately, in writing, to the Fleet Administrator, and are subject to the applicable Adjustments in Appendix C. All exceptions will be specifically noted on the Rating Certificate.

SAILS Headsail LP shall not exceed $1.55 \times J$
Symmetrical Spinnaker Luff (SL) shall not exceed .95 times the square root of $(I^2 + J^2)$
Symmetrical Spinnaker Foot shall not exceed $1.8 \times J$
Asymmetrical Spinnaker area and dimensions shall not exceed the parameters defined in Appendix A.
Main Sail measurements and definitions shall not exceed those in Appendix A.
See appendix A for complete sail measurement definitions for all sails.

POLES Spinnaker pole shall not exceed 100% of J
Extended "bow pole" (Jc) shall not exceed original manufacturer's designed length
Whisker pole maximum length shall not exceed maximum rated Headsail LP.

Boats racing in a designated Non-Spinnaker race may use a whisker pole. Maximum allowable length is equal to the maximum LP of the largest jib that the boat is rated for. 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.

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, water tanks, fuel tanks, or holding tanks, doors, hatches, partitions, floorboards, etc.

SPARS Spars shall be "standard size" for the "standard production model" manufacturer type and shall not be movable in excess of original manufacturer design.

ENGINE All WFPHRF rated boats must carry 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), enough fuel to reach shore based on the current race course and a mounting bracket

necessary to affix the motor in the propulsion position as needed. This requirement may be waived by Race Organizers for One Design boats racing only in One Design fleets.

- KEEL/
RUDDER** Retractable keels and rudders shall be fully extended or be subject to the applicable rating Adjustments in Appendix C.
- BALLAST** Moveable ballast shall be kept stationary or be subject to the applicable Rating Adjustments in Appendix C.
- HIKING
AIDS** No boat shall be sailed with any person having the majority of their torso outside the hull-to-deck joint of the boat. Exception: a boat designed with racks, trapezes, toe straps, or hiking lines as original equipment may utilize such hiking aids in any category of race for which it is properly equipped and rated. See Section 9 and Appendix B.

The Standard Equipment shown in Appendix “B” is considered part of a boat’s Rated Configuration and shall be carried while racing. Failure to carry the equipment is cause for disqualification from a race.

7. MARINE INDUSTRY RACER (MIR) RULE

The Marine Industry Racer Rule was removed from the West Florida PHRF Class Rules June, 2005 to eliminate any perception of conflict with the ISAF Sailor Classification Code.

8. INFRACTIONS / RULE VIOLATIONS and HEARING

WFPHRF will assess penalties for infractions and violations of the WFPHRF Class Rules and conduct hearings as defined in Appendix G.

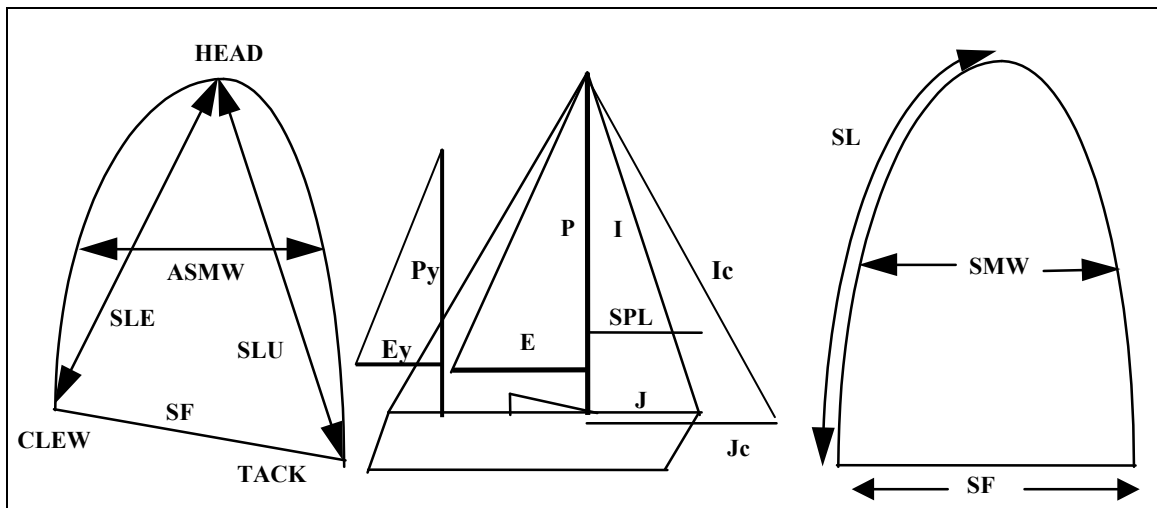
9. RACE CATEGORIES and MINIMUM CREW

- 9.1 CATEGORY 1 – A race of more than 125 nautical miles in which a boat is expected to be self-sufficient because it may be difficult to seek shelter, other boats may not be close enough to render assistance, or land-based rescue efforts may require a significant period of time to reach the distressed boat. The Random Leg Rating or Offwind Rating (as defined in Section 2.2) shall apply. WFPHRF “Special Equipment Regulations” shall apply. The Organizing Authority may invoke additional ORC Requirements.
- 9.2 CATEGORY 2 - A race 125 nautical miles or less which requires at least one night at sea, in which the course is close enough to shore for the boat to seek shelter in case of an emergency. The Random Leg Rating or Offwind Rating (as defined in Section 2.2) shall apply. WFPHRF “Special Equipment Regulations” shall apply. The Organizing Authority may invoke additional ORC Requirements.
- 9.3 CATEGORY 3 – A race 60 nautical miles or less, which is intended to be less than 12 hours duration, and with no part of the course more than 15 nautical miles from shore (land). The Random Leg Rating or Offwind Rating (as defined in Section 2.2) shall apply.
- 9.4 CATEGORY 4 – A race 30 nautical miles or less, which is intended to be less than 6 hours in duration and with no part of the course more than 5 nautical miles from shore (land). The Buoy Rating, or Random Leg Rating, or Offwind Rating (as defined in Section 2.2) shall apply.
- 9.5 CATEGORY 5 – A local club race in sheltered water. The Buoy Rating or Random Leg Rating (as defined in Section 2.2) shall apply.
- 9.6 Minimum crew including the skipper for CATEGORY 1, 2, and 3 races shall be three. Minimum crew for CATEGORY 4 and 5 races shall be two. Each crewmember shall be capable of performing tasks associated with sailboat racing.

APPENDIX A RIG and SAIL SPECIFICATIONS

1. RIG DEFINITIONS

- J** The horizontal distance from the foreside of the mast at the deck to the forestay where it meets the deck. If the mast is moveable at the deck, the “J” shall be measured with the mast in the aft most position.
- Jc** The horizontal distance from the foreside of the mast at the deck to the tack point on the forward end of the bowsprit pole with the bowsprit pole extended to its fullest length, or to the end of an oversize symmetrical spinnaker pole.
- I** The vertical distance from the top of the Jib sheave to the sheer line abeam of the mast.
- Ic** The vertical distance from the top of the Spinnaker sheave to the sheer line abeam of the mast.
- P** The distance from the top edge of the boom to the lower edge of the measurement band at the top of the mast. If the boom gooseneck is moveable, the “P” shall be measured with the boom in its lowest position.
- E** The distance from the aft edge of the mast to the inner edge of the measurement band on the boom.
- LP** The perpendicular distance from the luff to the clew of the headsail.
- SPL** The length of the symmetrical spinnaker pole when measured from the forward edge of the mast to the end of the pole.
- BPL** The length of a bow sprit pole mounted on deck or in hull and used with asymmetrical spinnakers when measured from the forward edge of the mast to the tack point of the extended pole.
- Py** For a mizzen sail or fore sail on a ketch, the distance from the top edge of the boom to the lower edge of the measurement band at the top of the mast. If the boom gooseneck is moveable, the “P” shall be measured with the boom in its lowest position
- Iy** For a mizzen sail or fore sail on a ketch, the distance from the aft edge of the mast to the inner edge of the measurement band on the boom.
- SLU** The length of an asymmetrical spinnaker luff measured in the shortest path on the surface of the sail
- SLE** The lengths of the leech measured in the shortest path on the surface of the sail
- SF** The distance from the tack to the clew measured in the shortest path on the surface of the sail.
- ASMW** The distance between the midpoint of the leech to the midpoint of the luff in the shortest path on the surface of the sail
- SL** The length of either the sail’s luff or leech along the edges of the sail from head to foot measured in the shortest path on the surface of the sail.
- SF** The distance from the tack to the clew measured in the shortest path on the surface of the sail.
- SMW** The distance between the mid point of the leech to the midpoint of the luff in the shortest path on the face of the sail.



2. SAILS – GENERAL

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

3. JIBS AND GENOAS

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 a line from the perpendicular of the luff to the clew.

3.5 Limitations are:

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 non-overlapping headsails. A maximum of four (4) battens 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.

3.6 For all sails built or modified after August 31, 2003 - Jibs or Genoas with an LP greater than 130% shall have the LP measurement and dimensions in feet and inches marked on the sail and signed and dated by the sail maker. Failure to comply with this requirement shall not be grounds for disqualification.

4. SHOOTER/BLOOPER

4.1 A blooper is a free-flying headsail. The sail is tacked with or without a pennant, not to exceed 2.5 feet, at the stem head and is hoisted the same as a spinnaker.

4.2 A 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.
- 4.5 The LP can be no longer than the largest declared headsail.

5. SPINNAKERS

- 5.1 A boat may carry either a symmetrical spinnaker or an asymmetrical spinnaker, subject to the specifications in this appendix and in the WFPHRF Class Rules (including all other applicable Appendices).
- 5.2 A boat that elects to carry both spinnaker types must report same to WFPHRF including measurements of both sails. The boat must choose which spinnaker type is its primary one. The boat will be rated with adjustments from Appendix C as needed.
- 5.3 Symmetrical spinnakers
 - a. Luffs must be equal length and no longer than 95% of the square root of the sum of I squared plus J squared.
 - b. The sail must be symmetrical about a line joining the head to the center of the foot.
 - c. The mid-girth (SMW) shall not be less than 75% of the foot (SF) length nor more than 180% of J.
 - d. Symmetrical Spinnakers shall be measured with such tension as to 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 compliance with all other requirements. Failure to comply with this requirement shall not be grounds for disqualification.
 - e. SL (Spinnaker Luff) shall be the length of either the sail's luff or leech along the edges of the sail from head to foot, with luff and leech being equal length. 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.
 - f. SF (Spinnaker Foot) shall be the distance from the tack to the clew measured in the shortest path on the surface of the sail and shall not be greater than 180% of the J measurement.
 - g. Limitations
 - 1. Spinnakers shall be sheeted from only one point on each side of the sail.
 - 2. Battens shall not be used on spinnakers.
 - 3. Reefing of symmetrical spinnakers is not allowed
 - h. The maximum rated area, without penalty, of a symmetrical spinnaker is $(1.425 * J) * (\text{square root of } (I * I) + (J * J))$. If a boat carries an over length SPL or has an ISP measurement, these figures are used in place of J and I respectively.
 - i. If a boat, rated for a symmetrical spinnaker, also carries an asymmetrical spinnaker, the rated area of the asymmetrical per the formula in 5.4.b. cannot exceed the rated area of the symmetrical spinnaker per the formula in 5.3.h. If it does, a full time penalty will be assessed as described in Appendix C. Measurements of the asymmetrical spinnaker must be reported to the Rating Committee and noted on the sail and the Rating Certificate.
- 5.4 Asymmetrical spinnakers

- a. Asymmetrical spinnakers must have the following characteristics:
 1. The luff (SLU) and Leech (SLE) must not be equal.
 2. The Midgirth (ASMW) shall not be less than 75% of the foot (SF)
 3. The following measurements of an asymmetrical spinnaker shall be as follows:
 - i. SLU and SLE are the measured lengths of the luff and leech
 - ii. SF shall be the distance from the tack to the clew measured in the shortest path on the surface of the sail.
 - iii. ASMW is the distance between the midpoint of the leech to the midpoint of the luff in the shortest path on the surface of the sail.
- b. The area of an asymmetrical is defined by the I.A.A.C. rule as:

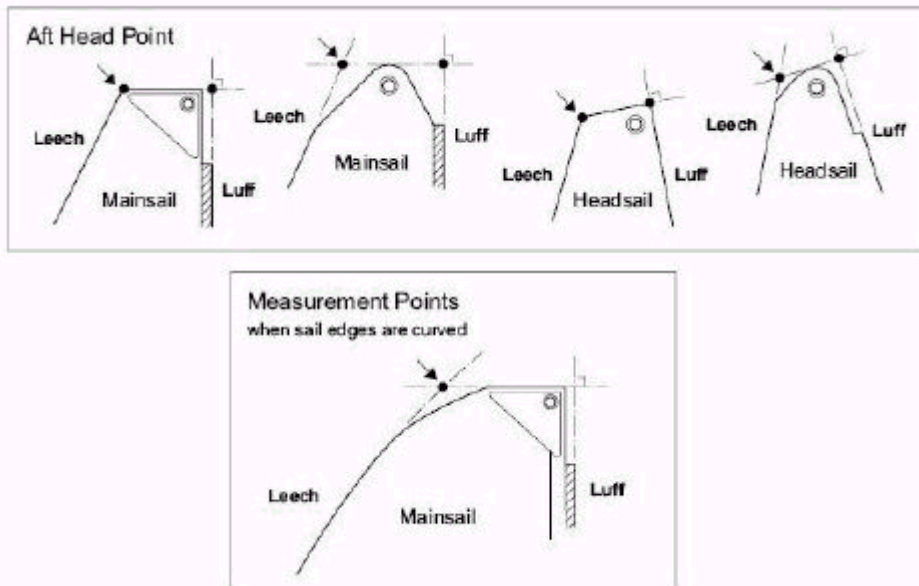
$$(SLU + SLE) * (ASMW/3 + SF/12)$$
- c. The maximum rated area, without penalty, of an asymmetric spinnaker is $(1.425 * J) * (\text{square root of } (I * I) + (J * J))$, which is the rated symmetrical spinnaker area. If a boat has a sprit measurement J_c , or has an I_c measurement, they are used in place of J and I respectively.
- d. The SLU, SLE, ASMW, SF and area shall be noted on the sail and reported to the Rating Committee.
- e. Limitations
 1. The sail shall be sheeted from only one point on each side of the sail.
 2. Battens shall not be used.
 3. When flown from a spinnaker pole normally used with a symmetrical spinnaker, the pole shall not exceed the SPL without a rating penalty. When flown without a pole, the tack of the sail will be attached, either directly, or indirectly, with a pennant or a tack line lead to a tack block that is anchored a distance that is no more than the rated SPL for the boat plus 6 inches. The anchor point of the tack or tack block shall be within 3 inches of the boat's centerline.
 4. Reefing of asymmetrical spinnakers is not allowed.
 5. When flown from a bow sprit added to a boat that was not part of the original design, standard penalties for oversized SPL or increased J (J_c) apply as noted in Appendix C.

6. 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 aft most point to which the mainsail foot is permitted to extend. Where this aft most point is inside the boom end, it shall be located at the inner edge of the required one-inch wide measurement band around the end of the boom.
- 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. The highest point shall be taken at the lower edge of the required one-inch wide measurement band around the top of the mast. If a sliding gooseneck is used, measurement is to be made with the boom at the extreme bottom of the slide unless the lowest sailing position of the foot is marked by the upper edge of the required one-inch wide measurement band around the mast at the gooseneck.

- c. Midgirths are measured at the $\frac{1}{2}$, $\frac{3}{4}$, and $\frac{7}{8}$ 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 head width length (HW) 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. HW is limited to the greater of .04E or 0.5 feet.



- e. There is no penalty for full battens. Battens may not be adjusted while racing.

6.2 Limitations

- a. Spare mainsails are not permitted to be carried onboard 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, to be used only in the event of a catastrophic failure.
- b. No mainsail at the mid-girth shall measure more than the greater of $(.50E + .022P + 1.2 \text{ feet})$ or $0.65E$. The $\frac{3}{4}$ girth shall measure no more than the greater of $(.28E + .016P + .85 \text{ feet})$ or $0.38E$. The $\frac{7}{8}$ girth shall measure no more than $.22E$. Any greater dimensions shall be considered "Oversize Roach"

7. MIZZEN SAILS

- 7.1 A mizzen sail is attached to the back of the mizzenmast and is the aft most 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. MIZZEN STAYSAILS

- 8.1 Mizzen staysails must be three-cornered (head, tack, and 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.
- 8.3 Mizzen staysails must be declared on the rating application.

9. CODE 0 SAILS

9.1 WFPHRF will allow a Code 0 headsail (0+, and other similarly designed sails called by any other marketing name, and here after referred to as “Code 0”) on a boat, subject to a full time handicap adjustment.

9.2 The WFPHRF definition of a Code 0 headsail is:

an upwind spinnaker or other headsail that is free flying (not attached to the boat’s forestay in a foil or with hanks in the conventional manner of a jib or genoa), attached at the tack of the sail to the boat’s hull, spinnaker pole or sprit, and used at upwind wind angles when a jib or genoa would normally be used.

9.3 Boats carrying a Code 0 headsail aboard must declare the sail for the season. (WFPHRF allows one boat equipment/certificate change per certificate year at no cost. For each additional change, there is a \$50 fee.)

9.4 Boats carrying a Code 0 must supply all the measurements and information below to be rated for the sail.

SLU Luff Length

SLE Leech length

SF Foot

SMG Mid Girth Length (measured from center of luff to center of leech)

Sail material brand and description

Sail material weight

9.5 A Code 0 typically approximates a mid girth to foot ratio of 75% to 80%, and luff lengths of less than the square root of the square of the larger of the boat’s I, Ic or ISP measurement plus the square of the larger of the boat’s J or Jc measurement. $\sqrt{((I, Ic \text{ or } ISP)^2 + (J \text{ or } Jc)^2)}$

9.5 WFPHRF will adjust the boat’s rating to account for the additional sail area that the Code 0 headsail will enable the boat to carry at wind angles when normally a jib or genoa would be used. The handicap will be adjusted between 3 and 15 seconds a mile depending on the size of the Code 0 headsail relative to the size of the boat’s largest reported jib or genoa.

FORMULAS

GENOA	Largest Headsail %	100 x LP divided by J
SYMMETRICAL SPINNAKER	Spinnaker Maximum Width Spinnaker Luff length Maximum Standard Symmetrical Area If a boat carries an over length SPL or taller ISP, these measurements are used in place of J and I respectively.	180% of J .95 * square root of (I ² + J ²) 1.425*J*sqrt of (I ² +J ²)
ASYMMETRICAL SPINNAKER	Maximum Leach Minimum Mid Girth Standard Bowsprit Pole Standard Asymmetrical Area Maximum area If a boat has a sprit measurement Jc, or has an Ic measurement, Jc, and Ic are used in place of J and I respectively.	.95 Luff 75% of foot As original by the manufacturer (SLU+SLE)*(ASMW/3+SF/12) 1.425*J*sqrt of (I ² + J ²)
RATED SAIL AREA	(((J*I)/2)*1.55*(reported largest head sail/155)) + ((P*E)/2)+((Py*Ey)/2) Actual largest reported head sail area + actual main sail area + actual mizzen or fore sail area Py and Ey are the measurements of a boat's Mizzen or Fore Sail	
DOWNWIND SAIL AREA	((P*E)/2) + (spin area) Main sail area + spinnaker area	
SPORT BOAT RATIO	Any one of these that applies (A) DSA/DISPL (B) DSA/DISPL/LOA A*B*((LOA/BEAM) ²)	>75 >2.90 > 2,000
SAIL AREA TO DISPLACEMENT RATIO	(((J*I)/2)+ ((P*E)/2)+((Py*Ey)/2))/(Disp/64) ^{2/3} power 100% jib sail area + actual main sail area + mizzen or fore sail area divided by the results of the boat's displacement divided by 64 taken to the 2/3 power	

APPENDIX B STANDARD EQUIPMENT

The following list of equipment is considered part of a boat's Rated Configuration when the boat is racing in a Category 1, 2, 3, 4 or 5 WFPHRF race. Failure to carry the equipment is cause for disqualification from a race.

CATEGORY

- 1 2 3 4 5 USCG requirements for the size of boat and number of persons aboard
- 1 2 3 4 5 One USCG approved Type I, II, III, or Type V Personal Flotation Device for each person on board, PLUS one USCG approved Type IV PFD or throwable device. Each PFD shall have a whistle attached.
- 1 2 3 4 5 One anchor & rode adequate to hold in adverse weather. Rode shall be at least 100 feet in length.
- 1 2 3 4 5 A motor for propulsion, and fuel and, if the main propulsion motor is an outboard, an outboard bracket permanently mounted on the boat.
- 1 2 3 4 Navigation lights as required by the USCG Navigation Rules
- 1 2 3 4 The ability to reduce sail area and race in adverse weather
- 1 2 3 4 Adequate bilge pump (s)
- 1 2 3 4 Tapered wood plugs for the boat's thru-hull fittings
- 1 2 3 4 Radar Reflector
- 1 2 3 4 Six (6) USCG approved Visual Distress Signals
- 1 2 3 4 A compass visible from the helm
- 1 2 3 4 First Aid Kit
- 1 2 3 4 VHF marine radio with at least channels 6, 12, 16, 22A, a weather channel and one working channel
- 1 2 3 4 A self-bailing cockpit
- 1 2 3 An enclosed cabin with essentially watertight hatch covers, at least two bunks, a marine sanitation device (toilet), and a galley with cold storage.
- 1 2 3 Fixed bow and stern pulpit, lifelines and supports. Minimum height of pulpit and lifelines is 18 inches. Maximum distance between supports is 7 feet. Lifelines may terminate at the deck at the bow. Boats without a fixed stern pulpit may be acceptable after review
- 1 2 3 A spare or portable compass

No part of this list may be used to abrogate a US SAILING or USCG requirement or any Federal or State of Florida Law. A host yacht club or race organizer may have additional requirements, which shall be stated in the Notice of Race and Sailing Instructions.

APPENDIX C ADJUSTMENTS TO RATINGS

1. Adjustments

Listed below are the adjustments in “seconds per mile” added to or subtracted from a boat’s Ratings when changes or modifications have been made to the boat. Application and review of these adjustments require the same procedure as specified in Section 3 “Initial Ratings” and Section 4 “Changes to Ratings”, of these WFPHRF Class Rules. If a boat carries one of these adjustments, the adjustment may be removed by returning the boat to the standard configuration and notifying the Fleet Administrator in writing.

Modifications to the hull, rig and sail plan are presumed to be for the purpose of making the boat go faster or make boat handling more efficient. Modification of the original configuration in an attempt to gain a “rating credit” is strongly discouraged and, unless specifically stated below, will be Individually reviewed and Rated (IND).

NOTE: “IND” means individually reviewed and rated.

HEADSAIL Only non spinnaker, cruiser, pocket cruiser and multi cruiser boats are eligible for headsail credits. Penalties apply to all classes.

LP over 185%.....	-12
LP up to 185%.....	-9
LP up to 175%.....	-6
LP up to 165%.....	-3
LP up to 155%.....	0
LP up to 145%.....	+3
LP up to 135%.....	+6
LP less than 115%.....	+9

For any boat designed with less than a 115% jib, an adjustment shall be made for increasing the size equal to the difference in the table above.

Code 0 type upwind spinnaker.....IND

MAINSAIL

Extended foot (E) up to 10%.....	-3
Extended foot (E) up to 20%.....	-6
Extended Luff (P) up to 5%.....	-3
Extended Luff (P) up to 10%.....	-6
Extended Luff (P) over 10%.....	IND
Oversize Roach (including increased area).....	IND

RIG

Increase J up to 10%.....	-12
Increase J over 10%.....	IND
Increase I up to 5%.....	-6
Increase I up to 10%.....	-9
Increase I over 10%.....	IND

SPINNAKER

Oversize pole (SPL or BPL) or girth (SMW or ASMW), or both, or non-original design bow sprit	
Symmetrical or Asymmetrical Up to 10% oversized.....	-3
Symmetrical or Asymmetrical Up to 15% oversized.....	-6
Symmetrical or Asymmetrical Over 15%oversized.....	-9
Increased hoist or SL or both.....	IND
Symmetrical Spinnaker Boats using oversized auxiliary Asymmetrical Spinnaker	
Asymmetrical Up to 110% of Symmetrical.....	-3
Asymmetrical Up to 115% of Symmetrical.....	-6
Asymmetrical Up over 115% of Symmetrical.....	-9

RIG HEIGHT	Extended P or I measurements (or both extended)	
	Up to 5%.....	-9
	Up to 10%.....	-15
	Over 10%.....	IND
UNDERBODY	Sump Removal.....	-6
	Scoop Addition.....	IND
	Non-standard hull fairing.....	IND
	Non-standard appendages.....	IND
	Bow/Stern Thruster.....	IND
	All other.....	IND
KEELS/BALLAST	Add/remove ballast +/- less than 5%.....	-3
	Add/remove ballast +/- over 5%.....	IND
	Mark I elliptical keels.....	-3
	Elliptical keels, torpedo, wing, etc.....	IND
	All other shapes or profiles.....	IND
	Retractable keel.....	IND
	Replace iron keel with lead keel.....	IND
	Movable ballast.....	IND
RUDDER	Increased surface.....	IND
	Retractable rudder.....	IND
	Shape modifications.....	-3
	Non-standard design/materials.....	IND
HULL	Remove significant interior.....	IND
	Add bracing/stiffener.....	IND
SPAR/RIG	Upgrade to rod or synthetic rigging and or non-continuous rigging for multiple spreader rig.....	IND
	Shorten spreaders.....	IND
	Re-position shrouds inboard.....	IND
	Re-position P	IND
	Addition or removal of check stays, baby stays, etc.....	IND
	Add running backstays.....	-6
	Non-standard replacement of mast/boom:	
	Rigid, smaller and/or lighter.....	-3
	Flexible, smaller and/or lighter.....	-6
	Mast movable in excess of original manufacturer design.....	IND
	All other upgrades or changes.....	IND
	NOTE: Non-standard replacement of mast and/or boom is separate and adds to any adjustment for other rig changes.	
ENGINE	Modified installation.....	IND
	Non-factory installation.....	IND
	Inboard model of boat manufactured with inboard or outboard.....	+6*
	*unless inboard model has separate US Sailing PHRF Rating available	
PROPELLER	Only cruiser, pocket cruiser and multi cruiser boats are eligible for propeller credits	
	Fixed, 3 or 4 bladed propeller outside aperture.....	+12
	Fixed, 2 bladed propeller outside aperture.....	+9
	Folding/Feathering, 3 or 4 bladed propeller.....	+3
HANK ON JIBS	class or non class (credit removed 7/1/2013).....	0
ROLLER FURLING	Only non spinnaker, cruiser, pocket cruiser and multi cruiser boats are eligible for roller furling credits.	

Mainsail in mast (if not original design).....	+12
Mainsail in boom (if not original design).....	+6
Mainsail furling as original design.....	0
If a boat has original design, but optional, mainsail roller furling and there is no US Sailing rating for the mainsail roller furling model, above credits can be applied for.	
Headsail (if not original design).....	IND

- Roller Furling credits for applicable fleets.
- Tack of sail attached to above-deck drum: +3
- Head of sail attached to halyard swivel: +3
- Permanently attached sun cover on largest headsail (cover material must be at least 5oz): +3

All vessels receiving various credits for roller furling equipment must sail using all aspects of the roller furling system: the tack of the sail must be attached to the furling drum, the head of the sail must be attached to the halyard swivel, and the roller furling system must be operational. For the sun cover credit, the sun cover must be of at least the specified weight material and sewn in place. Any modification or bypassing of this equipment must be reported to West Florida PHRF for review.

2. Original Configuration

If a boat's original configuration as delivered from the factory included a non-standard or oversize dimension, the initial Ratings of the boat are presumed to have included the non-standard or oversize dimension. The non-standard or oversize dimension does not carry a penalty and its removal does not automatically bring an adjustment.

3. Adjustments

WFPHRF reserves the right to periodically review and change the adjustments in this Appendix as necessary. The WFPHRF Board of Directors is the final authority on these Adjustments.

4. Upgrades and Modifications

Upgrades and/or modifications to the following items do not invalidate the Rating Certificate and do not require written notification to WFPHRF:

- a. All electronics, types, quality, and quantity
- b. Deck hardware, equipment, and systems, including types, quantities, and locations
- c. Running rigging, changes/addition of halyards, halyard material, converting to internal halyard
- d. Types of hydraulic systems but location must be reported
- e. Mainsail shaping systems and equipment, including outhauls, cunninghams, traveler systems, boom vang, and boom/strut support systems
- f. Headsail shaping systems and equipment, including barber haulers, adjustable fair leads, backstay tensioning systems, running back stays or check stays, headstay cunninghams, and headfoil systems.
- g. Stowage locations for on-board equipment
- h. Various types of folding or feathering props, bottom paint systems, hull and ballast fairing, and kelp pushers.

APPENDIX D OFFSETS

1. 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. AUTHORITY FOR USE

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

3. NOTICE OF USE

Once an Offset has been established by WFPHRF, 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 WFPHRF entries shall be scored with the Offset.

4. APPEAL

A WFPHRF member may appeal an Offset to the Rating Committee.

5. 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, etc.). The WFPHRF Ratings for these boats shall apply to either designated Non-Spinnaker or “mixed” Non-Spinnaker / Spinnaker classes.
- c. For a boat rated with a Symmetrical Spinnaker, no spinnakers, or both Asymmetrical and Symmetrical spinnakers, the Non-Spinnaker Offset formula is:
$$1.5 * (.028 * (.95 \times \text{square root of } (I^2 + J^2)) * J * (\text{Buoy Rating} + 546)) / \text{Rated Sail Area}$$
- d. For a boat rated with an Asymmetrical Spinnaker only, the Non-Spinnaker Offset formula is:
$$1.5 * (.028 * (1.15 \times \text{square root of } (I_c^2 + J_c^2)) * J_c * (\text{Buoy Rating} + 546)) / \text{Rated Sail Area}$$

APPENDIX E CRUISER CLASS

1. PURPOSE

As WFPHRF has grown to accommodate more modern and competitive cruising boats, yacht clubs and race organizers have attempted to provide a venue for production cruising boats to compete with similar boats at less expense. It can mean that the owner does not have to “strip the boat” to get it in “racing condition” to race. The “spirit of Cruising” shall prevail. The class is not intended for racer/cruisers seeking a less competitive class. The Cruiser, Pocket Cruiser and Multi Cruiser designations apply to the sailing characteristics of the boat. It in no way implies less knowledge or experience on the part of the skipper. The purpose of this Appendix is to provide uniform guidelines for host yacht clubs and race organizers who wish to hold such events. In the Appendix E rules where the term cruiser is used, it is implied as cruiser or pocket cruiser.

2. GENERAL POLICIES

- a. Owners seeking a Cruiser, Pocket Cruiser or Multi Cruiser Rating Certificate shall submit the completed Cruiser Application section in addition to their application for rating and membership.
- b. All rating credits and allowances shall be noted on the Rating Certificate. Removal of bulk or equipment that was used in calculating these credits and allowances will invalidate that certificate.
- c. Free-flying headsails are not permitted unless specified in the NOR (notice of race). When permitted, cruising spinnakers shall be tacked to the deck. Use of dousing sock and tackers is optional. Use of a cruising spinnaker shall be declared according to the instructions in the NOR and will reduce the Non Spinnaker Offset by 50%.
- d. Headsail systems must be of cruising design, with hanked-on or roller furling headsails. Foils, except when part of an operable furling system, are not permitted.
- e. Staysails are permitted on designated cutter rigs. Fore staysails and mizzen staysails are permitted on ketches and yawls.
- f. Autopilots and wind vane steering may be used during Category 1, 2 and 3 races. They shall not be used in Category 4 and 5 races. When used, proper watches shall be maintained and failure to do so is a violation of Class Rules.
- f. All Cruising boats must have a “full cruising interior” as designed and manufactured. This shall include at a minimum:
 - i. bunks for sleeping.
 - ii. a permanently installed icebox (or refrigerator). Pocket Cruisers may substitute a portable cooler.
 - iii. functional galley with stove. Pocket Cruisers may substitute a portable cooking alternative.
 - iv. water and fuel tanks of appropriate capacity for cruising at least ¼ full.
 - v. internal electrical system with lights and VHF radio. Pocket Cruisers may substitute a portable VHF radio.
 - vi. a legal and properly installed marine head. Pocket Cruisers may substitute an approved portable sanitation device.
- g. Canvas for cruising such as a bimini type top or comparable sunshade and/or a dodger with or without a connector panel may be installed. Credits for Cruising Canvas are noted in 5.0. No credits are given for folded, retracted or partially deployed biminis, sunshades or dodgers. Owners electing credits must race with all listed cruising canvas fully deployed.
- h. At least one anchor, with chain and rode (all of a size and weight appropriate for the boat. See Appendix B Equipment) shall be stowed on the bow, or for Pocket Cruisers in such a way, that it is available for immediate use.
- i. An outboard motor for a dinghy shall remain in place on the transom mount while racing when credit for it is included on the rating certificate. An outboard powered cruiser may raise the motor but shall leave it in the powering location.

- j. The use of electric and/or hydraulic winches is allowed.
- k. The sail area/displacement (SA/DISP) shall be less than 20.01.
- l. The Pocket Cruiser subclass displacement shall be less than 10,000 lbs.
- m. The Pocket Cruiser subclass base RLC PHRF rating shall be greater than 149.
- n. Boats shall be wet sailed, however, Pocket Cruisers may be wet or dry sailed.

3. GUIDELINES FOR REGATTA ORGANIZERS

- a. Host yacht clubs and race organizers are strongly encouraged to create divisions within the Cruiser Class by boat type, size and displacement, and sailing characteristics, as opposed to solely by WFPHRF Rating.
- b. Cruiser Courses should be distinct from the other classes and should be of a distance to allow racing to be completed at the same time.
- c. For “closed course” races, equal emphasis should be placed on all points of sail. Windward-Leeward races are not appropriate for the Cruiser Classes.
- d. The published Notice of Race shall indicate that Cruiser classes are being offered. They shall also indicate the steps that will be taken in the event that there are insufficient entries to form a class, e.g., “In the event that there are insufficient entries for the Cruiser Class accepted entries will compete in the xyz or appropriate Class”.
- e. In such circumstances the Cruiser boat will be scored using its Cruiser rating including all adjustments.
- 9. Motoring, if permitted by the Notice of Race for a Category 1 or 2, should be limited to permit most boats to finish within the time limit for the race. The handicap distance for calculating corrected time should not include the motoring distance allowed.
- g. Motoring time should be continuous. Once a motor is started, it shall not be shut off until the time for motoring has expired. If the motor is shut off early, it shall not be restarted.
- h. Motoring should not be permitted for 5 nautical miles after crossing the start line and for 5 nautical miles before crossing the finish line. Motors shall be shut off prior to the class preparatory signal or as otherwise stated in the Sailing Instructions.
- i. If motoring is permitted, the skipper must record both the position of the boat and the time at which the motor was started, and the position of the boat and the time at which the motor was turned off. In order for a boat to be considered a finisher, this information must be presented to the Race Committee as specified in the Sailing Instructions. Should the positions/times indicate motor use in excess of that permitted, the boat will be scored “DSQ” (disqualified).
- j. If cruising spinnakers are permitted in the NOR, a specific deadline for declaration shall be included in the NOR.

4. SAIL MATERIAL CREDITS AND PENALTIES.

New woven polyester (such as Dacron and other woven polyester trade names) sails are considered as the base for Cruiser yachts. Rating adjustments are applied for each main and jib that does not meet this criterion. Penalties and credits are as follows:

laminated of any kind = -6
 laminated of any kind with one surface of any woven material = -6
 woven material of any kind other than polyester = -6
 woven polyester up to 5 years (1,825 days) old = 0
 woven polyester over 5 years (1,826 days and greater) old = + 3

5. EXCESSIVE BULK ALLOWANCE

Cruiser boats may receive a Rating Adjustment of up to 15 seconds per mile for equipment normally found on cruising boats. This would include but is not limited to multiple large anchors and full chain ground tackle, dinghy on davits, full time live aboard or equipment for extended cruising.

Bimini must be deployed full time	3 sec/mile
Dodger must be deployed full time	1 sec/mile
Additional cruising canvas	IND depends on description
Dinghy on davits	4 sec/mile
Dinghy on deck	2 sec/mile
Dinghy stored elsewhere	1 sec/mile
Dinghy outboard stored on stern pulpit	2 sec/mile
Dinghy outboard stored elsewhere	1 sec/mile
Permanently mounted solar panels	IND depend on description
Radar mounted on the mast above the spreaders	2 sec/mile
Radar mounted elsewhere	1 sec/mile
Life raft on deck	2 sec/mile
Life raft stored in other location	1 sec/mile
Permanently mounted wind generator	1 sec/mile
Permanently mounted generator	3 sec/mile
Permanently mounted ice maker	2 sec/mile
Permanently mounted wind vang steering	2 sec/mile
Permanent below deck air conditioning	1 sec/mile
Permanently mounted washer/dryer	2 sec/mile
Propane tanks	IND depend on description
Other weighty non standard equipment	IND depend on description

6. PROPELLER CREDITS

4 fixed blade propeller	12 sec/mile
3 fixed blade propeller	12 sec/mile
2 fixed blade propeller	9 sec/mile
4 or 3 blade folding/feathering propeller	3 sec/mile

7. HEAD SAIL AND SAIL FURLER CREDITS

Main sail in mast furling	12sec/mile
Main sail in boom furling	6 sec/mile
Mainsail furling as original design	0

For boats equipped only with original design mainsail furling, it is assumed that credit for this is in the boat's US Sailing base rating.

If a boat has original design, but optional, mainsail roller furling and there is no US Sailing rating for the mainsail roller furling model, above credits can be applied for.

Full time head sail furling with 5.5 oz sun cover	9 sec/mile
Full time head sail furling no sun cover	6 sec/mile
Full time head sail furling drum & foil only	3 sec/mile
Original equipment head sail furling with 5.5 oz sun cover	3 sec/mile
Original equipment head sail furling	no credit

Note that full time head sail furling drum below deck is original equipment and thus gets no credit.

All vessels receiving credits for roller furling equipment must sail using all aspects of the roller furling system: the tack of the sail must be attached to the furling drum, the head of the sail must be attached to the halyard swivel, and the roller furling system must be operational. Any modification or bypassing of this equipment must be reported to West Florida PHRF for review.

Head sail greater than 185%	-12sec/mile
Head sail greater than 175%	-9sec/mile
Head sail greater than 165%	-6sec/mile
Head sail greater than 155%	-3sec/mile
Head sail greater than 135 & less than 145	3sec/mile
Head sail greater than 114 & less than 135	6sec/mile
Head sail less than 115%	9sec/mile

8. BOAT OF THE YEAR SERIES

Boats with Cruiser Rating Certificates shall not enter BOTY events in other classes unless the event does not provide a Cruiser division. In such circumstances the results will be re-scored by WFPHRF for inclusion in the Cruiser BOTY results.

APPENDIX F RACER/CRUISER CLASS

1. PURPOSE

Based on the growth of the “Cruising” class it has become evident that a middle ground between the full racing programs of the Spinnaker Fleets and the Cruising approach is needed. Therefore, the Racer/Cruiser Class attempts to create an environment between those two classes. The essence of Racer/Cruiser is to provide a spinnaker class that does not compete on windward/leeward courses. This class is also intended for boats of a size, equipment level and accommodations consistent with the concept of a boat that is ready for cruising.

1.1 LIMITATIONS AND REQUIREMENTS

- a. Spinnaker ratings will be used for scoring purposes.
- b. Cruising Class credits for sails, bulk equipment, etc. are not allowed.
- c. Jibs: maximum of 3
- d. Spinnakers: maximum of 3
- e. Electric and/or hydraulic winches may be used.
- f. Autopilots and wind vane steering may be utilized except during Category 4 or 5 races. When used, adequate watch procedures shall be followed.
- g. Suggestions for boat types to be included in this class. These are meant only as guidelines for the WPHRF Board who shall be the final deciders on inclusion in the class:
 - i. Monohulls with LOA greater than 30’ and with a WPHRF Consolidated Performance Factor of less than 469
 - ii. Full Keel Monohulls over 27’ and 7,000 lbs.
 - iii. Any Multihull over 7,000 lbs. with a WPHRF “RSA/DISP” less than 50
 - iv. Spinnaker RLC ratings between 50 and 200.

2.1 GUIDELINES FOR REGATTA ORGANIZERS

- a. This class may compete on the Cruising Class course or similar at the Regatta Organizers discretion.

APPENDIX G INFRACTIONS/VIOLATIONS

1. Purpose

WFPHRF members are required to abide by the current version of the US Sailing Racing Rules of Sailing and by the current version of the WFPHRF Class Rules.

2. Protests

WFPHRF members racing in violation of the current WFPHRF Class Rules are subject to protest by other WFPHRF members. Host yacht club and race organizer Protest Committees shall submit the protest to WFPHRF for verification that a Class Rule has actually been violated. If WFPHRF determines that a Class Rule has been violated, WFPHRF will advise the Protest Committee that the boat shall be scored “DSQ” (disqualified).

3. WFPHRF Actions

WFPHRF shall invalidate a boat’s Rating Certificate for **30 days** from the date of the race if the Class Rule violation is due to an un-reported modification to the boat’s Rated Configuration. The WFPHRF member shall submit a written request for re-validation of the Rating Certificate, which shall detail all of the modifications, made. The appropriate Adjustment to Ratings shall be made by WFPHRF before the Rating Certificate is re-issued.

4. Additional Discipline

The Board of Directors may consider additional discipline (including suspension or termination of membership) when, in the Rating Committee’s opinion, the situation warrants the additional discipline.

5. Hearing Procedures and Appeals

The WFPHRF member may request a formal HEARING to show because why discipline should not be applied. The HEARING shall be conducted in accordance with the following procedures:

- a. An “Infraction/Rules Violation Report” shall be prepared by a Rating Committee member. A copy of the Report shall be provided to the WFPHRF member and to the WFPHRF Fleet Administrator.
- b. The WFPHRF member shall be given ten (10) days after receipt of the Report to prepare for the HEARING; the date and location of which shall be provided in writing by the Fleet to the WFPHRF member.
- c. A HEARING PANEL of six WFPHRF members and at least one US Sailing Certified Judge shall be convened. The HEARING PANEL shall review the “Infraction/Rules Report” and prepare for the HEARING.
- d. The HEARING shall be closed except to the HEARING PANEL, the WFPHRF member, and witnesses. The witnesses shall appear only when called, and shall disclose any potential conflict of interest.
- e. Statements regarding the “Infraction/Rules Violation Report” shall be made first by the Rating Committee Chairperson (or designate), then by the WFPHRF member, then by any witnesses. The WFPHRF member shall then be given the final opportunity to summarize why discipline should not be applied.
- f. The HEARING PANEL shall then decide what the relevant facts are, and reach a decision as to what, if any, infractions or violations of the WFPHRF Class Rules occurred, and what, if any, discipline should be imposed. The decision, facts found and applicable discipline shall be recorded in writing, and shall be signed by the members of the HEARING PANEL.
- g. A copy of the Notice of Discipline shall be provided via Certified Mail to the WFPHRF member and to the WFPHRF Fleet Administrator within 48 hours of the HEARING.

- h. The WFPHRF member may file an APPEAL in writing, which must be received by the WFPHRF Fleet Administrator no later than fifteen (15) days following the receipt of the Notice of Discipline. The APPEAL shall be heard by the WFPHRF Board of Directors, which shall determine final disposition.

INFRACTION / RULES VIOLATION REPORT

DATE: _____

PHRF MEMBER INVOLVED: _____

ADDRESS: _____

TELEPHONE # _____

BOAT NAME: _____ MFG TYPE _____ SAIL # _____

TYPE OF INCIDENT: (Check appropriate box)

WFPHRF Class Rule violation other _____

TIME / DATE OF INFRACTION: _____

EVENT: _____

BRIEF DESCRIPTION OF INFRACTION / RULE VIOLATION:

(Include copies of written documents, protests, letters, photographs, etc.)

WITNESSES: _____

SIGNED: _____

Rating Committee Member

This form is to be completed by a WFPHRF Rating Committee member. A copy shall be sent to the WFPHRF member shown above and a copy shall be sent to the WFPHRF Fleet Administrator.

APPENDIX H BOAT OF THE YEAR SERIES

1. PURPOSE

In order to encourage participation in Performance Handicapping Racing, WFPHRF sponsors several regional “Boat of the Year” (BOTY) series. The race organizers of these events are solely responsible for the management of the individual events.

2. NOTICE OF SERIES

WFPHRF will publish a “Notice of Series” prior to the beginning of each season establishing the format for the each of series that it sponsors. Event organizers are encouraged to manage their events in a manner that facilitates the scoring of this series particularly as to the use of the proper Rating for the courses used.

3. ORGANIZING AUTHORITY PROCEDURE

The Organizing Authority (OA) for any event wishing to be considered for BOTY status should submit a completed copy of the “Regatta Organizers Agreement” to WFPHRF by June 15th prior to the event. (The agreement can be found at the WFPHRF web site on the BOTY page) The key consideration in renewing or accepting new events for BOTY status is the organizer’s willingness and ability to provide quality races.

4. SIGNIFICANT INCLUSIONS

Significant issues include, but are not limited to:

- a. OA should provide starts for all classes listed in the BOTY Notice of Series.
 - a. If pre-registration does not support a class, it is suggested that trophies for that class not be purchased prior to the event.
 - b. If the entrants for a class do not warrant a separate start, consider including those boats in the most reasonable start and scoring them separately.
 - c. If there are a small number of Sport boats and you are running Windward/Leeward courses it is reasonable to start and score them with the appropriate Spinnaker Division. If RLC courses are planned or it is anticipated that there will be more than 12 knots of wind then it is not appropriate to consolidate these boats for scoring purposes.
- b. OA must use the 3-tier rating system as detailed in the Class Rules.
- c. OA should be aware that WFPHRF does not waive the MIR Rule for its BOTY Series. If you choose to do so, you may be creating a situation that will create perception of unfairness in your event.
- d. If at all possible, OA should use US Sailing Certified Race Officers & Judges.
- e. OA must provide timely transmission of detailed race results of at least correct time scoring to WFPHRF.

5. ASSISTANCE

WFPHRF and US Sailing are committed to providing assistance in helping OA run a high level event and we pledge to help OA meet the above guidelines.

APPENDIX I YACHT SELF RIGHTING TEST

1. PURPOSE

The burden of proof of self-righting and the ultimate safety of a yacht's crew is the sole responsibility of the yacht's owner.

2. REQUEST FOR TEST

Only the WFPHRF Rating Committee can request that an owner perform a self-righting test. The responsibility for conducting the test, and any liability for damages resulting from the test, are the owner's responsibilities.

3. TEST PROCEDURE

In cases where the WFPHRF Rating Committee deems it necessary, the owner may be required to perform a self-righting test as follows:

- a. All hatches, scuttles, and vents shall be closed.
- b. The main sail and largest Genoa shall be hoisted to their normal positions and sheeted to a close hauled position
- c. All yachts with keels/center boards/dagger boards, which are movable while sailing, shall be tested with their "boards" in the up position.
- d. Equipment may be removed from the yacht, with the measurer's permission, to prevent equipment damage, but not to increase stability.
- e. The yacht shall be hove down on her beam-ends and held until all the sails are awash.
- f. From this point the yacht must be able to right herself. Should the yacht fill with water it shall not sink. WFPHRF will rate ballasted boats with positive floatation.

4. REASONS FOR TEST

The WFPHRF Rating Committee may require a self-righting test for any of the following reasons:

- a. Measurer's concern for yacht's stability.
- b. Protest concerning yacht's righting ability. Righting test protest must be accompanied by a fee of \$100.00. This fee is refundable should the yacht fail the self-righting test.
- c. An observed questionable incident concerning righting ability.

5. NO LIABILITY

West Florida PHRF, Inc. shall in no way be held liable for any damage which may be incurred in performing a self-righting test. West Florida PHRF, Inc. does not warrant the safety of any boat for racing.

WEST FLORIDA PHRF
 11140 9th St East
 Treasure Island, FL 33706
 email: admin@westfloridaphrf.org
RATING APPEAL FORM

To appeal YOUR rating or a COMPETITOR'S rating (Be SURE to keep a copy of all information you submit)

APPELLANT'S NAME _____
 ADDRESS _____
 CITY STATE ZIP _____
 BEST CONTACT PHONE _____ EMAIL ADDRESS _____

You are appealing rating for:

BOAT NAME _____ SAIL NUMBER _____ CLASS _____
 OWNER/MASTER _____
 ADDRESS _____
 CITY STATE ZIP _____
 PHONE _____ EMAIL ADDRESS _____
 CLUB _____

W/L RLC OWC

BOAT'S CURRENT SPINNAKER BASE RATING* _____

BOAT'S PROPOSED SPINNAKER BASE RATING _____

*Use spinnaker base ratings even if you are appealing a non spinnaker fleet rating.

Reason for appeal:

Fill out the following sections completely for YOUR boat's appeal. If you are appealing ANOTHER boat's rating complete as much information as possible.

How has the BOAT been prepared for racing: (condition of standing and running rigging, hull, deck layout, interior. Provide detail.)

Most recent bottom painting haul out date _____ Exact brand and type of paint _____

Applied by: Brush Roller Spray Bottom painting haul out date previous to most recent _____

How is bottom cleaned _____ How often _____ Is BOAT dry sailed YES NO

Sail Inventory	Sailmaker	Material	Weight	Condition	Month/Year Purchased
Main	_____	_____	_____	_____	_____
Roach: Standard	Oversized	Fat Head	_____	_____	_____
Headsail LP% _____	_____	_____	_____	_____	_____
Headsail LP% _____	_____	_____	_____	_____	_____
Headsail LP% _____	_____	_____	_____	_____	_____
Headsail LP% _____	_____	_____	_____	_____	_____
Spinnaker 1 _____	_____	_____	_____	_____	_____
Spinnaker 2 _____	_____	_____	_____	_____	_____
Other _____	_____	_____	_____	_____	_____
Other _____	_____	_____	_____	_____	_____

Race results. List BOAT'S results for at least 12 individual races. If you list 1 race for a regatta, list all of them. If BOAT is racing only club races, include details of each race's conditions. Middle in class below means 2nd of 3 or 4 finishers, 3rd of 5, 4th of 7, 4th of 8.

Date	Regatta	Club	Weather/Sea Conditions	Class	Number of Starters	Corrected Finish Position	+/- sec/mile to be 1 st in class	+/- sec/mile to be middle in class
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____

What percent of all races does BOAT finish in top third of fleet: _____ middle third _____ bottom third _____

List competitors that sail with BOAT on a boat for boat basis.

Boat Name _____ Model _____ Skipper _____
 Boat Name _____ Model _____ Skipper _____
 Boat Name _____ Model _____ Skipper _____

List competitors that sail beat BOAT on corrected time, that BOAT should be sailing equal to or beating on corrected time.

Boat Name _____ Model _____ Skipper _____
 Boat Name _____ Model _____ Skipper _____
 Boat Name _____ Model _____ Skipper _____

Additional comments that will support this appeal. Also attach printed ratings results and/or other information.

Appellant's Signature _____ Today's Date _____

Mail this form and attachments to address at top of form. An appeal will take 4 weeks. Look for emailed questions and provide prompt answers to expedite appeal. Note that an appeal can raise, lower or no change the BOAT'S rating.