

Royal Kennebecasis Yacht Club

PHRF Regulations

1. Introduction

- 1.1. PHRF ratings are yacht performance handicaps. They are based on the speed potential of the yacht, determined as far as possible on observations of previous racing experience. It is the intent of PHRF handicapping that any well-equipped, well maintained, and well sailed yacht has a good chance of winning, and that any boat that wins a race is indeed well- equipped, well-maintained, and well-sailed.

PHRF ratings are not intended to reflect skippers' and crews' capability. Ratings are not adjusted to encourage an inexperienced or careless skipper, and conversely, no rating adjustment is made to penalize proficiency and preparation. Intensity of competition and the influx of new and aggressive sailors require each skipper to maintain consistently high performance in order to place well.

Doing well in a race, therefore, requires the exercise of skill, ability, and teamwork. Consistently poor performance, sloppy maintenance, or deliberately holding back will not result in a more favourable handicap. Conversely, if a skipper and crew sail the boat well and consistently place high, this will not, by itself, lead to a handicap that is less favourable than that of the actual performance potential of the boat.

Assuring that the handicap is based on the performance potential of the boat, rather than sailing skill, is an important factor in preserving high morale and wholesome competition within the Fleet.

2. RKYC PHRF Base Ratings

- 2.1. To establish an initial base rating, when considering changing a base rating, and when addressing any written appeals of a base rating, the RKYC Technical Committee will consider the following data, publications, and information:
- 2.1.1. US Sailing PHRF Database
 - 2.1.2. Results from races deemed suitable for handicapping
 - 2.1.3. Declared inventory as presented by the owner.
 - 2.1.4. Any change to the measurements of the yacht
- 2.2. Where a yacht wishes to race in RKYC events, and the RKYC Technical Committee determines that fewer than six (6) yachts of the same make and model are listed in the US Sailing PHRF Database, the RKYC Technical Committee may require the yacht to obtain a valid PHRF rating certificate from PHRF New England (www.phrfne.org/) or other pre-approved PHRF rating organization in order to establish the base rating for the yacht.
- 2.3. PHRF handicaps certificates will not be accepted by the RKYC Technical Committee if six (6) or more yachts of the same make and model are listed in the US Sailing PHRF Database. The Technical committee has the authority to adjust base handicaps within the limits of the published data in this reference document.
- 2.4. Boats are requested to complete the RKYC PHRF form available on the RKYC website on an annual basis.
-

3. Handicap Adjustments

- 3.1. Definition of a Base Boat: Will include all specifications per the manufacturer, including:
- 3.1.1.A boats standard configuration has already been considered when establishing the base handicap
 - 3.1.2.A genoa not to exceed 155% (unless a small jib is standard)
 - 3.1.3.Spinnaker/whisker pole not to exceed the length of J.
 - 3.1.4.Spinnaker mid girth not to exceed 1.8 X J.
 - 3.1.5.Spinnaker hoist to be per manufacturers specifications.
 - 3.1.6.Propeller capable of driving the boat at a minimum of the square root of the waterline length in knots.
 - 3.1.7.Folding or feathering with exposed shaft or sail drive
 - 3.1.8.Outboard
 - 3.1.9.IMS sail definitions apply, unless boat is custom, one design or the manufacturer specifies different.
- 3.2. RKYC Technical committee will normally make adjustments to a yachts base handicap for non-standard equipment or modification. The following is a list of adjustments that will be made to a boat's base rating for variations to the Base Boat.
- 3.3. Auxiliary Power
- 3.3.1.Exposed shaft, sail drive, or fixed outboard
 - 3.3.1.1. 2 blade solid prop +6 sec/mile
 - 3.3.1.2. 3 blade solid prop +9 sec/mile
 - 3.3.2.Inboard w/shaft & folding prop replacing outboard +3 sec/mile
 - 3.3.3.Bow thruster, not retracting +3 sec/mile
- 3.4. Headsail Adjustments (LP of Genoa)
- 3.4.1.Headsail LP 155.1% - 160% -3 sec/mile
 - 3.4.2.Headsail LP 160.1 - 170% -6 sec/mile
 - 3.4.3.Headsail LP Over 170% -9 sec/mile
- 3.5. Mainsails Adjustments
- 3.5.1.0.1% to 3% increase in sail area -3 sec/mile
 - 3.5.2.Every additional 3% increase -3 sec/mile
 - 3.5.3.Furling Mainsail systems not standard with no battens +6 sec/mile
 - 3.5.4.Furling Mainsail systems not standard with battens +3 sec/mile
- 3.6. Spinnaker Adjustments
- 3.6.1.Pole length (JC) / spinnaker mid-girth exceeds STD per 10% increase -3 sec/mile
 - 3.6.2.Spinnaker halyard (ISP) greater than STD boat per 8% increase -3 sec/mile
 - 3.6.3.Boat with Symmetrical & Asymmetrical spinnaker where
Asymmetric Spinnaker not tacked to the bow -6 sec/mile
- 3.7. Increase in Rig Measurements
- 3.7.1.Both I and P increased
 - 3.7.1.1. 0.1 - 3% -3 sec/mile
 - 3.7.1.2. Every 2% additional -3 sec/mile
 - 3.7.2.Only P increased
 - 3.7.2.1. 0.1 to 6% -3 sec/mile
 - 3.7.2.2. Every additional 6% -3 sec/mile

- 3.7.3. Only I increased
 - 3.7.3.1. 0.1 to 5% -3 sec/mile
 - 3.7.3.2. Every additional 5% -3 sec/mile
- 3.7.4. Boom length increased
 - 3.7.4.1. 0.1% to 10% -3 sec/mile
 - 3.7.4.2. Every additional 10% -3 sec/mile
- 3.8. Reduction in Rig Measurements s I, J, P or E
 - 3.8.1. 0 to 5% 0 sec/mile
 - 3.8.2. 5 to 10% +3 sec/mile
 - 3.8.3. Every additional 5% +3 sec/mile
- 3.9. Carbon Rig Adjustment Replacing Aluminium Rig
 - 3.9.1. Boats 40 feet and less -3 sec/mile
 - 3.9.2. Boats over 40 feet -6 sec/mile
- 3.10. Hull/Ballast Changes
 - 3.10.1. Addition or removal of 0.1% to 10% -3 sec/mile
 - 3.10.2. Every additional 10% -3 sec/mile
 - 3.10.3. STD Interior Fixtures Removed -3 sec/mile
- 3.11. Jib & Main Handicap:
 - 3.11.1. No free flying sails (includes no mizzen staysails of any kind) Adjust from Racing Handicap based on following rig types:
 - 3.11.1.1. Normal masthead rig +12 sec/mile
 - 3.11.1.2. Fractional rig 15/16 or more +12 sec/mile
 - 3.11.1.3. Fractional rig 7/8 to 15/16 +9 sec/mile
 - 3.11.1.4. Fractional rig less than 7/8s +6 sec/mile
 - 3.11.2. Headsail Adjustments (LP of Genoa)
 - 3.11.2.1. Advanced sail materials such as Kevlar, spectra, technora, carbon are not permitted to receive this adjustment.
 - 3.11.2.2. Adjustments from Jib & Main rating area as follows:
 - 3.11.2.2.1. Headsail LP 155% - 145.1% 0 sec/mile
 - 3.11.2.2.2. Headsail LP 145% - 135.1% +3 sec/mile
 - 3.11.2.2.3. Headsail LP <= 135% +6 sec/mile

4. RKYC Handicap Appeals

- 4.1. An appeal is a request by a yacht racing at RKYC for a change in the assigned handicap of his or her boat or a competitor's boat. Appeals deal with a request to modify an assigned handicap based upon complete, reliable, and valid evidence. It is the responsibility of the appellant to supply the evidence. Typically appeals are filed for one of the following reasons:
 - 4.1.1. There is evidence that the RKYC Technical Committee was not in possession of complete or correct data when the current handicap was assigned.
 - 4.1.2. There is performance data from RKYC race results that clearly demonstrate that an adjustment to the handicap is warranted.
 - 4.1.3. There is evidence that there have been unreported modifications made to a boat subsequent to the assignment of the current handicap. This type of appeal is usually the result of a successful protest to a race committee for initial and ensuing action under the current published racing rules.

- 4.2. Appeals of new handicaps will not be heard unless at least 10 good, around the buoys races have been sailed. For boats that have been modified in a way that affects the handicap, the races must be after the modification was made. Appeals shall be submitted in writing to the RKYC Technical Committee.
- 4.3. Once a decision has been made, the Technical Committee Chairman will send a letter to the appellant stating the decision.
- 4.4. The appellant may request a meeting with the Technical Committee if not satisfied with the original decision. If the appellant still is not satisfied a further appeal process will be provided such as obtaining a PHRF certificate from other jurisdictions.

- END -
