

DCYC PHRF Handicaps (Rev. 2/22/11)

Allied Chance 30-30	168
Beneteau 210	195
Beneteau Figero	102
Beneteau First 235 (WK)	192
Beneteau First 28.5	186
Beneteau 35S5	120
Beneteau First 36.7	78
Balboa 24	185
C&C SR 25	120
C&C 99	99
C&C 24	225
C&C 27	180
C&C 29	171
C&C 33	156
C&C 35	125
CAL 20	282
CAL 27	204
CAL 28-2	189
CAL 3-30	162
CAL 33	147
CAPRI 25	174
Catalina 22	266
Catalina 25 FK	228
Catalina 27 OB	204
Catalina 27 OB (TM)	195
Catalina 30	188
Catalina 30 (TM, BS)	174
Catalina 30 (TM, BS, SD)	183
Catalina 30 WK	194
Catalina 310	174
Coronado 25	228
Coronado 27	228
Elite 32	162
Ensign	261
Ericson 28+	186
Ericson 32	162
Evilyn 32-2	96
Hobie 33	90
Henderson 30	45
Hunter 27	222
Hunter 285	186
Impulse 21	183
IC 24	168
Islander 30-2	180
Islander 32-3	189
Islander 32-3 (SD) (TM)	189

J22 ODR	180
J22 PHRF	174
J24	168
J27	126
J29 (FR)	114
J80 ODR	120
J80 PHRF	114
J92	105
J105	78
K-30 Custom	99
Longhorn	225
MacGregor 21	252
MacGregor 25	235
MacGregor 26	216
Merit 25	168
Mirage 236	189
Moore 24	156
Morgan 27	174
Morgan 33	174
Morgan 34	196
Neptune 24	231
Newport 30	186
Oday 272	237
Oday 31	171
Olson 25	162
Olson 29	93
Olson 30	105
Pearson 26 (OD)	216
Pride 270	135
Ranger 33	156
S-2 7.3	234
S-2 7.9	168
S-2 8.6	194
S-2 9.2 CC	186
San Juan 24	216
San Juan 30	168
Santana 20	222
Santana 27	198
Santana 525	189
SR 25	123
SR Max	168
Victory 21	270
Viper 830	66
Watkins 32	192
Wavelength 24	162
Wilderness 21	219
11 Meter	72

TM -Tall Mast
SD -Shoal Draft
BS -Bow Sprit
OD -Out Drive
MH -Masthead
FR - Fractional
WK - Wing Keel

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.