

**West Florida PHRF Inc.**  
**Class Rules**  
**July 1, 2008**

# WEST FLORIDA PHRF, Inc Class Rules

## TABLE OF CONTENTS

		Page
<b>Fundamental Concepts</b>		1
<b>WFPHRF Class Rules</b>		1
GENERAL		1
2. PHRF RATINGS and RACE COURSES RATINGS	2	3. INITIAL
4. CHANGES TO RATINGS		3
5. RATING CERTIFICATE		3
6. STANDARD PHRF SPECIFICATIONS		4
7. MARINE INDUSTRY RACER (MIR) RULE		5
8. INFRACTIONS/RULE VIOLATIONS		5
CATEGORIES and MINIMUM CREW	5	9. RACE
<b>APPENDIX A RIG and SAIL SPECIFICATIONS</b>	6	
1.0 RIG DEFINITIONS		6
2.0 SAILS-GENERAL		6
3.0 JIBS		7
4.0 SHOOTER/BLOOPER		7
5.0 SPINNAKERS		7
5.1 Who can carry a spinnaker		7
5.2 Boats electing to carry symmetrical and asymmetrical		7
5.3 Symmetrical Spinnakers		8
5.4 Asymmetrical Spinnakers		8
6.0 MAINSAILS		9
6.1 Measurement		9
6.2 Limitations		9
7.0 MIZZEN SAILS		10
7.1 How attached		10
7.2 Measurement		10
8.0 MIZZEN STAYSAILS		10
8.1 Shape		10
8.2 Sheet Leads	10	
8.3 section eliminated	10	
8.4 Declaration on Rating Application	10	
<b>APPENDIX B STANDARD EQUIPMENT</b>		11

By Race Category		11
<b>APPENDIX C ADJUSTMENTS TO RATINGS</b>	12	
1.0 Adjustments		12
2.0 Original Configuration		14
3.0 Adjustments—periodic reviews		14
4.0 Upgrades and Modifications		14
Notice to Members – Roller Furler Protective Suncover Credit		Insert
Interpretation - Rating Adjustment genoa roller furler systems	Insert	
<b>APPENDIX D OFFSETS</b>		15
1.0 Purpose		15
2.0 Authority of WFPHRF to Establish	15	
3.0 Notice of Use		15
4.0 Appeal		15
5.0 Non-Spinnaker Offset	15	
Notice to Members – Non Spinnaker Offset Change		Insert
<b>APPENDIX E CRUISING CLASS RULES</b>	16	
1.0 Purpose		16
2.0 General Policies		16
a. Certificate application		
b. Credits noted on Certificate		
c. Section eliminated		
d. Sail Material		
e. Free flying headsails		
f. Headsails hanked on or roller furler		
g. Staysails permitted on Cutters		
h. Auto Pilot and wind vane		
i. Full cruising interior		
j. Biminis, dodgers shades		
k. Anchors		17
l. Outboard motors		17
m. Electric or hydraulic winches	17	
3.0 Guidelines For Regatta Organizers	17	
4.0 Excessive Bulk Allowance	17	
5.0 Boat of the Year Series		17
<b>APPENDIX F RACER/CRUISER CLASS</b>	18	
0.0 Purpose		18
2.0 General Policies		18
3.0 Limitations and Requirements	18	
4.0 Guidelines for Regatta Organizers	19	
<b>APPENDIX G INFRACTIONS/VIOLATIONS</b>	20	
1.0 Purpose		20
2.0 Protests		20
3.0 WFPHRF Actions	20	
4.0 Additional Discipline	20	
5.0 Hearing Procedures and Appeals		20
<b>APPENDIX H BOAT OF THE YEAR SERIES</b>	23	
1.0 Purpose		23
2.0 Notice of Series		23
3.0 Organizing Authority Procedure		23

4.0 Significant Inclusion	23	
5.0 Assistance	23	
<b>APPENDIX I YACHT SELF RIGHTING TEST</b>	24	
1.0 Purpose		24
2.0 Request for Test		24
3.0 Test procedure		24
4.0 Reason for Test		24
5.0 No Liability	24	

## Appendix J Appeal process

**West Florida PHRF, Inc**  
**WFPHRF Class Rules**  
**(12/4/05)**  
**(Revisions in red)**  
**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 for the 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.

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.~~
- 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 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 PHRF 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 does refer 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 "OFFWIND COURSE RATING" (**OWC**).
  - a. The **Windward Leeward** Rating is assigned to windward/leeward courses with no reaching legs. The windward leg is no longer than five (5) nautical miles. The windward & leeward marks are capable of being moved to maintain a true windward/leeward course.
  - 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 nm.
- 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 Offwind) 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, either in our Fleet or included 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”, a copy of which will be forwarded 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 7). 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 "Remarks" section of the Rating Certificate, and **THE BOAT IS NO LONGER RATED AS ODR**. 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 these 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 only Category 5.
- 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 requiring **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”.

4.2 If a WFPHRF member feels the Rating(s) of a boat needs to be changed, a written “Request for Rating Review” must be submitted by the WFPHRF member to the Fleet Administrator.

- The Rating Committee shall review the Request and make a preliminary determination (**FIRST READING**).
- If it is determined that the Rating(s) of the boat needs to be reviewed, the Fleet Administrator shall advise the WFPHRF member shown on the Rating Certificate of the affected boat **in writing** of the “Intent to Review Rating(s)”.
- The Rating Committee shall hold a “Rating(s) Review” and the WFPHRF member (or designated representative), as well as affected WFPHRF members, shall have the opportunity to present information that will assist in the Review. This review maybe held in a formal meeting or via e-mail or Conference Call at the discretion of the Rating Committee Chairperson.
- After the information has been reviewed by the Rating Committee (**SECOND READING**), a recommendation shall be made to the Rating Committee Chairperson.

A change to one of the Ratings does not imply a change to the other Ratings

**A more detailed discussion of appeal process is included ad Appendix J to this document.**

## **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 including the RATE CODE (Appendix F) 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 current, 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 x J**  
Symmetrical Spinnaker **SL** shall not exceed **.95** times the square root of **(I<sup>2</sup> + J<sup>2</sup>)**  
Symmetrical Spinnaker **SMW** shall not exceed **1.8 x J**  
Asymmetrical Spinnaker **area and dimensions shall not exceed the parameter defined in Appendix A.**
- 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. 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, any 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** 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.
- 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:** Sportboats and boats competing in Category 5 races are allowed to use racks, trapeze, toe straps, and any other hiking aids as designed as original equipment.

**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

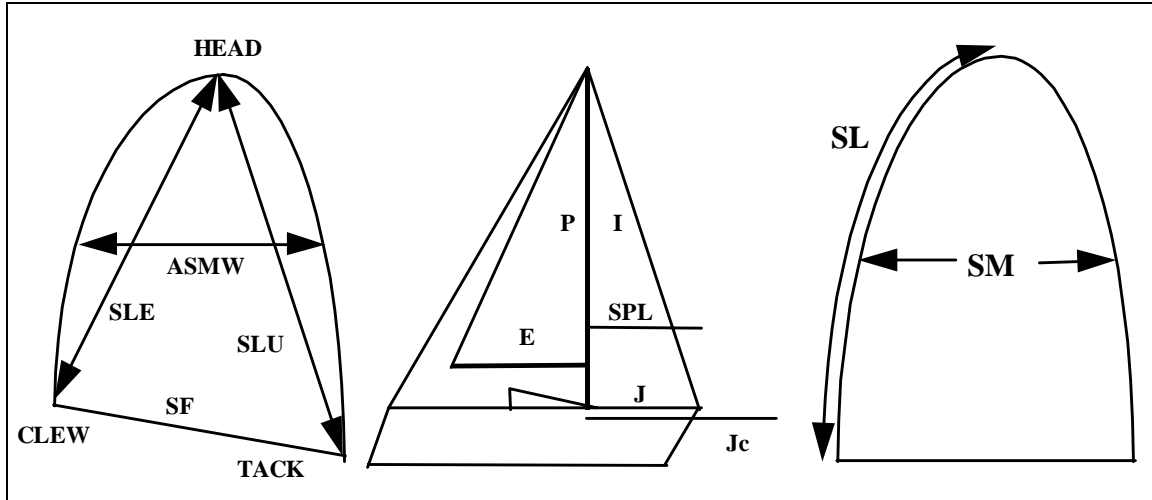
- 9.1 CATEGORY 1 – A race of more than 125 nautical miles in which a boat is expected to be self-sufficient because it may be difficult to seek shelter, other boats may not be close enough to render assistance, or land-based rescue efforts may require a significant period of time to reach the distressed boat. The Random Leg Rating or Offwind Rating (as defined in Section 2.2) shall apply. **WFPHRF Endorses the ISAF “ORC” regulations.** 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 Endorses the ISAF “ORC” regulations.** 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 **The Windward/Leeward 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 Windward/Leeward 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

### 1.0 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 aftermost 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.



### 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 JIBS (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 the perpendicular from the luff to the clew.

### **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 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 (Genoas) with an LP greater than 130% shall have the LP measurement and dimensions in feet/inches marked on the sail and signed/dated by the sailmaker. Failure to comply with this requirement shall not be grounds for disqualification.

### **4.0 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 stemhead 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.

### **5.0 SPINNAKERS**

- 5.1 Boats may carry either a symmetrical spinnaker or an asymmetrical spinnaker, subject to the specifications in this Appendix A and in the WFPHRF Class Rules (including other Appendices).
- 5.2 Boats that elect to carry both spinnaker types must report the addition. A boat's current rating certificate will be made invalid. AFTER a Rating Review is performed a revised Rating Certificate will be issued.

### 5.3 SYMMETRICAL SPINNAKERS

5.3.1 Luffs must be equal length.

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

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

5.3.4 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. Failure to comply with this requirement shall not be grounds for disqualification.

5.3.5 **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.

5.3.6 **SF** (Spinnaker Foot) shall be the distance from the tack to the clew measured in the shortest path on the surface of the sail.

#### 5.3.7 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

### 5.4 ASYMMETRICAL SPINNAKERS

5.4.1 Asymmetrical Spinnakers must have the following characteristics:

- The luff (SLU) and Leech (SLE) must not be equal.
- The Midgirth (SMG) shall not be less than 75% of the foot (SL)
- The following measurements of an asymmetrical spinnaker shall be as follows:
  - SLU and SLE are the measured lengths of the luff and leech
  - SF shall be the distance from the tack to the clew measured in the shortest path on the surface of the sail.
  - SMG is the distance between the midpoints of the leech to the midpoint of the luff in the shortest path on the surface of the sail.

5.4.2 The area of an asymmetrical is defined by the I.A.A.C. rule as:

$$(SLU + SLE) * (SMG/3 + SF/12)$$

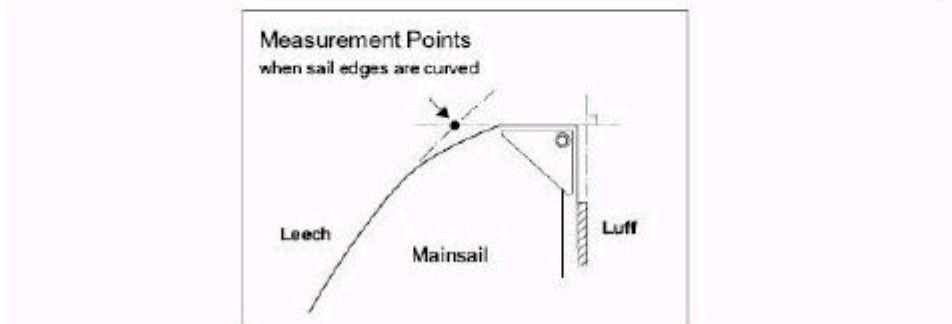
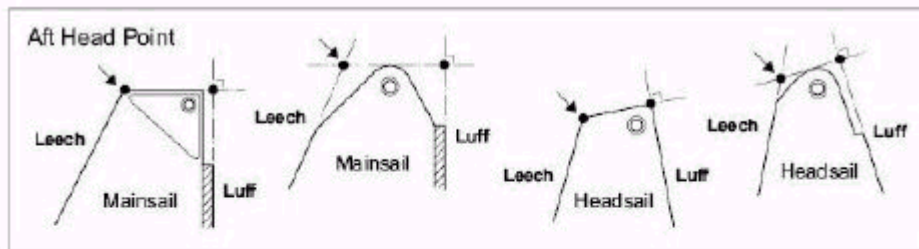
5.4.3 The area of a boat's asymmetric shall not exceed  $1.425 * J * \text{SQRT}(I * I * J * J)$ , which is the rated symmetrical spinnaker area. If a boat carries a penalty for SPL or ISP, these figures are used in place of J and I respectively.

5.4.4 The SL, SLE, SMG, SF and area shall be noted on the sail and to Rating Committee Chairperson.

## 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 is permitted to extend. Where this aftermost 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.
- f. Deleted by Board Vote 11-1-06 (equal spaced batten provision).

## 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 feet) or 0.65E. The ¾ girth shall measure no more than the greater of (.28E + .016P + .85 feet) or 0.38E. The 7/8 girth shall measure no more than .22E. 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.
- 8.3 Are permitted in the Non-Spinnaker division.

### FORMULAS

<b>GENOA</b>	Largest Headsail %	100 x LP divided by J
<b>SYMMETRICAL SPINNAKER</b>	Spinnaker Maximum Width	180% of J
	Spinnaker Luff length Maximum	.95 v I <sup>2</sup> + J <sup>2</sup>
<b>ASYMMETRICAL SPINNAKER</b>	Maximum Leach	.95 Luff
	Minimum Mid Girth (SMG)	75% of foot (SL)
	Standard Bowsprit Pole	As original by the manufacturer
	Standard Asymm Area	(SLU+SLE)*(ASMW/3+SF/12)
	Maximum area	1.425*J*SQRT (I <sup>2</sup> + J <sup>2</sup> )
	If a boat carries a penalty for SPL or ISP, these figures are used in place of J and I respectively.	
<b>RATED SAIL AREA</b>	Rated Sail Area	$((J*I)/2)*1.55)+((P*E)/2)$
	(For LP<115% or LP>155% use LP*.01)	
	For boats with mizzen sails include 50% of Main Sail area (for mizzen)	
<b>DOWNWIND SAIL AREA</b>	<b>main area + Spin area</b>	$((P*E)/2)+$ spin area)
<b>SPORTBOAT RATIO</b>	<b>(A) DSA/DISPL</b>	<b>&gt;75</b>
<b>(any one of these)</b>	<b>(B) DSA/DISPL/LOA</b>	<b>&gt;2.90</b>
	<b>A*B*((LOA/BEAM)<sup>2</sup>)</b>	<b>&gt; 2,000</b>



## **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, or 4 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. Line shall be at least 100 feet in length.
- 1 2 3 4 Navigation lights as required by the USCG Navigation Rules, International-Inland
- 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**

Listed below are the adjustments in “seconds per mile” computed onto 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.

In the spinnaker and non-spinnaker classes 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 Rated (IND).

**NOTE: “IND” means individually Rated.**

<b>HEADSAIL</b> (if not original design)	<b>LP</b> over 185% .....	-12
	<b>LP</b> unto 185% .....	-9
	<b>LP</b> up to 175% .....	-6
	<b>LP</b> up to 165% .....	-3
	<b>LP</b> up to 155% .....	0
	<b>LP</b> up to 145% .....	+3
	<b>LP</b> up to 135% .....	+6
	<b>LP less than 115%</b> .....	+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.

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

<b>RIG</b>	Increase <b>J</b> up to 10% .....	-12
	Increase <b>J</b> over 10% .....	IND
	Increase <b>I</b> up to 5% .....	-6
	Increase <b>I</b> up to 10% .....	-9
	Increase <b>I</b> over 10%.....	IND

<b>SPINNAKER</b> (Symmetrical or Asymmetrical)	Oversize pole ( <b>SPL</b> or <b>BPL</b> ) or girth ( <b>SMW</b> or <b>ASMW</b> ), or both	
	Up to 10% .....	-3
	Up to 15% .....	-6
	Over 15% .....	IND
	Increased hoist or <b>SL</b> or both.....	IND

<b>RIG HEIGHT</b>	Extended or Reduce <b>P</b> and <b>I</b> measurements (or both)	
	Up to 5%.....	-9
	Up to 10% .....	-15
	Over 10%.....	IND

<b>UNDERBODY</b>	Sump Removal .....	-6
	Scoop Addition.....	IND
	Non-standard hull fairing.....	IND
	Non-standard appendages.....	IND
	All other.....	IND

<b>KEELS/BALLAST</b>	Add/remove ballast	
	+/- less than 5% .....	-3
	+/- 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	

<b>RUDDER</b>	Increased surface.....	IND
	Retractable rudder.....	IND
	Shape modifications.....	-3
	Non-standard design/materials.....	IND

<b>HULL</b>	Remove significant interior.....	IND
	Add bracing/stiffener.....	IND

<b>SPAR/RIG</b>	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 <b>P</b> .....	IND
	Addition or removal of checkstays, 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

**NOTE: Non-standard replacement of mast/boom is separate and adds to any adjustment for other rig changes.**

Mast movable in excess of original manufacturer design.....	IND
All other upgrades or changes.....	IND

<b>ENGINE</b>	Modified installation.....	IND
	Non-factory installation.....	IND
	Inboard model of boat manufactured with either inboard or outboard..	+6

<b>PROPELLER</b>	Fixed, 3 bladed propellers .....	+12
	Fixed, 2 bladed propeller, outside aperture .....	+6
	Folding/Feathering, 3 Bladed propeller .....	+3

<b>HANK ON JIBS</b>	.....	+3
---------------------	-------	----

## ROLLER FURLING **Interpretation**

+12  
(If not Original Design)

Mainsail.....  
Headsail ..... IND

When evaluating adjustment for roller furling consideration is given to impact on performance and rated sail area when compared to similar boats not utilizing such a system. In many cases such an impact may be balanced by increased ease in sail handling and tactical flexibility, resulting in no net adjustment. In the event that an adjustment for roller furling is deemed appropriate the following guidelines will apply:

	Max adjustment
Full sized drum, above deck and swivel at head with headstay foil.....	+6
All above in place, with drum and/or swivel bypassed	+3
Sacrificial cover permanently sewn onto leach	+3

- 2.0 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.
- 3.0 WFPHRF reserves the right to periodically review and change the adjustments in this Appendix as necessary. The WFPHRF Rating Committee is the final authority on these Adjustments.
- 4.0 Upgrades and/or modifications to the following items do not invalidate the Rating Certificate and do not require written notification to WFPHRF:
  - All electronics, types, quality, and quantity
  - Deck hardware, equipment, and systems, including types, quantities, and locations
  - Running rigging, changes/addition of halyards, halyard material, converting to internal halyard
  - Types of hydraulic systems (but location must be reported)
  - Mainsail shaping systems and equipment, including outhauls, Cunninghams, traveler systems, boom vang, and boom/strut support systems
  - Headsail shaping systems and equipment, including barberhaulers, adjustable fairleads, backstay tensioning systems, headstay Cummings, and headfoil systems.
  - Stowage locations for on-board equipment
  - Various types of folding or feathering props, bottom paint systems, hull and ballast fairing, and kelp pushers.

## APPENDIX D

## 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. WFPHRF has sole authority for establishing and maintaining the Offsets.

### 3.0 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.

### 4.0 APPEAL

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

### 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, 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:

$$(.028 * (.95 \times \text{square root of } (I^2 + J^2)) * J * (\text{Buoy Rating} + 546)) / \text{Rated Sail Area}$$

- d. For a boat rated with an Asymmetrical Spinnaker only, the Non-Spinnaker Offset formula is:

$$(.028 * (1.15 \times \text{square root of } (Ic^2 + Jc^2)) * Jc * (\text{Buoy Rating} + 546)) / \text{Rated Sail Area}$$

## **APPENDIX E**

## **TRUE CRUISING CLASS RACING**

### 1.0 PURPOSE

As WPHRF has grown to accommodate more modern and competitive boats, yacht clubs and race organizers have attempted to provide a venue for production cruising boats to compete with similar boats at less expense. The “spirit of True Cruising” shall prevail. The class is not intended for racer/cruisers seeking a less competitive class. The True Cruising designation applies 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.

### 2.0 GENERAL POLICIES

- a. Owners seeking a True Cruising Rating Certificate must submit a completed True Cruising Checklist in addition to their application for rating.
- b. All rating credits and allowances will be noted on the True Cruising Rating Certificate. Removal of bulk or equipment that was used in determining these allowances will invalidate that certificate.
- c. The Marine Industry Racers (MIR) rule applies to all True Cruising Races.
- d. Sails for True Cruising Vessels shall be constructed in a manner such that at least one full surface of each sail is of woven material. Rating adjustments are considered individually for sails that do not meet this criterion. Skippers who choose to add non-woven, laminate sails to their inventory for the purpose of enhancing performance have violated the spirit of True Cruising.
- e. Free-flying headsails (i.e., gennakers, cruising spinnakers, asymmetrical spinnakers, traditional symmetrical spinnakers, etc.) are not permitted in the True Cruising Class. Cruising spinnakers (must be tacked to the deck and use a dousing sock) may be used on Category 3, 2 or 1 races.
- f. 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.
- g. Staysails are permitted on designated cutter rigs.
- h. Autopilots and wind vane steering may not be utilized during Category 4 or 5 races. When used adequate watch procedures shall be followed.
- i. Boats must have a “full cruising interior” as designed and manufactured. This shall include at a minimum:
  - a. bunks for sleeping
  - b. a permanently installed icebox (or refrigerator)
  - c. functional galley with stove
  - d. water and fuel tanks of appropriate capacity for cruising at least ¼ full
  - e. Internal electrical system with lights and VHF radio.
- j. Canvas for cruising will be installed, with a Bimini type top or comparable sunshade as a minimum. Biminis, shades, and dodgers may be folded or retracted while racing, but may not be removed from the boat.
- k. At least one anchor, with chain and rode (all of a size and weight appropriate for the boat) shall be stowed on the bow in such a way that it is available for immediate use. (See specifications on the application page of this website.)
- l. Outboard motors shall remain in place on the transom mount during racing.

### 3.0 GUIDELINES FOR REGATTA ORGANIZERS

- a. Host yacht clubs and race organizers are strongly encouraged to create divisions within the True Cruising Class by boat type, size and displacement, and sailing characteristics, as opposed to solely by WFPHRF Rating.
- b. True Cruising 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 True Cruising Class.
- d. The published Notice of Race shall indicate that a True Cruising class is 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 True Cruising Class accepted entries will compete in the Non-spinnaker Class.”)
- e. In such circumstances the True Cruising Boat will be scored using its True Cruising rating including all adjustments.
- f. 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.
- 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).

### 4.0 EXCESSIVE BULK ALLOWANCE

True Cruising boats will receive a Rating Adjustment of up to 15 sec/nm 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.

### 5.0 BOAT OF THE YEAR - SERIES

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

**APPENDIX F    RACER/CRUISER CLASS**  
(Old Appendix F has been deleted.)

## 0.0 PURPOSE

Based on the growth of “~~True~~ cruising ” and the polarization of our fleets it has become evident that a middle ground between the full racing programs of the Spinnaker Fleets and the ~~True~~ Cruising approach is needed. Therefore, ~~these rules~~ the Racer/Cruise Class attempts to create an environment between those two successful programs.

## 2.0 GENERAL POLICIES

- a. The Ratings in this Class will be based on the Spinnaker Ratings of the standard WFPHRF certificate, with the “Non-Spinnaker Offset” considered only when appropriate
- b. This Class is limited to boats of a size, equipment and level of accommodations consistent with the concept of a boat that is ready for cruising with a limited number of crew.
- c. Each boat has the option, on an event basis, to declare that it will be rated with:
  - i. Full racing Spinnaker
  - ii. Cruising Spinnaker – receiving  $\approx$  ½ of the Non-Spin Offset (rounded down)
  - iii. Non-Spinnaker – receiving  $\approx$  full Non-Spin Offset

## 3.0 LIMITATIONS AND REQUIREMENTS

- a. ~~Rating Limitations~~— The Spinnaker RLC ratings must be between 0 and 200.
- b. All boats must be wet-sailed.
- c. ~~Interior~~— It is assumed that the boat is maintained with all interior furnishings that are standard for that model, including but not limited to cushions & doors.
- d. ~~MIR~~— There is a maximum of 2 category 2 or 3 MIR’s ~~individuals~~ allowed on a boat for any race. Except in the case of an emergency, they may not steer the boat at any time.
- e. Boats to be included in this class-(these limitations are subjective in nature and are meant only as guidelines for the WFPHRF Board that will be the final deciders on inclusion in the class)
  - i. Monohulls with LOA greater than 32’, Displacement greater than 9,000 lbs. and with WFPHRF Consolidated Performance Factor of less than 469
  - ii Full Keel Monohulls over 27’ and 7,000 lbs.
  - iii. Any Multihull over 7,000 lbs. and WFPHRF “RSA/DISP” less than 50

- f. Sails – no limitations on material. Limitations below do not include a storm main or jib that if carried must be hoisted on other than the primary mast track / headstay system.
  - i. Jibs – maximum of 2
    - 1. There is no maximum size on the larger jib. Standard rating penalties apply.
    - 2. A boat may choose to use a jib smaller than its' "Rated Sail" for a particular event but will not receive any rating credit.
    - 3. The smaller jib must be no larger than 110%
    - 4. All headsail changes must use the same halyard as the original sail – except in the case of cutter rigs, which may use their separate headstays for each of there 2 sails.
  - ii. Spinnaker Declaration – The skipper must make a written declaration with the event organizer prior to the time noted in the Notice of Race. Based on that declaration:
    - 1. When declaring Spinnaker, up to ~~2~~ 3 spinnakers are allowed and maybe any combination of Symmetrical, Asymmetrical and Cruising Spinnakers
    - 2. When declaring the use of a Cruising ~~Chute~~ Spinnaker, the rating will be the boat's Spinnaker Rating Plus ½ of the "non-spin allowance" (rounded down). Up to ~~2~~ 3 cruising spinnakers are allowed and must be tacked to the bow. A whisker pole is allowed, but not to exceed the maximum LP of largest jib for ~~that the boat. is rated for.~~
    - 3. When declaring Non-Spinnaker no spinnakers of any type are ~~additional sails~~ allowed.
  - iii. Boats with Cutter Rigs may use 2 headsails simultaneously
  - iv. On boats with more than one mast, the use of any sails other than the normal main and mizzen aft of the most forward mast will require an election Cruising Chute or Spinnaker which shall be determined by a review of the boat by WFPHRF Technical Committee.
- g. Other equipment ~~—allowed~~
  - i. Electric and/or hydraulic winches can be used.
  - ii. ~~Auto Pilots~~ Autopilots and wind vane steering may be utilized except during Category 4 or 5 races. When used, adequate watch procedures shall be followed.

#### 4. GUIDELINES FOR REGATTA ORGANIZERS

- a. The Regatta Organizers should contact the Racer Cruiser Class Organizer for assistance in course selection
- b. Minimum length of a leg is 3nm unless there is a compelling safety or navigation reason.
- c. There shall be scheduled at least one race per day of not less than 10 N.M.
- d. Except for Point-to-Point races
  - i. No race shall be started with a wind speed of less than 5 knots
  - ii. Courses should ~~attempt~~ be designed to contain an equal mix of beating, reaching and running.

## APPENDIX G

## INFRACTIONS/VIOLATIONS

- 1.0 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.
- 2.0 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).
- 3.0 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.
- 4.0 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.
- 5.0 The WFPHRF member may request a formal HEARING to show cause 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

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.

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.

The Organizing Authority for any event wishing to be considered for BOTY status should submit a completed copy of the “BOTY – Organizing Authority Contract” to WFPHRF by June 15<sup>th</sup> prior to the event. The key consideration in renewing or accepting new events for BOTY status is the organizer’s willingness and ability to provide quality races.

Significant issues include, but are not limited to:

- Inclusion of starts for all classes listed in the BOTY Notice of Series
  - If pre-registration does not support a class it is suggested that trophies for that class not be purchased prior to the event.
  - 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.
  - If there are a small number of Sportboats 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.
- You must use the 3-tier rating system as detailed in the Class Rules
- You should be aware that WFPHRF does not waive the MIR Rule for it’s BOTY Series. If you chose to do so, you may be creating a situation that will create perception of unfairness in your event.
- If at all possible you should use US Sailing Certified Race Officers & Judges. There is an excellent supply of them around and all you need to do is ask with sufficient lead-time.
- You must provide timely transmission of detailed race results to WFPHRF

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

## **Appendix I -WFPHRF YACHT SELF RIGHTING TEST**

1. 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. 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 responsibility.
3. 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/centerboards/daggerboards 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.
4. 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.
5. A self-righting test may be required by the WFPHRF Rating Committee 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.

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.