

West Florida PHRF Inc. Class Rules as of 9/25/2025

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 World Sailing (formerly 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 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. WFPHRF RATINGS and RACE COURSES

- 2.1 WFPHRF Ratings are based on speed potential and performance with “seconds per mile” used to express the Ratings. Increments of performance used for Ratings are normally between 1 (1) and three (3) seconds per mile. Scoring formula is noted below in paragraph 2.5.
- 2.2 WFPHRF 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) (Rating Type).
 - 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.
- 2.5 Races can be scored with either the Time On Distance or Time On Time formula at the discretion of the race organizing authority.

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 as per the appropriate sections below.
- 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 Rating 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 3.4 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 and race in One Design same boat model fleet only.
- 3.7 Any boat that meets the definition of a “Sportboat” as detailed in the WFPHRF Class Rules may 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.
- 3.10 WFPHRF Rating Committee reserves the right to assign a boat to another-than-owner-requested Fleet if the boat does not meet, or exceeds, ratios or other restrictions for the requested fleet. This may happen after the application is processed by the Ratings Committee when actual ratios or other information is generated. The boat owner will be notified of the changes.

4. CHANGES TO RATINGS

- 4.1 A formal process shall be followed to change a boat's 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 or math error on a certificate.
- 4.3 The Rating Committee may, during the summer season between July 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 July 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, by 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.
 - f. All rating reviews will be subject to final review by the Board of Directors.

5. RATING CERTIFICATE

- 5.1 The WFPHRF Rating Certificate is created by the Rating Committee and issued by the Fleet Administrator, and is valid from July 1 of a year through July 1 of the next year. All Rating certificates expire on July 1 each year, regardless of when they were issued prior to July 1. The Rating Certificate 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 (the Rated Configuration).
- 5.2 WFPHRF will produce a rating certificate with a Spinnaker, Non Spinnaker and a Cruiser rating for all 3 course types defined in paragraph 2.2 above. In addition, for Cruising Class boats that have provided the necessary data, WFPHRF will provide a Cruising Spinnaker rating for all three course types defined in paragraph 2.2. If a boat has not supplied WFPHRF with all cruising spinnaker associated measurements, the rating certificate will be noted as "Can't Use Cruz Spin".
- 5.3 Any changes (modifications) to the Rated Configuration must be reported immediately to the Fleet Administrator by email to: admin@westfloridaphrf.org and include details, drawings, and any other data, necessary to fully describe the modification. Modifications to the Rated Configuration are subject to the applicable Adjustments in Appendix C and other Appendices. The modification(s) and the associated Adjustment(s) will be noted on the Rating Certificate along with the revised Ratings. **It is the obligation of the rating certificate holder to be certain that all reported modifications are reflected on the revised Rating Certificate, and immediately notify WFPHRF of any discrepancy.** If a revised Rating Certificate contains an error of any kind which is not immediately brought to the attention of WFPHRF, the correction of the error and any resulting changes to any Ratings, will be retroactively applied from the date of issue of the revised Rating Certificate, and all BOTY series races since the date of issue will be re-scored with the corrected Rating, and regatta and series results and trophies, corrected accordingly.
- 5.4 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 Board (including officers), Rating Committee and/or 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.
- 5.5 A boat may not participate in a WFPHRF Boat of the Year race unless a valid Rating Certificate has been issued for that boat. Only the WFPHRF member(s) shown on the Rating Certificate or a designated representative may enter the boat in WFPHRF BOTY races.
- 5.6 The Rating to be used in any race is the Rating shown on the Rating Certificate in effect the day of the race or a date specified by the Race Organizing Authority, subject to corrections per section 5.2 above.
- 5.7 A rating certificate not renewed for two consecutive seasons (July 1 to next July 1 in season 1, and same dates in season 2) is considered "deleted" from WFPHRF Rating Certificate files. The on-line, New Application form must be fully completed, submitted, and the New Application Fee paid, to have the Rating Committee create a new Rating Certificate.

6. STANDARD 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.

DESIGN All boats will be designated either Symmetric Spinnaker ("S") or Asymmetric Spinnaker ("AS") based on the original factory design for spinnaker. For example: a J-35 is Symmetric (S) design designation while a J-105 is an Asymmetric (AS) design designation.

SPINNAKER & HEAD SAIL DESIGNATION An S boat cannot be modified and have its design designation changed. An S designated boat can only fly a spinnaker of any kind equal to the square footage area and measurement parameters according to the symmetric spinnakers formulas in these Class Rules Appendix A Section 5 without incurring a spinnaker size penalty. An AS designated boat flies an asymmetric spinnaker as its primary spinnaker and can only fly an auxiliary symmetric spinnaker equal to the symmetric spinnaker square footage area and measurement parameters using the boat's J (not Jc) and I or ISP (not Ic) without penalty. All oversize spinnaker penalties are full time penalties and don't eliminate additional penalties for any other oversize spinnaker equipment.

All monohull boats will also be assigned a headsail designation based on original factory design of either Overlapping (“OL”)– up to 155% LP headsail without penalty- or Non Overlapping (“N”)–up to 110% LP headsail without penalty. Non Overlapping boats will be rated with the designed headsail size, which may be less than, but not more than 110% LP without penalty. No boat with an existing rating will be given grandfathered exception to the design designation, headsail designation, spinnaker or main sail measurement rules. Both of the above designations will be established by the WFPHRF Rating Committee at the time of the creation of the certificate and based on all available data including owner submissions. Since both are original design factors, they cannot be changed by owner modification. Current valid and renewing certificate boats will be designated as soon as practical after this rule is approved.

SAILS	Headsail LP for OL boats shall not exceed 155% x J. N boats shall not exceed 110% of J. Symmetrical Spinnaker Luff (SL) shall not exceed 95% of the square root of ($J^2 + J^2$) Symmetrical Spinnaker Foot shall not exceed 180% of 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 & SPRITS	Spinnaker poles shall not exceed 100% of J. Extended bow pole or sprit (Jc) shall not exceed original manufacturer’s designed length. Whisker pole maximum length shall not exceed maximum rated headsail LP. Maximum allowable length is equal to the maximum LP of the largest headsail that the boat is rated for. Adjustable length whisker poles shall have a 2-inch contrasting band indicating maximum allowable length. When in use, these poles shall not be extended beyond their maximum allowable length, and shall be attached to any point on the mast. Whisker poles may be used by boats in any fleet to pole out a headsail. No pole of any kind can be used to “pole out” or otherwise support the clew of asymmetrical spinnakers, including cruising spinnakers, and Code Type sails.
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, holding tanks, doors, hatches, partitions, floorboards, cushions, 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), carry 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. 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 the boat is properly equipped and rated. See Section 9 and Appendix B.
STANDARD EQUIPMENT	Standard Equipment listed in Appendix B is a part of a boat’s Rated Configuration and shall be carried while racing.

7. WORLD SAILING (FORMERLY ISAF) RACER CLASSIFICATION

Deleted

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 crew member shall be capable of performing tasks associated with sailboat racing.
- 9.7 Under certain conditions, a race organizing authority may designate a race as “single or double handed”, which will alter the minimum crew requirements in 9.6 above.

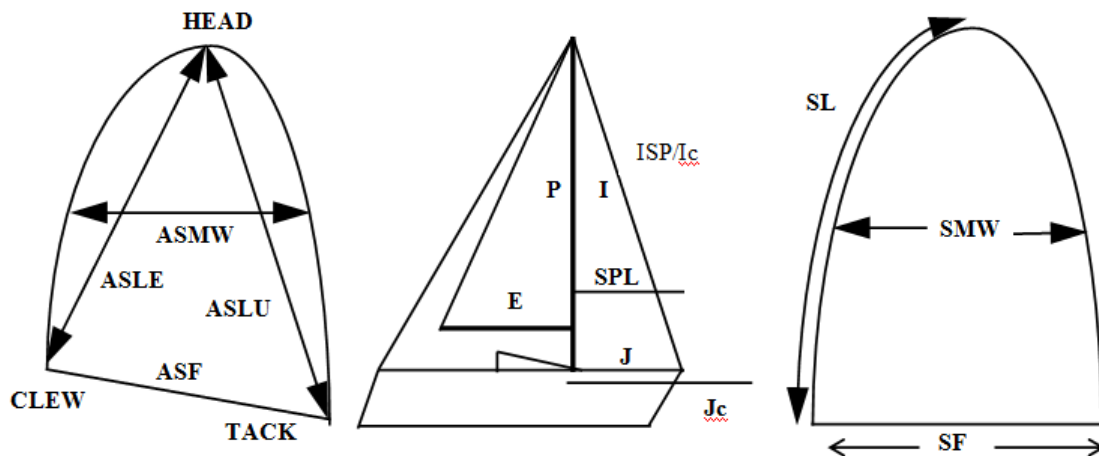
APPENDIX A RIG and SAIL SPECIFICATIONS

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.
- 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 ASYMMETRICAL Spinnaker sheave to the sheer line abeam of the mast
- ISP** The vertical distance from the top of the SYMMETRICAL 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. An over length symmetrical spinnaker pole, greater than the boat’s J measurement, does not change the J measurement used to compute symmetrical spinnaker size without a penalty.
- BPL** The length of an extended 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.
- ASLU** Length of asymmetrical spinnaker luff measured in the shortest path on the surface of the sail
- ASLE** Length of asymmetrical spinnaker leech measured in the shortest path on the surface of the sail
- ASF** Length of asymmetrical spinnaker foot measured in the shortest path on the surface of the sail
- ASMG** Length of asymmetrical spinnaker distance between the midpoint of the leech to the midpoint of the luff in the shortest path on the surface of the sail
- SL** Length of symmetrical spinnaker 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** Length of symmetrical spinnaker foot measured tack to clew in the shortest path on the surface of the sail
- SMW** Length of symmetrical spinnaker distance between the mid point of the leech to the midpoint of the luff in the shortest path on the face of the sail
- MHB/HB** Length of mainsail headboard greater than specified in paragraph 6.1.d.
- MUW/MGT** Length of upper mainsail width
- MTW/MGU** Length of 3/4 mainsail width

MHW/MGM Length of 1/2 mainsail width

MQW/MGL Length of 1/4 mainsail width



2. SAILS – GENERAL

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

3. HEADSAILS

3.1 All boats must declare their largest carried headsail. The LP% (Luff Perpendicular) as a percentage of J shall be declared on the vessel's rating certificate as well as the actual J and I measurements.

3.2 Headstay is defined as the line joining the upper measurement point of "I" and the forward point of "J" (not "Jc").

3.2 Midgirth is measured between midpoints of luff and leech and shall not exceed 53% of the sail foot length.

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:

- No clew boards may be used on jibs with an LP over 100%, and no headboards may be used on any headsail.
- The tack of the sail must be rigged to the stem fitting.
- Battens may be used only on non-overlapping headsails. A maximum of four (4) battens and up to full length are allowed without penalty. Headsail battens shall not extend aft of the upper shrouds.
- 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 Genoa's 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.

- 3.7 The yacht's Base Headsail LP -155% (OL) or 110% (N) - will be established by the WFPHRF rating committee at the time of the creation or renewal of a rating certificate.

4. 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 must be flown in conjunction with a symmetric spinnaker.
- 4.3 The area of the blooper cannot be larger than the largest headsail or it must be declared as the largest headsail.
- 4.4 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.
- 4.5 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.
- 4.6 The LP can be no longer than the largest declared headsail.

5. SPINNAKERS

The yacht's Spinnaker designation – AS for asymmetrical or S for symmetrical - will be established by the WFPHRF rating committee at the time of the creation or renewal of a rating certificate.

- 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). The largest size and measurements of each type of spinnaker must be reported to WFPHR.
- 5.2 A boat that elects to carry both spinnaker types must report this to WFPHRF, including measurements of both sails. The boat's main spinnaker type will be determined by its original factory design (see Class Rule 6 Standard PHRF Specifications Design Designation). 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*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 (SMG) measurement shall be a minimum of 75% of the foot (SF) length and no 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/Leech) 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 has an ISP measurement, this measurement is used in place of I.
- i. If a boat, designated as a symmetrical spinnaker design boat, also carries an auxiliary asymmetrical spinnaker, the rated area of the asymmetrical spinnaker per the formula in 5.4.b. cannot exceed the rated area of the symmetrical spinnaker area per the formula in 5.3.h. If it does, a full time penalty as described in Appendix C will be assessed for all spinnaker fleet races. Measurements of the asymmetrical spinnaker must be reported to the Rating Committee and noted on the sail and the Rating Certificate.
- j. The Rating Committee may request any or all boats to provide the SL, SF and SMG measurements of the largest carried symmetrical spinnaker.

5.4 Asymmetrical spinnakers (including Cruising spinnakers)

- a. Asymmetrical spinnakers must have the following characteristics:
 1. The luff (ASLU) and Leech (ASLE) measurements shall not be equal.
 2. The Midgirth (ASMW) measurement shall be a minimum of 75% of the foot (ASF)
 3. The measurements of an asymmetrical spinnaker are:
 - i. ASLU and ASLE are the measured lengths of the luff and leech
 - ii. ASF is the distance from the tack to the clew measured in the shortest path on the surface of the sail.
 - iii. ASMG 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:

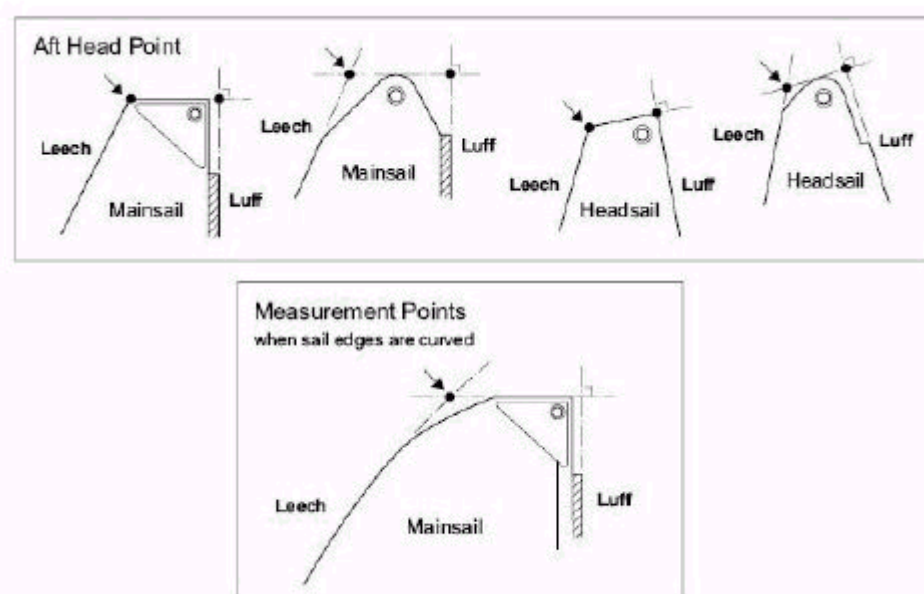
$$(ASLU + ASLE) * (ASMG/3 + ASF/12)$$
- c. The maximum rated area, without penalty, of an asymmetrical spinnaker is $(1.425 * J) * (\text{square root of } (I * I) + (J * J))$, which is the rated symmetrical spinnaker area. If a boat has a sprit measurement Jc, or has an Ic or ISP measurement, they are used in place of J and I respectively.
- d. The ASLU, ASLE, ASMG, ASF and sail area shall be noted on the sail and reported to the Rating Committee for all Primary and Auxiliary asymmetrical spinnakers.
- 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 symmetrical spinnaker pole being used as a sprit, 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 from the face of the mast. 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 Jc apply as noted in Appendix C which does not change the Spinnaker designation.

6. If an asymmetrical spinnaker design boat elects to fly an auxiliary symmetrical spinnaker, it shall be no larger than the area as computed per the formula in 5.3.h.
7. No pole of any kind can be used to “pole out” or otherwise support the clew of an asymmetrical spinnaker including a cruising spinnaker.
- f. Cruising spinnakers are treated as asymmetrical spinnakers and all reporting requirements in section 5.4 apply to cruising spinnakers and must be reported to WFPHRF and printed on the Rating Certificate. See Appendix C paragraphs 2.c and 9.

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 and adjusted for any tack setback. 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. The mid-girth (MGM) shall not measure more than the greater of $(.50ME + .022MP + 1.2 \text{ feet})$ or $0.65ME$. The $\frac{3}{4}$ girth (MGU) shall measure no more than the greater of $(.28ME + .016MP + .85 \text{ feet})$ or $0.38ME$. The $\frac{7}{8}$ girth (MGT) shall measure no more than $.22ME$.
- 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 4% of E or 0.5 feet without adjustment. Any length longer than the greater of 4% of E or 0.5 feet will be adjusted for IND.



- 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 (50% of E + 22% of P + 1.2 feet) or 65% of E. The $\frac{3}{4}$ girth shall measure no more than the greater of (28% of E + 1.6% of P + .85 feet) or 38% of E. The $\frac{7}{8}$ girth shall measure no more than 22% of E. Any greater dimensions shall be considered Oversize Roach and will be adjusted for IND.

6.3 Flat Top Mains and Over Size Roaches

- a. If a boat carries a headsail with an over sized headboard and over sized roach, the WFPHRF Rating Committee may request the additional sail measurements listed below and use the trapezoidal formula for approximating the mainsail area to compute penalties.
- b. Mainsail measurement that will be requested. All measurements are distances up the sail from the boom
MHB - Headboard width
MTW - $\frac{7}{8}$ Width
MUW - $\frac{3}{4}$ Width
MHW - $\frac{1}{2}$ Width
MQW - $\frac{1}{4}$ Width
- c. The trapezoidal mainsail area formula is:
$$(MHB+MUW)*(P-MUWH)+(MUW+MTW)*(MUWH-MTWH)+(MTW+MHW)*(MTWH-MHWH)+(MHW+MQW)*(MHWH-MQWH)+(MQW+E)*(MQWH-0))/2$$
- d. Functions in the above formula are derived by these formulas:
$$MUWH = (P + MTWH)/2 + MTW/(P-MTWH)*(MUW-MTW/2)$$
$$MTWH = (P + MHTW)/2 + MHW/(P-MHWH)*(MTW-MHW/2)$$
$$MHWH = (P/2) + (E/P)*(MHW-E/2)$$
$$MQWH = (MHWH/2)+((E-MHW)/MHWH)*(MQW-(E+MHW)/2)$$
- e. The Rating adjustment will be -3 seconds based on every 5% increase in mainsail area above the standard WFPHRF mainsail area measurements.

7. MIZZEN SAILS

- 7.1 A mizzen mainsail sail must be flown along the back of the mizzen mast and is the aft most sail on a ketch or a yawl.
- 7.2 The measurements and limitations for girths for a mizzen sail are the same as for other mainsails.
- 7.3 Mizzen staysails must be three-cornered (head, tack, and clew). The tack or tack pennant must be secured aft of the main mast.
- 7.4 Sheet leads may be to the hull or to the rail or to the mizzen boom, but not to any other spar or outrigger.
- 7.5 Mizzen staysails and dimensions must be declared to WFPHRF. The additional sail area will be added to the boat's sail area for sail area ratios and for handicapping.

8. CODE TYPE SAILS

- 8.1 WFPHRF will allow a Code Type headsail (0, 0+, and other similarly designed sails called by any other marketing name, and here after referred to as "Code Type") on a boat. There is no rating penalty for using a Code Type. Boats carrying a Code Type aboard must declare the sail for the season. The season runs from September thru the following May. WFPHRF allows one equipment/certificate change per certificate year. Each additional change is the price of a renewal fee.

- 8.2 The WFPHRF definition of a Code Type 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. Code Type sails generally have a mid girth between 75% and 80% of foot.
- 8.3 Boats carrying a Code Type must supply all the measurements and information below with their sail declaration.
- ASLU Luff Length
 - ASLE Leech length
 - ASF Foot
 - ASMW Mid Girth Length (measured from center of luff to center of leech)
 - Sail material brand and description
 - Sail material weight
- 8.4 A Code Type typically approximates a mid girth to foot ratio of less than 75% and greater than 75% 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. $\sqrt{((I, Ic \text{ or } ISP)^2 + (J \text{ or } Jc)^2)}$
- 8.5 A Code Type sail does not qualify as a cruising spinnaker for those boats eligible to use a cruising spinnaker.

9. TWEENERS

- 9.1 Sails which fall between a headsail (53% of foot length or less) and a spinnaker (75% of foot or greater) are considered "tweeners". These sails must be declared and owners must submit luff, leech, foot, LP and mid girth dimensions and sail materials used, to WFPHRF, for any future considerations of the boat's performance and handicap and will be subject to a "Ind" – rating adjustment.

10. STAYSAILS

- 10.1 Free flying Staysails are legal. Stay sails shall not be larger than 100% of the fore triangle area.

11. CRUISING SPINNAKERS

See this Appendix paragraph 5.4 and Appendix E Cruiser Class paragraphs 2.c and 9

WFPHRF FORMULAS

GENOA	Largest Headsail %	100 x LP divided by J
SYMMETRICAL SPINNAKER	Maximum Width	180% of J
	Luff Length Maximum	.95 * square root of (I ² + J ²)
	Mid Girth Minimum	75% of Foot
	Mid Girth Maximum	Less than 181% of J
	Standard Symmetrical Area	1.425*J*sqrt of (I ² +J ²)
	If a boat carries a taller ISP measurement, it is used in place of I.	
ASYMMETRICAL SPINNAKER	Maximum Leach	95% of Luff
	Minimum Mid Girth	75% of foot
	Standard Bowsprit Pole	As originally built by the boat builder
	Standard Asymmetrical Area	(ASLU+ASLE)*(ASMW/3+ASF/12)
	Maximum area	1.425*J*sq root of (I ² + J ²)
	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.	
RATED SAIL AREA	(((J*I)/2)*1.55*(reported largest headsail/155)) + ((P*E)/2)+(Py*Ey)/2)	
	Actual largest reported headsail 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) + (max spin area) + (mizzen or fore sail area)	
	Main sail area + spinnaker area + mizzen or fore sail area)	
SPORT BOAT	If any one of these formulas is true, Sport Boat designation applies	
	(A) DSA/DISPL	>75
	(B) DSA/DISPL/LOA	>2.90
	A*B*((LOA/BEAM) ²)	> 2,000
SAIL AREA TO DISPLACEMENT RATIO	100% jib sail area + actual main sail area + actual mizzen or fore sail area divided by the the boat's displacement divided by 64 taken to the 2/3 power	
CRUISING CLASS RATIOS		
	Cruiser	Pocket Cruiser
SA/DISP	MAX 20	25
DWSA/DISP/LOA	MAX 1.19	1.75
DISP/LOA	MIN 315	92
CONS RATIO	MAX 450	650
	(100% jib upwind rated sail area/(displacement/64) ^{2/3})	
	(downwind rated sail area/(displacement/64) ^{2/3})/length over all	
	displacement/length over all	
	(downwind rated sail area/(displacement/64) ^{2/3})*((downwind rated sail area/(displacement/64) ^{2/3})/length over all)*(length over all/beam) ²)	
NON SPINNAKER OFFSETS		
SYMMETRICAL SPINNAKER BOAT*	1.5*((.028*(.95 x square root of (I ² + J ²))*J*(Buoy Rating+546))/Rated Sail Area)	
ASYMMETRICAL SPINNAKER BOAT*	1.5*((.028*(1.15 x square root of (Ic ² + Jc ²))*Jc*(Buoy Rating+546))/Rated Sail Area)	

*Original Factory Design

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 race using a WFPHRF rating. 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 position in adverse weather. Rode shall be at least 100 feet in length. The primary anchor, with reported chain and rode attached, must be stored at the ready on the bow anchor roller or in the closest bow anchor locker if no anchor roller is mounted. |
| 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. Outboard motor should be mounted on the bracket. |
| 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 |
| 1 | 2 | 3 | 4 | | Tapered wood plugs for each of the boat's thru-hull fittings |
| 1 | 2 | 3 | 4 | | Radar Reflector |
| 1 | 2 | 3 | 4 | | Six (6) USCG approved Visual Distress Signals or approved electronic 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.
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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 SPINNAKER FLEETS (OVERLAPPING)	For spinnaker, racer cruiser and sport	
	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%.....	1
	LP up to 135%.....	2
	LP up to 125%.....	3
	LP up to 115%.....	4
	LP up to 115%.....	5

HEADSAIL NON SPINNAKER FLEETS (OVERLAPPING)	For non spinnaker, cruiser, pocket cruiser and multi cruiser	
	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

HEADSAIL (NON OVER LAPPING)	For ALL fleets	
	LP over 185%.....	-15
	LP up to 185%.....	-12
	LP up to 175%.....	-9
	LP up to 165%.....	-6
	LP up to 155%.....	-5
	LP up to 145%.....	-4
	LP up to 135%.....	-3
	LP up to 125%.....	-2
	LP up to 115%.....	-1
	LP up to 110%.....	0

ROLLER FURLING HEADSAILS	Roller Furling credits are for non spinnaker, cruiser, pocket cruiser, multi cruiser	
	Spinnaker, racer cruiser, sport fleets are not eligible for credits.	
	Full time headsail furling with 5.5 oz sun cover.....	9
	Full time headsail furling no sun cover.....	6
	Full time headsail furling drum & foil only.....	3
	Original equipment headsail furling with 5.5 oz sun cover.....	3
	Original equipment headsail furling.....	0
	Headsail furling drum below deck.....	0
	(below deck clearly is factory original equipment and therefore in base rating)	

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.

HANK ON JIBS	class or non class.....0
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
ROLLER FURLING MAINSAIL	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.
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 or anchor roller
	Symmetrical or Asymmetrical Up to 110%.....-3
	Symmetrical or Asymmetrical Up to 115%.....-6
	Symmetrical or Asymmetrical Up to 125%.....-9
	Symmetrical or Asymmetrical over 125%.....-15
	Increased hoist (ISP Ic) 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 to 125% of Symmetrical.....-9
	Asymmetrical Over 125% of Symmetrical.....-15
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 1 or 2 (Cruiser, Pocket, Multi Cruiser only)+3
	Retractable Thruster.....0
	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, profile or weight change.....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
	Change to or have synthetic backstay.....	0
	Change to synthetic forestay.....	-3
	Change to synthetic one or more side stays/shrouds.....	-9
	NOTE: Changes to any synthetic rigging must be reported to the Rating Committee and will be noted on Rating Certificate even if no penalty is involved. Factory or class synthetic backstay must be reported.	
	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
	Any propeller within aperture.....	0
WHISKER POLES	Whisker pole maximum length shall not exceed maximum rated headsail LP. Maximum allowable length is equal to the maximum LP of the largest headsail that the boat is rated for. Adjustable length whisker poles shall have a 2-inch contrasting band indicating maximum allowable length. When in use, these poles shall not be extended beyond their maximum allowable length, and shall be attached to any point on the mast. Whisker poles may be used by boats in any fleet.	

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 unless equipment being removed earns a credit and the replacement does not. Such as going from a 3 blade fixed prop to a folding prop, or moving the life raft storage position from on deck to below deck.

- 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 outhaul, cunningham, traveler system, boom vang, and boom/strut support system
- f. Headsail shaping systems and equipment, including barber haulers, adjustable fair leads, backstay tensioning system, running back stays or check stays, headstay, cunningham, and headfoil systems.
- g. Stowage locations for on-board equipment unless credits are involved
- h. Various types of folding or feathering props, bottom paint systems, hull and ballast fairing, and kelp pushers unless credits are involved.

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 (1) second a 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 free flying headsail (spinnaker, shooter, blooper, code 0 type sail) and a boat racing without a free flying headsail.
- b. The Non-Spinnaker Offset does not apply to boats designed not to carry a free flying headsail (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 only, no spinnaker, or both Symmetrical and Auxiliary Asymmetrical 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, or both Asymmetrical and Auxiliary Symmetrical spinnakers, 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, Pocket Cruiser and Multi Cruiser.

2. GENERAL POLICIES

- a. Owners seeking a Cruiser, Pocket Cruiser or Multi Cruiser Rating Certificate shall submit the completed Cruiser Application section of their application for rating and membership.
- b. All rating credits and allowances shall be noted on the Rating Certificate. Removal or relocation of equipment that was used in calculating credits and allowances in sections Appendix E Sections 4, 5, 6 and 7 will invalidate that certificate.
- c. Free-flying headsails such as cruising spinnakers are not permitted in any cruising class race unless allowed and declared as per the Notice Of Race (NOR). When permitted, cruising spinnakers shall be tacked to the deck or anchor roller, not using any type of pole or sprit. Use of dousing sock and tacker 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 the formulas in Section 9 of this Appendix with the boat’s ratings using the reported Cruising Spinnaker shown on the Rating Certificate. Cruising spinnaker measurements and limitations are defined in Appendix A, Section 5.4 Asymmetrical spinnakers. Please read the Appendix Section 9.
- 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. Rig measurements for all staysails need to be reported to WFPHRF.
- f. Autopilots and wind vane steering may be used during Category 1, 2 and 3 races. When in use, proper watches shall be maintained. A failure to maintain proper watch is a violation of Class Rules.
- g. All Cruising boats must have a “full cruising interior” as designed and manufactured. This shall include at a minimum of:
 - 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 AC and DC electrical systems with lights and VHF radio. Pocket Cruisers may substitute a portable VHF radio.
 - vi. a legal and properly installed marine head and associated plumbing and tankage. Pocket Cruisers may substitute an approved portable sanitation device.
- h. 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 Appendix E Paragraph 5 below. No credits are given for folded, retracted or partially deployed biminis, sunshades or dodgers EXCEPT that dodger front and side windows/panels can be removed or rolled up while racing. Owners electing credits for any cruising canvas must race with all listed cruising canvas fully deployed except as noted for dodger side and front windows/panels.
- i. All cruising and pocket cruising class boats are now subject to the anchor rules as listed in Class Rules Appendix B Standard Equipment. Primary anchor and rode must be assembled and stored at the ready in an anchor roller or anchor locker.

- j. A dinghy outboard reported for credit shall remain in place on the transom mount while racing. A dinghy motor reported stored in “other” location must be aboard boat at all times for credit.
- k. An outboard powered Cruiser, Pocket Cruiser or Multi Cruiser may raise the motor out of the water but shall leave it mounted in the powering location.
- l. The use of electric and/or hydraulic winches is allowed.
- m. The Cruiser 100% jib sail area/displacement ratio (SA/DISP) shall be less than 20.01.
- n. The Pocket Cruiser displacement shall be less than 10,001 lbs.
- o. The Pocket Cruiser **BASE RLC** PHRF rating shall be greater than 149.
- p. The Pocket Cruiser LOA shall be less than 30.01 feet.
- q. The Pocket Cruiser 100% jib sail area/displacement ratio (SA/DISP) shall be less than 25.01.
- r. Boats shall be wet sailed. 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 Notice Of Race, a specific deadline for declaration shall be included in the Notice Of Race.

4. SAIL MATERIAL CREDITS AND PENALTIES.

Woven polyester non laminate sails (Dacron and other woven polyester trade names) are considered the base sails for Cruisers and Pocket Cruisers. Rating adjustments are applied for the main and any jib that do not

meet these criteria. All other mains or jibs must be made of the same material as listed for the primary main and jib. IE: if your largest jib is Dacron 145% and all your smaller jibs are Dacron, you would report your largest headsail size as 145%, your sail material as Dacron, and the age (month and year) of your 145%. If your largest jib is Dacron 145%, but any other jib on board is a Laminate sail (including Laminate Dacron), then you would report your largest headsail as 145%, your sail material as Laminate and then the age of your 145%. To avoid reporting "Laminate" sail material, no laminate sails can be on board the boat while racing.

Penalties and credits are as follows:

laminate of any kind	-6 sec/mile
laminate of any kind with one surface of any woven material	-6 sec/mile
woven material of any kind other than polyester	-6 sec/mile
woven polyester up to 5 years (1,825 days) old	no credit
woven polyester over 5 years (1,826 days and greater) old	+3 sec/mile

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 includes, 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 but all vertical dodger panels may be rolled or removed	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
Dinghy davits empty (no dinghy)	1 sec/mile
Permanently mounted rigid solar panels	IND depend on description
Flexible solar panels regardless of mounting	no credit
Radar mounted on the mast above the spreaders	1 sec/mile
Radar mounted elsewhere	1 sec/mile
Life raft on deck	2 sec/mile
Life raft stored elsewhere	1 sec/mile
Wind generator permanently mounted	1 sec/mile
Generator 120 volt permanently mounted	3 sec/mile
Ice Maker permanently mounted	2 sec/mile
Wind vane steering permanently mounted	2 sec/mile
Air conditioning permanent & below deck regardless of number of units	1 sec/mile
Washer/dryer permanently mounted	2 sec/mile
Thruster fixed mount (bow, stern or both)	3 sec/mile
Thruster in hull or transom retractable	no credit
Watermaker permanently mounted	1 sec/mile
Propane or CNG tanks	1 sec/mile
Other weighty non standard equipment	IND depends on description
Second anchor and rode on bow roller or bow anchor locker if no 2 nd roller	2 sec/mile
Second anchor and rode stored elsewhere	1 sec/mile

6. PROPELLER CREDITS

4 fixed blade propeller outside aperture	12 sec/mile
3 fixed blade propeller outside aperture	12 sec/mile
2 fixed blade propeller outside aperture	9 sec/mile
4 or 3 blade folding/feathering propeller outside aperture	3 sec/mile
2 blade folding/feathering propeller	no credit
Any propeller within aperture	no credit

7. HEADSAIL AND SAIL FURLER CREDITS

Main sail in mast furling	12sec/mile
Main sail in boom furling	6 sec/mile
Mainsail furling as original design	no credit

For boats equipped only with original design mainsail furling, it is assumed that credit for this is in the boat's published base rating.
If a boat has original design non furling mainsail, but optionally, mainsail roller furling, and there is no published rating for the mainsail roller furling model, above credits can be applied for.

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

Note that full time headsail 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.

Overlapping headsail designation boat. Headsails to 155% without penalty

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

Non overlapping headsail designation boat. Headsail less than 110%

Headsail up to 185%	-12 sec/mile
Headsail up to 175%	-9 sec/mile
Headsail up to 165%	-6 sec/mile
Headsail up to 155%	-5 sec/mile
Headsail up to 145%	-4 sec/mile
Headsail up to 135%	-3 sec/mile
Headsail up to 125%	-2 sec/mile
Headsail up to 115%	-1 sec/mile
Headsail up to 110%	no penalty

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.

9. CRUISING SPINNAKERS

Free flying headsails such as Cruising Class Spinnakers (CCS) are not permitted in any cruising class race unless allowed by the Notice Of Race (NOR). When permitted, CCS shall be tacked to the deck or anchor roller, not using any type or length of pole or sprit. The maximum distance the CCS can be tacked forward of forestay tack point without penalty is 1.5 feet. Use of an adjustable downhaul or pennant line through a block on the deck or anchor roller is permitted. Use of a dousing sock, tacker or snuffer is permitted. Cruising spinnaker measurements and limitations are defined in Appendix A, Section 5.4 Asymmetrical spinnakers. All 4 sail measurements: ASLU, ASLE, ASF, ASMG and rig measurements Jc and IC or ISP must be reported to WFPHRF to fly the CCS. Only one CCS may be carried at any time. A Code Type sail does not qualify as a cruising spinnaker for those boats eligible to use a cruising spinnaker. Use of a CCS shall be declared according to the NOR and will reduce the Non Spinnaker Offset by the following:

% of maximum Rated Symmetric Spinnaker area	percent reduction of non spinnaker offset
--	--

Less than 90%	-35%
Greater than 90% less than 101%	-50%
Greater than 100% less than 116%	-63%
Greater than 115% less than 126%	-75%
Greater than 125%	-100%

Rated Spinnaker Area is the 100% Symmetric Spinnaker Area for a Design Designation (Class Rule 6 Standard PHRF Specifications) S boat or 100% of the Asymmetric Spinnaker Area for a Design Designation AS boat.

The percentage size for the CCS, the Non Spinnaker Offset adjustment, and the Cruising Class Rating using a CCS will be printed on each rating certificate. Boats with no reported CCS measurements will be noted as “Can’t Use Cruising Spinnaker”.

APPENDIX F RACER CRUISER CLASS

1. PURPOSE

The Racer Cruiser Fleet provides 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.

2. LIMITATIONS AND REQUIREMENTS

- a. Spinnaker ratings will be used for scoring purposes. RLC ratings will generally be used for local races courses of less than 100 miles. OWC ratings will generally be used for race courses greater than 100 miles, or race courses with a single leg greater than 50 miles.
- b. Cruising Fleet credits for sails, canvas, bulk equipment, dinghy, anchors etc. are not used.
- c. A maximum of 3 headsails can be carried. Largest size cannot exceed 155% without penalty
- d. A maximum of 2 spinnakers can be carried. No spinnaker can exceed the maximum size for the boat as calculated with the standard spinnaker area formula for symmetric or asymmetric spinnakers without penalty. Asymmetrical spinnaker measurements must be submitted to the Rating Committee
- e. Autopilots and wind vane steering may be used during Category 1, 2 and 3 races as allowed in the Notice of Race. They shall not be used in Category 4 and 5 races unless allowed by the Notice of Race. When in use, proper watches shall be maintained.
- f. In order to be included in the Racer Cruiser Fleet, a boat must:
 - i. Be a monohull with an LOA greater than 30.01 feet and less than 53 feet.
 - ii. Have a WFPHRF Consolidated Performance Ratio of less than 469
 - iii. Have a Spinnaker BASE RLC rating between 50 and 200
 - iv. Be a non planning monohull as determined solely by the WFPHRF Rating Committee

3. GUIDELINES FOR REGATTA ORGANIZERS

Racer Cruiser classes may compete on the Cruising Class course or similar courses at the Regatta Organizers discretion. Racer Cruiser fleet B should have a separate start if possible.

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 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 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. HEARINGS 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 of which the date and location shall be provided in writing to the WFPHRF member.
- c. A HEARING PANEL of six WFPHRF members and at least one US Sailing Certified Judge shall be convened. The 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.

WFPHRF 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 endorses 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 the series. 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 World Sailing Classification for the 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.
- f. All BOTY series and races will be scored using PHRF ratings.

5. ASSISTANCE

WFPHRF and US Sailing are committed to providing assistance in helping OA run a high level event and will help the 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:

1. All hatches, scuttles, and vents shall be closed.
2. The main sail and largest Genoa shall be hoisted to their normal positions and sheeted to a close hauled position
3. All yachts with keels/center boards/dagger boards, which are movable while sailing, shall be tested with their "boards" in the up position.
4. Equipment may be removed from the yacht, with the measurer's permission, to prevent equipment damage, but not to increase stability.
5. The yacht shall be hove down on her beam-ends and held until all the sails are awash.
6. 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 RATING APPEAL FORM

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

Mail form and supporting documents to: WFPHRF - 11140 9th St East - Treasure Island, FL 33706 or

email form and supporting documents to: admin@westfloridaphrf.org and ratings@westfloridaphrf.org

APPELLANT'S NAME _____

ADDRESS _____

CITY STATE ZIP _____

BEST CONTACT PHONE _____ EMAIL ADDRESS _____

You are appealing rating for:

BOAT MAKE/MODEL _____ YEAR _____ CERTIFICATE ID _____

BOAT NAME (BOAT) _____ SAIL NUMBER _____ FLEET _____

OWNER/MASTER _____

ADDRESS _____

CITY STATE ZIP _____

PHONE _____ YOUR EMAIL ADDRESS _____

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 or cruiser 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	Sail brand	Material	Weight	Condition	Month/Year Purchased
Main	_____	_____	_____	_____	_____
Main Sail 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 all attachments to the address at top of the form. An appeal will take 4 weeks minimum. Look for emailed questions and provide prompt answers to expedite your appeal. Note that an appeal can raise, lower or not change BOAT's rating.