

West Florida PHRF Inc. Class Rules as of 2/6/2023

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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 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 based on 3.2 or 3.3 as necessary.
- 3.2 If the boat is a previously-rated, standard production model, in either the WFPHRF Fleet or in the US Sailing PHRF Fleet Handbook, the Ratings will be based on the established Ratings plus any Adjustments noted in Appendix C. The Rating Committee Chairperson will issue a “Provisional Rating Certificate” and forward a copy to the Rating Committee.
- 3.3 If the boat is not a standard production model, the Rating Committee Chairperson shall provide the 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 3.3 above. Information indicating the boat is an IRPC will be noted in the “Remarks” section of the Rating Certificate.
- 3.6 Unless otherwise requested in writing by the WFPHRF member, a One-Design type boat shall be rated using the standard WFPHRF configuration (see Section 6). A written request to be rated with the One-Design configuration shall include a copy of the current One-Design Class Rules. When a boat is rated with the One-Design configuration, each exception to these Class Rules will be noted in the "Modifications" section of the Rating Certificate, and THE BOAT IS NO LONGER RATED AS ONE DESIGN. Boats rated as One-Design must comply with their One Design Class Rules at all times and race in One Design same boat model fleet.

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

4. CHANGES TO RATINGS

- 4.1 A formal process shall be followed to change a 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 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. 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.
- 5.3 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/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.
- 5.4 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.
- 5.5 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.
- 5.6 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 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.

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 a Symmetric (S) design designation while a J-105 is an Asymmetric (AS) design designation. An SS 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 and asymmetric spinnaker as its primary spinnaker and can only fly an auxillary 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. No boat with an existing rating will be given grandfathered exception to the design designation or spinnaker measurement rules.

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

See appendix A for complete sail measurement definitions for all sails.

- POLES** Spinnaker pole shall not exceed 100% of J
Extended “bow pole” (Jc) shall not exceed original manufacturer’s designed length
Whisker pole maximum length shall not exceed maximum rated headsail LP.
- Boats racing in a Non-Spinnaker race may use a whisker pole. 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 normal use, these poles shall not be extended beyond their maximum allowable length, and shall be attached to any point on the mast.
- INTERIOR** All “factory” installed items shall remain in place as designed. This includes, but is not limited to, galley sink, stove, icebox, head sink and head, water tanks, fuel tanks, or holding tanks, doors, hatches, partitions, floorboards, etc.
- SPARS** Spars shall be “standard size” for the “standard production model” manufacturer type and shall not be movable in excess of original manufacturer design.
- ENGINE** All WFPHRF rated boats must carry an engine capable of moving the boat through calm water with no sails at least 1.0 times the square root of the LWL in knots, or five knots (whichever is less), enough fuel to reach shore based on the current race course and a mounting bracket necessary to affix the motor in the propulsion position as needed. This requirement may be waived by Race Organizers for One Design boats racing only in One Design fleets.
- KEEL/
RUDDER** Retractable keels and rudders shall be fully extended or be subject to the applicable rating Adjustments in Appendix C.
- BALLAST** Moveable ballast shall be kept stationary or be subject to the applicable Rating Adjustments in Appendix C.
- HIKING
AIDS** No boat shall be sailed with any person having the majority of their torso outside the hull-to-deck joint of the boat. Exception: a boat designed with racks, trapezes, toe straps, or hiking lines as original equipment may utilize such hiking aids in any category of race for which it is properly equipped and rated. See Section 9 and Appendix B.
- 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

The World Sailing Classification replaced the MIR. See Appendix J for the complete text.

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.

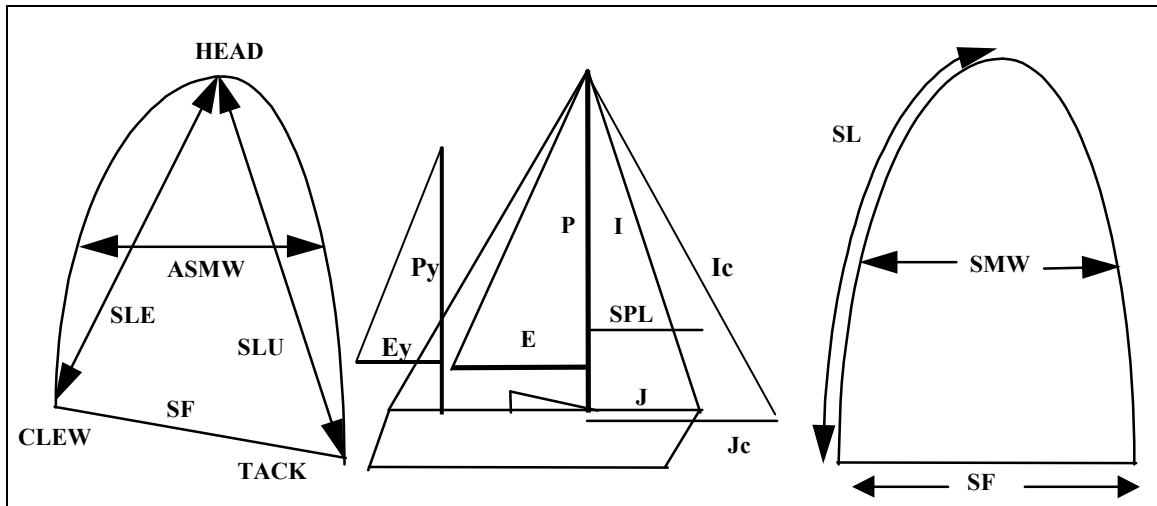
APPENDIX A RIG and SAIL SPECIFICATIONS

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** ORC/ORR length of mainsail headboard greater than specified in paragraph 6.1.d.
- MUW/MGT** ORC/ORR length of upper mainsail width
- MTW/MGU** ORC/ORR length of 3/4 mainsail width

MHW/MGM ORC/ORR length of 1/2 mainsail width

MQW/MGL ORC/ORR 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. JIBS AND GENOAS

3.1 Midgirth measured between midpoints of luff and leech shall not exceed 50% of the foot length nor shall the length of any intermediate girth exceed a value similarly proportional from its distance from the head of the sail.

3.2 A boat may use a luff groove device provided its length is essentially the same as the luff of the sail, is a constant section throughout, and is able to rotate freely without restraint.

3.3 Jibs may be sheeted from only one point except in the process of reefing. Quadrilateral or similar sails, or sails on which the sailcloth does not extend to the cringle at each end are excluded.

3.4 Jibs shall be measured on a line from the perpendicular of the luff to the clew.

3.5 Limitations are:

- a. No clew boards may be used on jibs with an LP over 100%, and no headboards may be used on any jib.
- b. The tack of the sail must be rigged to the stem fitting.
- c. Battens may be used only on non-overlapping headsails. A maximum of four (4) battens and up to full length are allowed without penalty.
- d. The distance measured on the surface of the sail between the midpoint of the foot and the midpoint of the luff shall not exceed 55% of the length of the leech.

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

4. SHOOTER/BLOOPER

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

- 4.2 A blooper flown with a spinnaker must be no longer on the luff than the headstay.
- 4.3 The mid girth measured between the midpoint of the luff and the leech shall not exceed 50% of the foot length, nor shall any intermediate girth exceed a value similarly proportional to its distance from the head of the sail.
- 4.4 The distance measured on the surface of the sail between the midpoint of the foot and the midpoint of the luff shall not exceed 55% of the length of the leech.
- 4.5 The LP can be no longer than the largest declared headsail.

5. SPINNAKERS

- 5.1 A boat may carry either a symmetrical spinnaker or an asymmetrical spinnaker, subject to the specifications in this appendix and in the WFPHRF Class Rules (including all other applicable Appendices).
- 5.2 A boat that elects to carry both spinnaker types must report same to WFPHRF including measurements of both sails. The boat'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 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) shall not be less than 75% of the foot (SF) length nor more than 180% of J.
- d. Symmetrical Spinnakers shall be measured with such tension as to remove wrinkles along the line of measurement. The sail maker or owner of the boat shall sign the sail indicating date of measurement, the maximum length of the luffs and maximum width, and his/her compliance with all other requirements. Failure to comply with this requirement shall not be grounds for disqualification.
- e. SL (Spinnaker Luff/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 $(1.425 * J) * (\text{square root of } (I^2 + J^2))$. If a boat has an ISP measurement, this figure is used in place of I.
- i. If a boat, rated as a symmetrical spinnaker boat, also carries an asymmetrical spinnaker, the rated area of the asymmetrical per the formula in 5.4.b. cannot exceed the rated area of the symmetrical spinnaker per the formula in 5.3.h. If it does, a full time penalty (except for Non Spinnaker races) will be assessed as described in Appendix C. Measurements of the asymmetrical spinnaker must be reported to the Rating Committee and noted on the sail and the Rating Certificate.

5.4 Asymmetrical spinnakers

- a. Asymmetrical spinnakers must have the following characteristics:

1. The luff (ASLU) and Leech (ASLE) must not be equal.
2. The Midgirth (ASMW) shall not be less than 75% of the foot (ASF)
3. The following measurements of an asymmetrical spinnaker shall be as follows:
 - i. ASLU and ASLE are the measured lengths of the luff and leech
 - ii. ASF shall be 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 asymmetric spinnaker is $(1.425 * J) * (\text{square root of } (I * I) + (J * J))$, which is the rated symmetrical spinnaker area. If a boat has a sprit measurement J_c , or has an I_c measurement, they are used in place of J and I respectively.
- d. The ASLU, ASLE, ASMG, ASF and area shall be noted on the sail and reported to the Rating Committee.
- e. Limitations
 1. The sail shall be sheeted from only one point on each side of the sail.
 2. Battens shall not be used.
 3. When flown from a spinnaker pole as a sprit that is normally used with a symmetrical spinnaker, the pole shall not exceed the SPL without a rating penalty. When flown without a pole, the tack of the sail will be attached, either directly, or indirectly, with a pennant or a tack line lead to a tack block that is anchored a distance that is no more than the rated SPL for the boat plus 6 inches 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 J (J_c) apply as noted in Appendix C.
 6. If an asymmetric spinnaker design boat elects to fly an auxiliary symmetric spinnaker, it shall be no larger than area as computed per the formula in 5.3.h of this section.
- f. Cruising spinnakers are treated as asymmetrical spinnakers and all measurement reporting requirements must be submitted to WFPHRF for the cruising spinnaker.

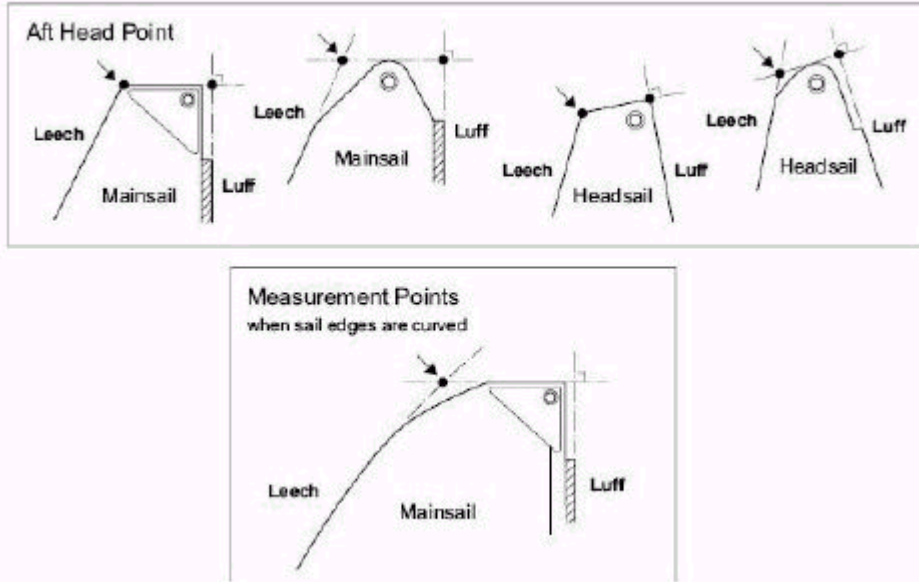
6. MAINSAIL

6.1 Mainsails are measured as follows:

- a. The foot of the mainsail (E) shall be the length measured along the boom, from the aft edge of the mast to the aft most point to which the mainsail foot is permitted to extend. Where this aft most point is inside the boom end, it shall be located at the inner edge of the required one-inch wide measurement band around the end of the boom.
- b. Mainsail hoist (P) shall be the measured length of the hoist of the sail. It is the distance along the aftside 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 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 TBD

7. MIZZEN SAILS

- 7.1 A mizzen sail is attached to the back of the mizzenmast and is the aft most sail on a ketch or a yawl rig.
- 7.2 The measurements and limitations for a mizzen sail are the same as for mainsails.

8. MIZZEN STAYSAILS

- 8.1 Mizzen staysails must be three-cornered (head, tack, and clew). The tack or tack pennant must be secured abaft the point of intersection of the aft face of the main mast with the deck, and also must be secured no higher than the rail cap, deck, or cabin top.
- 8.2 Sheet leads may be to the hull or to the rail and to the mizzen boom, but not to any other spar or outrigger.
- 8.3 Mizzen staysails must be declared on the rating application.

9. CODE 0 SAILS

- 9.1 WFPHRF will allow a Code 0 headsail (0+, and other similarly designed sails called by any other marketing name, and here after referred to as “Code 0”) on a boat. There is no rating penalty for using a Code 0. Boats carrying a Code 0 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.
- 9.2 The WFPHRF definition of a Code 0 headsail is an upwind spinnaker or other headsail that is free flying (not attached to the boat’s forestay in a foil or with hanks in the conventional manner of a jib or genoa), attached at the tack of the sail to the boat’s hull, spinnaker pole or sprit, and used at upwind wind angles when a jib or genoa would normally be used.
- 9.3 Boats carrying a Code 0 must supply all the measurements and information below with their sail declaration.

ASLU Luff Length
ASLE Leech length
ASF Foot
ASMG Mid Girth Length (measured from center of luff to center of leech)
Sail material brand and description
Sail material weight

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

10. CRUISING SPINNAKERS

See Appendix E Cruiser Class paragraph 9

FORMULAS

GENOA	Largest Headsail %	100 x LP divided by J
SYMMETRICAL SPINNAKER	Spinnaker Maximum Width Spinnaker Luff length Maximum Standard Symmetrical Area If a boat carries a taller ISP, this measurement is used in place of I.	180% of J .95 * square root of (I ² + J ²) 1.425*J*sqrt of (I ² +J ²)
ASYMMETRICAL SPINNAKER	Maximum Leach Minimum Mid Girth Standard Bowsprit Pole Standard Asymmetrical Area Maximum area If a boat has a sprit measurement Jc, or has an Ic measurement, Jc and Ic are used in place of J and I respectively.	95% of Luff 75% of foot As originally built by the boat builder (ASLU+ASLE)*(ASMW/3+ASF/12) 1.425*J*sq root of (I ² + J ²)
RATED SAIL AREA	(((J*I)/2)*1.55*(reported largest head sail/155)) + ((P*E)/2)+((Py*Ey)/2) Actual largest reported head sail area + actual main sail area + actual mizzen or fore sail area Py and Ey are the measurements of a boat's Mizzen or Fore Sail	
DOWNWIND SAIL AREA	((P*E)/2) + (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 (upwind rated sail area/(displacement/64) ^{2/3})
DWSA/DISP/LOA	MAX 1.19	1.75 (downwind rated sail area/(displacement/64) ^{2/3})/length over all
DISP/LOA	MIN 315	92 displacement/length over all
CONS RATIO	MAX 450	650 (downwind rated sail area/(displacement/64) ^{2/3})*((downwind rated sail area/(displacement/64) ^{2/3})/length over all)*(length over all/beam) ²)

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 WPHRF 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
- 1 2 3 4 A compass visible from the helm
- 1 2 3 4 First Aid Kit
- 1 2 3 4 VHF marine radio with at least channels 6, 12, 16, 22A, a weather channel and one working channel
- 1 2 3 4 A self-bailing cockpit
- 1 2 3 An enclosed cabin with essentially watertight hatch covers, at least two bunks, a marine sanitation device (toilet), and a galley with cold storage.
- 1 2 3 Fixed bow and stern pulpit, lifelines and supports. Minimum height of pulpit and lifelines is 18 inches. Maximum distance between supports is 7 feet. Lifelines may terminate at the deck at the bow. Boats without a fixed stern pulpit may be acceptable after review
- 1 2 3 A spare or portable compass

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

APPENDIX C ADJUSTMENTS TO RATINGS

1. ADJUSTMENTS

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

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

NOTE: “IND” means individually reviewed and rated.

HEADSAIL

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

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

For any boat designed with less than a 115% jib, an adjustment shall be made for increasing the size equal to the difference in the table above unless the less than 115% jib is a factory installed design, which then is assumed to be built into the boat’s base rating.

Code 0 type upwind spinnaker.....IND

MAINSAIL

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

RIG

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

SPINNAKER

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

RIG HEIGHT

Extended P or I measurements (or both extended)	
Up to 5%.....	-9
Up to 10%.....	-15

	Over 10%.....	IND
UNDERBODY	Sump Removal.....	-6
	Scoop Addition.....	IND
	Non-standard hull fairing.....	IND
	Non-standard appendages.....	IND
	Bow/Stern Thruster 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
HANK ON JIBS	class or non class.....	0

ROLLER FURLING Only non spinnaker, cruiser, pocket cruiser and multi cruiser boats are eligible for roller furling mainsail credits.

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.

Headsail (if not original design).....IND

Roller Furling credits for applicable fleets.

Tack of sail attached to above-deck drum: +3

Head of sail attached to halyard swivel: +3

Permanently attached sun cover on largest headsail (cover material at least 5oz): +3

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

2. ORIGINAL CONFIGURATION

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

3. ADJUSTMENTS

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

4. UPGRADES AND MODIFICATIONS

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

2. AUTHORITY FOR USE

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

3. NOTICE OF USE

Once an Offset has been established by WFPHRF, host yacht clubs or race organizers shall authorize the use of the Offset in the published Notice of Race/Regatta and Sailing Instructions. When an Offset is authorized for use, all WFPHRF entries shall be scored with the Offset.

4. APPEAL

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

5. NON-SPINNAKER OFFSET

- a. The Non-Spinnaker Offset compensates for the difference in performance between a boat racing with a 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:
$$1.5 * ((.028 * (1.15 \times \text{square root of } (Ic^2 + Jc^2)) * Jc * (\text{Buoy Rating} + 546)) / \text{Rated Sail Area})$$

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 of bulk or equipment that was used in calculating these credits and allowances will invalidate that certificate.
- c. Free-flying headsails such as cruising spinnakers are not permitted in any cruising class unless specified in 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 50% (or Section 9 amount when effective). Cruising spinnaker measurements and limitations are defined in Appendix A, Section 5.4 Asymmetrical Spinnakers. In order to use a Cruising Spinnaker, all 4 asymmetrical sail measurements and Jc and Jc or ISP must be reported to WFPHRF prior to use.
- 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 as allowed in the Notice of Race. They shall not be used in Category 4 and 5 races. When used, proper watches shall be maintained. A failure to do so 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 electrical system with lights and VHF radio. Pocket Cruisers may substitute a portable VHF radio.
 - vi. a legal and properly installed marine head. Pocket Cruisers may substitute an approved portable sanitation device.
- 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.

- j. An outboard motor for a dinghy shall remain in place on the transom mount while racing when credit for it is included on the rating certificate. An outboard powered Cruiser, Pocket Cruiser or Multi Cruiser may raise the motor out of the water but shall leave it in the powering location.
- k. The use of electric and/or hydraulic winches is allowed.
- l. The sail area/displacement (SA/DISP) shall be less than 20.01.
- m. The Pocket Cruiser subclass displacement shall be less than 10,000 lbs.
- n. The Pocket Cruiser subclass base RLC PHRF rating shall be greater than 149.
- o. 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 you largest jib is Dacron 145% and all your smaller jibs are Dacron, you would report your largest head sail 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 head sail 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:

laminated of any kind	-6 sec/mile
laminated 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 would include but is not limited to multiple large anchors and full chain ground tackle, dinghy on davits, full time live aboard or equipment for extended cruising.

Bimini must be deployed full time	3 sec/mile
Dodger must be deployed full time 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 credit)	1 sec/mile
Permanently mounted solar panels	IND depend on description
Radar mounted on the mast above the spreaders	2 sec/mile
Radar mounted elsewhere	1 sec/mile
Life raft on deck	2 sec/mile
Life raft stored 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	12 sec/mile
3 fixed blade propeller	12 sec/mile
2 fixed blade propeller	9 sec/mile
4 or 3 blade folding/feathering propeller	3 sec/mile
2 blade folding/feathering propeller	no credit

7. HEAD SAIL AND SAIL FURLER CREDITS

Main sail in mast furling	12sec/mile
Main sail in boom furling	6 sec/mile
Mainsail furling as original design	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 head sail furling with 5.5 oz sun cover	9 sec/mile
Full time head sail furling no sun cover	6 sec/mile
Full time head sail furling drum & foil only	3 sec/mile
Original equipment head sail furling with 5.5 oz sun cover	3 sec/mile
Original equipment head sail furling	no credit

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

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

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

Boats with an original design self tacking head sail will not get any head sail credit as the published base rating includes the self tacking sail.

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 specified in 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. 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. All 4 sail measurements: ASLU, ASLE, ASF, ASMG must be reported to WFPHRF to fly the CCS. Only one CCS may be carried at any time. Use of a CCS shall be declared according to the NOR and will reduce the Non Spinnaker Offset by the following:

<u>% of maximum Rated Symmetric Spinnaker area</u>	<u>percent reduction of non spinnaker offset</u>
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 Rating using a CCS will be printed on each rating certificate and listed as seconds per mile adjustment.

Section 9 adjustable percentage reduction of the non spinnaker offset will be immediately effective once WFPHRF begins using the forthcoming updated rating certificate form. The remainder of Section 9 is effective immediately.

APPENDIX F RACER/CRUISER CLASS

1. PURPOSE

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

1.1 LIMITATIONS AND REQUIREMENTS

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

2.1 GUIDELINES FOR REGATTA ORGANIZERS

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

APPENDIX G INFRACTIONS/VIOLATIONS

1. Purpose

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

2. Protests

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

3. WFPHRF Actions

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

4. Additional Discipline

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

5. Hearing Procedures and Appeals

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

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

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

INFRACTION / RULES VIOLATION REPORT

DATE: _____

PHRF MEMBER INVOLVED: _____

ADDRESS: _____

TELEPHONE # _____

BOAT NAME: _____ MFG TYPE _____ SAIL # _____

TYPE OF INCIDENT: (Check appropriate box)

WPHRF 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 WPHRF Rating Committee member. A copy shall be sent to the WPHRF member shown above and a copy shall be sent to the WPHRF 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 only 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.

APPENDIX J WORLD SAILING CLASSIFICATION CODE

The World Sailing Sailor Classification Code exists as a service to provide Events and Classes with an international system of classification for sailors. Events and Classes are not under any obligation to use a classification system but, should they wish to do so, the World Sailing Code is the only system that shall be used. Events organized for boats currently selected as equipment for an Olympic Sailing Competition shall not include any provision, whether in Class Rules, the Notice of Race nor the Sailing Instructions preventing sailors from taking part, no matter what their classification. When the World Sailing Sailor Classification Code is selected for an event it shall be stated in the Notice of Race. The display of advertising on a boat or equipment beyond Category A in the Advertising Code does not influence a sailors' classification in this code.

1. Definitions of this Code

Work includes employment, self-employment, payment by fee and any ad-hoc payment, full time and part time work, or for services supplied, whether in person or through a partnership or company.

Pay and its derivatives mean the receiving of, or the acceptance of, an offer of money, trade of services, remuneration, gratuities or compensation in any form.

Pay does not include a grant towards, or provision of or reimbursement of, money not exceeding the amount of reasonable expense incurred for entry fees, travel, accommodation and meals in connection with and necessary for a specific event.

Entrant means the boat, the person or organization that enters the boat (RRS 75) and the person in charge (RRS 46).

Racing means taking part in races organized in accordance with RRS 88

The Classification Authority is World Sailing.

The Classification Date is the date when a classification or change of classification is requested, or the date when a classification is validly challenged by a protest.

The Qualification Period to become a Group 1 competitor is 24 months before the Classification Date, during which the competitor has not been engaged in Group 3 activities, or 12 months before the Classification Date, during which the competitor has not been engaged in Group 2 activities.

The Qualification Period to change from a Group 3 competitor to a Group 2 competitor is 12 months before the Classification Date, during which the competitor has not been engaged in Group 3 activities.

International Event means an event that accepts entries from competitors from any nation.

2. Competitor Classifications

The classifications of competitors are to be determined as follows:

Group 1

A. Except as provided below, a Group 1 competitor is a competitor who has completed the qualification period and:

- (i) takes part in racing only as a pastime, and whose work does not require knowledge or skill capable of contributing to the performance of a boat or boats in a race or series; and
- (ii) has not been paid in connection with participation in racing.

B. A competitor who, before their 24th birthday, has engaged in Group 2 or Group 3 activities for no more than 100 days in the Qualification Period, is a Group 1 competitor and a competitor who has not yet reached his 18th birthday is a Group 1 competitor.

C. A competitor, who is not a Group 3 competitor and any of whose work at any time in the 12 months before the Classification Date has been in a marine business or organization, is

- (i) a Group 1 competitor if the work does not utilize or require knowledge or skill capable of contributing to the performance of a boat or boats in a race or series, and is limited to being an investor, business adviser, manager, administrator or production worker, provided that he or she is not for any other reason a Group 2 or 3 competitor
- (ii) Otherwise, they are Group 2 competitor.

Group 2

A Group 2 competitor is a competitor who is not a Group 1 competitor and has not been a Group 3 competitor in the Qualification Period.

Group 3

A Group 3 competitor is a competitor who, within the Qualification Period, has

A. been paid for

(i) competing in a race,

(ii) training, practicing, tuning, testing, maintaining or otherwise preparing a boat, its crew, sails or equipment for racing, and then competed on that boat, or in a team competition, in a boat of the same team.

B. been paid \$2,000 or more for allowing their name or likeness to be used in connection with their sailing performance, sail racing results or sailing reputation, for the advertising or promotion of any product or service.

C. publicly identified themselves as a Group 3 competitor or as a professional racing sailor.

3. Classification Procedures

A competitor may be required to be a member of their MNA to hold a valid World Sailing Sailor Classification.

It is the responsibility of the competitor to declare his or her correct classification and to notify the Classification Authority immediately of any change of circumstances that may result in a change of classification.

A competitor, having read this Code, shall declare his or her classification by completing a form approved by World Sailing and submitting it to the Classification Authority.

There is no fee.

The Classification Authority shall review each form and confirm or correct the competitor's classification within 28 days of receiving all necessary information. It may ask the competitor to supply further information, or may itself seek further information from any source.

A classification, once issued, shall remain in force for two years, unless the classification is changed, suspended or cancelled by the Classification Authority

(a) because the competitor has submitted a form indicating that their classification has changed

(b) because the Classification Authority believes it has good reason to do so

(c) as a result of a review requested by the competitor.

When a competitor does not agree with an initial classification made by the Classification Authority, the competitor may appeal to the Classification Authority using the process on the World Sailing website or by such other method as shall be noted in the World Sailing Yearbook.

Appeals shall be considered by an Appeal Panel comprised of three members of the Classification Authority who were not party to the original review. No more than two shall be from the same country.

The Appeal Panel will consider the Appeal and review the information in the Appeal, the initial classification and any previous application and, where necessary, ask for more information from the competitor, from the original Classification Authority, or from any other source. It may uphold, change or reverse the initial decision, dismiss the appeal or declare it invalid. The Appeal Panel will inform the competitor of its decision in writing. A fee may be payable. The initial review shall be binding on the competitor until the decision of the Appeal Panel is published. Subject to the provisions of Regulation 51, the decision of the Appeal Panel shall be final.

World Sailing will maintain and publish on a website a list of the classifications of competitors. The list will state the expiry date of the classification.

When asked to do so by the Organizing Authority of an event to which this Code applies, the Classification Authority may delegate to a Classification Committee and to an International Jury appointed for the event, the power to classify, or change the classification of, a competitor for that event only. Details shall be included in the Notice of Race and the Classification Authority's written authorization shall be available for inspection at the event. A competitor may ask the Classification Authority for a review of a Classification Committee decision before the Crew Deadline for the event, after which it may ask an International Jury, if appointed, for such a review.

4. Event Procedures

The entrant shall give the Organizing Authority, no later than the Entry Time Limit in the Notice of Race, a Crew List stating the classification of each competitor. The Crew List may comprise more competitors than will take part in any one race, in which case the entrant shall also give the Organizing Authority, no later than the Crew Deadline in the Notice of Race a Crew List for each race.

An entrant wishing to use a competitor not included in the initial Crew List shall submit to the Organizing Authority a revised Crew List no later than the Crew Deadline when no change to the crew is permitted after that time, otherwise as soon as possible.

The Organizing Authority will post the latest Crew Lists on the Official Notice Board as soon as possible after the Crew Deadline.

The Notice of Race or Sailing Instructions may alter these arrangements.

5. Protest Grounds and Procedure

After the Crew Deadline, a boat may be protested on the grounds that:

- (a) when classification for a competitor was applied for, information that should have led to a higher classification was not disclosed or
- (b) a competitor has, since being classified, engaged in activities incompatible with the classification and that the boat would break the Crew Limitations in the Notice of Race and Sailing Instructions were the classification to be corrected. The time limit for a boat to protest is the Classification Protest Time Limit, or, if later, 24 hours after the posting of a changed Crew List. The Sailing Instructions may state a different time limit.

When a protest is upheld, the boat will not be penalized but shall not race with that competitor as crew, unless the sailing instructions permit a change of crew after the Crew Deadline and then only when the Protest Committee is satisfied as to the eligibility of the changed crew. If the decision to uphold the protest is made after the boat has raced in the event, the boat will be disqualified from any race already completed.

The protester is entitled, on request, to present evidence of a personal or private nature in the absence of the protestor, and the Protest Committee shall not record that evidence in the protest decision. When the Protest Committee, on hearing the evidence, is not satisfied that it is of a personal or private nature, it shall disregard the evidence unless it is offered again in the presence of the protestor. This changes RRS 63.3(a).

When the Protest Committee is in doubt as to the classification of a competitor, it may refer it facts found to the Classification Authority and shall be governed by the decision by the Classification Authority on those facts.

The Protest Committee shall report its decision to the Classification Authority.

6. Forms

The World Sailing Classification Code application form can be completed on line at www.sailing.org/categorization. For any questions, please contact World Sailing by email at categorization@sailing.org.

