

DCYC PHRF Handicaps (Rev. 1/16/23)

Allied Chance 30-30	168	J22 ODR	180
Beneteau 210	214	J22 PHRF	174
Beneteau First 235 (WK)	192	J24	168
Beneteau First 28.5	186	J70	117
Beneteau First Class 8	158	J29 (FR)	114
Beneteau First 33.7	128	J80 ODR	120
Balboa 24	185	J80 PHRF	114
C&C SR 25	120	J92	105
		J105	78
C&C 24	225	K--30 Custom	99
C&C 27	180	Longhorn	225
C&C 29	171	MacGregor 21	252
CAL 20	282	MacGregor 25	235
CAL 27	282	MacGregor 26	216
CAL 27 POP TOP	213	Merit 25	168
CAL 28-2	189	Mirage 236	189
CAL 3-30	162	Moore 24	156
		Morgan 27	174
CAPRI 25	174	Morgan 33	174
Catalina 22	266	Morgan 34	196
Catalina 25 FK	228	Neptune 24	231
Catalina 27 OB	204	Newport 30	186
Catalina 27 OB (TM)	195	Oday 272	237
Catalina 30	188	Oday 31	171
Catalina 30 (TM, BS)	174	Olson 25	162
Catalina 30 (TM, BS, SD)	183		
Catalina 30 WK	194	Pearson 26 (OD)	216
Catalina 310	174	Pride 270	135
Coronado 25	228	Ranger 33	156
Coronado 27	228	S-2 7.3	234
Elite 32	162	S-2 7.9	168
Ensign	261	S-2 8.6	194
Ericson 26-2	225	S-2 9.2 CC	186
Ericson 28+	186	San Juan 24	216
Ericson 32	162	San Juan 30	168
Freedom Independence	240	Santana 20	222
Holder 20	186	Santana 27	198
Hunter 27	222	Santana 525	189
Hunter 285	186	Schock 30 (Custom)	95
Impulse 21	183	South Coast 21	246
IC 24	168	SR 25	123
Islander 30-2	180	SR Max	168
Islander 32-3	189	Victory 21	270
Islander 32-3 (SD) (TM)	189	Watkins 32	192
		Wavelength 24	162
		Wilderness 21	219
		Yamaha 24	216

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

Rules for PHRF Adjustments:

Rule 1: Base ratings: Use the base ratings as published on the DCYC website

Rule 2: Base rating assumptions

The base PHRF handicap makes the following assumptions:

- Maximum headsail size LP=155% of J
- Spinnaker pole not longer than J, Spinnaker maximum girth 1.8 times J
- All spars, sail plan and hull dimensions are production standard and unmodified.
- Boat has auxiliary power with either a folding (optimized) prop blades (if equipped with inboard engine) or a retractable outboard motor.
- Asymmetrical spinnakers cannot exceed the square footage of the allowed symmetrical spinnaker for the same boat unless otherwise allowed by the boat's class rules

Deviations from above must be declared at registration for proper handicapping. Failure to do so is grounds for protest.

Boats with class associations that support ODR (one design racing) and PHRF rules may elect to be rated under either rule provided that they follow the declared rule for the duration of the series or events. This typically only applies to J and Catalina boats. Boats electing to be handicapped under class rules rather than generic PHRF rules will be given a base handicap which assumes class sail sizes and class equipment configurations.

Adjustments (expressed as seconds per nautical mile) apply to both Sport Boat and Cruising Fleets (unless otherwise noted)

Rule 3: Fixed props adjustment

- a. 2 blade, exposed shaft: assigned an adjustment of +6 seconds per mile
- b. 3 blades, exposed shaft: assigned an adjustment of +9 seconds per mile
- c. Non-retractable outboard motor: assigned an adjustment of +3 seconds per mile

Rule 4: Maximum jib size adjustment

- a. $\leq 135\%$: assigned an adjustment of 3 seconds per mile
- b. $>135\%$ to $\leq 155\%$: assigned no adjustment
- c. $>155\%$ to $\leq 165\%$: assigned an adjustment of minus 3 seconds per mile
- d. $>165\%$: assigned an adjustment of minus 6 seconds per mile

Rule 5: Roller furling adjustments

- a. Roller furling mains with no battens: assigned an adjustment of 9 seconds per mile
- b. Cruising roller furling jibs that are not standard to the boat (not already factored in to the PHRF rating): assigned an adjustment of 9 seconds per mile. Cruising roller furling jibs are defined as high cut clews (>2 feet off the deck in normal close hauled position), and drums above the deck, and not made of exotic (mylar, kevlar, etc) materials. Please contact the fleet captain if you are not sure if your boat qualifies.
- c. Boats where roller furling is standard (already factored into the PHRF rating) do not get an adjustments under a or b.

Rule 6: Oversized spinnaker and spinnaker pole adjustment

- a. Poles $>100\%$ to $\leq 110\%$ of J or SMW $>180\%$ to $\leq 198\%$ of J: assigned an adjustment of minus 3 seconds per mile
- b. Poles $>110\%$ to $\leq 120\%$ of J or SMW $>198\%$ to $\leq 216\%$ of J: assigned an adjustment of minus 6 seconds per mile
- c. Poles $>120\%$ of J or SMW $>216\%$ of J: assigned an adjustment of minus 9 seconds per mile
- d. Oversized asymmetric spinnakers: See Fleet Captain.

Rule 7: Boom length Adjustment

- a. Per 10% deviation of length from standard: assigned an adjustment of minus 3 seconds per mile

Rule 8: No spinnaker: 18 secs per mile

Rule 9: Any racer may apply for adjustments for other factors not listed above by sending a written statement of the situation, adjustment requested, rationale and any supporting material to the Fleet Captain who will submit the request to a vote by the PHRF committee. The proposal will be accepted or denied by majority vote of the committee. The Fleet Captain shall not vote unless there is a tie on the committee. Any adjustments under Rule 9 will be effective as of the date approved and not retroactive.