DCYC PHRF Handicaps (Rev. 2/27/23)

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			
CAL 20	282		MacGregor 26	216
CAL 27	204		Mariner 19	288
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
Hunter 33	201		South Coast 21	246
			SR 25	123
Impulse 21	183		SR Max	168
IC 24	168		Victory 21	270
Islander 30-2	180		Watkins 32	192
Islander 32-3	189		Wavelength 24	162
Islander 32-3 (SD) (TM)	189		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. <=135%: assigned an adjustment of 3 seconds per mile
b. >135% to <=155%: assigned no adjustment
c. >155 to <=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 <=110% of J or SMW >180% to <=198% of J: assigned an adjustment of minus 3 seconds per mile
b. Poles >110% to <=120% of J or SMW >198% <=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.