



# Dallas Corinthian Yacht Club

## PHRF Guide

Revision 5/22/2023

# PHRF Operations at DCYC

## Overview

PHRF ratings are intended to reflect the potential speed of a boat. Conversely, PHRF ratings are not intended to reflect the ability of skipper and crew. By itself, consistently poor performance does not justify a more favorable rating (and vice- versa).

The rating of an individual boat is expressed in seconds per nautical mile (SPM). This rating is divided into two parts. The first part is a “base rating,” which is the rating that any boat of that type sailing in a “standard” configuration would receive. That base rating may then be adjusted to account for ways in which the boat varies from the standard configuration – See “Rules for PHRF Adjustments” below.

At the completion of a race, a boat’s overall rating is multiplied by the rated distance of the course to obtain a time allowance. This allowance is then subtracted from the yacht's total (elapsed) time required to sail the course. The result is the “corrected time” required to sail the course. A yacht with a lower corrected time on a given course scores better than a yacht with a higher corrected time. This is commonly referred to as “time-on distance” rating.

There is also a less-often used “time on time” calculation method that attempts to account for differences between light air and heavy air days. The time-on-time method recommended by US Sailing on its web site may be used with DCYC’s PHRF ratings provided it is properly described in the Notice of Race or Sailing Instructions.

To the extent possible, DCYC’s PHRF ratings are based on observations of previous racing experience. However, the ratings also incorporate performance data from many years of experience from thousands of boats nationally. Ratings also may be made or adjusted based on the physical characteristics of a boat that are believed to affect performance.

DCYC’s PHRF adjusted ratings are assigned based on very specific information supplied by the skipper/owner about the boat's overall configuration and measurements.



# Dallas Corinthian Yacht Club

## PHRF Guide

Revision 5/22/2023

### Obtaining a Rating

To obtain a new rating or update an existing rating, individuals should complete and submit the appropriate application, which can be found on [DCYC.org/race-tools](http://DCYC.org/race-tools), or by emailing [fleetcaptain@dcyc.org](mailto:fleetcaptain@dcyc.org). Two ratings will initially be given, an “all sails” base rating, and a “non-spinnaker” rating. Each boat will be limited to one rating of each type per calendar year, unless provided with an exception by the Fleet Captain.

### PHRF Rating Procedures

A provisional rating may be issued by the Fleet Captain when a completed application has been received. The provisional rating will be reviewed at the next scheduled PHRF Committee meeting and may be revised at that time. If not reviewed by the PHRF Committee by the end of the calendar year, and if no formal request to change it is received, it will be set permanently.

In assigning a rating, the Fleet Captain and/or PHRF Committee may use any data sources that the handicapper(s) deem appropriate including (but not limited to):

- measurements of the yacht as submitted by the applicant;
- observed performance and race results of the yacht or other yachts of the same type;
- rating and boat configuration data maintained by US Sailing, and/or PHRF New England; and,
- ratings for the boat or similar boats in other areas of the country.

In using such information, the Fleet Captain and/or PHRF Committee shall consider the similarity of sailing conditions in those other areas relative to Texas inland lakes, the number of boats in those other regions, and the level of activity in those fleets. The Fleet Captain and/or PHRF Committee is not required to honor the rating of boats from other areas or to use the rating from another area in assigning a rating.

The Fleet Captain and/or PHRF Committee rates a yacht as if it were equipped to race. There are no allowances made for boats being in non-race configuration.

The Fleet Captain, or PHRF Committee member, may not vote or assign a rating for their own boat.

Ratings may be based on either one-design or non-one-design configuration. Unless specifically assigned a one-design rating, all boats shall be assumed to be non-one-design. Likewise, boats not



# Dallas Corinthian Yacht Club

## PHRF Guide

Revision 5/22/2023

conforming to the standard configuration for their one- design class may be rated as non-one-design boats.

### **Changes and Adjustments to Ratings**

Changes in ratings shall be made whenever an adjustment is needed to provide equitable handicap racing. Each rating change must be voted on separately by the PHRF Committee.

If there are changes to the hull, rig, sails, or other factors upon which a yacht's rating is based, they must be reported immediately to the Fleet Captain.

If a boat races in a configuration that is inconsistent with assumptions used to establish its rating, whether or not those items are specifically listed on its application, that application is invalid. If possible deviations on the part of an owner become apparent, other contestants are urged to protest the yacht directly in accordance with The Racing Rules of Sailing Rule 64.3, or to bring such deviations to the attention of the Fleet Captain.

### **Request for Base Rating Review**

Any person holding a current rating issued by DCYC may request a rating appeal of his/her boat, or of another boat holding a current DCYC Certificate. Boats are required to sail in at least six (6) races after a rating is issued before an appeal will be considered.

Requests for rating appeal shall be made using the "DCYC PHRF Rating Appeal Form" available on the DCYC website (DCYC.org) on the Race Tools page. The Fleet Captain will notify the requester within ten (10) days of receipt of the forms. The appeal will be reviewed at the next PHRF Committee meeting or earlier.

### **Appeals**

Any PHRF rating holder whom has been denied a rating adjustment by the PHRF Committee or whom disagrees with the amount of the adjustment may appeal that decision, provided that the base rating of the appellant's boat differs from the national average base rating for boats of that class/type by at least 5 seconds.



# **Dallas Corinthian Yacht Club**

## **PHRF Guide**

Revision 5/22/2023

The documentation accepted by the PHRF Committee is limited to the data requested in the request for rating adjustment form, supporting documents provided in that request, DCYC race results, plus an additional two (2) page written narrative describing the reason for the appeal.

When a complete appeal is received, the appellant will be notified of the date of the hearing. The appellant's appeal to the committee will be decided solely based on his/her written supplied documentation, and these Rules for PHRF Adjustment and PHRF Operations at DCYC. The PHRF Committee will provide the appellant with a written decision on the appeal within ten (10) days of the hearing.

If an appellant disagrees with the decision of the PHRF Committee, s/he may appeal the decision to the US PHRF National Appeals Committee using eligibility rules and following the procedures established by US Sailing.

### **Adjustment Guidelines**

The following sections shall guide the PHRF Committee in adjusting base ratings where needed to ensure equitable ratings.

Adjustments shall be made in 3 second increments

Adjustments for potential speed increases and speed decreases are generally treated symmetrically (a potential speed increase and similar potential speed decrease receive adjustments of similar magnitude, but opposite sign).

### **PHRF Committee**

The DCYC PHRF Committee is made up of five (5) DCYC members who are also active or experienced PHRF fleet racers, and/or experienced yacht racing organizers, and shall serve no more than five (5 years) consecutively. When a committee member resigns, the Committee Chairman will recruit a replacement.



# Dallas Corinthian Yacht Club

## PHRF Guide

Revision 5/22/2023

# 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 rating 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 rating. 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 rated under class rules rather than generic PHRF rules will be given a base rating which assumes class sail sizes and class equipment configurations.



# Dallas Corinthian Yacht Club

## PHRF Guide

Revision 5/22/2023

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 adjustment 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.



# Dallas Corinthian Yacht Club

## PHRF Guide

Revision 5/22/2023

### **Rule 7: Spars length Adjustment**

- A. Any deviation from the factory specification will be assigned adjustment by the Fleet Captain and/or PHRF Committee.

### **Rule 8: No spinnaker: +21 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.



# Dallas Corinthian Yacht Club

## PHRF Guide

Revision 5/22/2023

### DCYC Base Ratings

Boat Type	Base Rating		Boat Type	Base Rating
Allied Chance 30-30	168		Catalina 27 OB (TM)	195
Beneteau First 210	210		Catalina 30	188
Beneteau First 235 (WK)	192		Catalina 30 (TM, BS)	174
Beneteau First 28.5	186		Catalina 30 (TM, BS, SD)	183
Beneteau First Class 8	158		Catalina 30 WK	194
Beneteau First 33.7	128		Catalina 310	174
Balboa 24	185		Coronado 25	228
C&C SR 25	120		Coronado 27	228
C&C 24	225		Elite 32	162
C&C 27	180		Ensign	261
C&C 29	171		Ericson 26-2	225
C&C 35-2	132		Ericson 28+	186
CAL 20	282		Ericson 32	162
CAL 27	204		Freedom Independence 20	240
CAL 27 POP TOP	213		Holder 20	186
CAL 28-2	189		Hunter 260	218
CAL 30-3	162		Hunter 27	222
Capri 25	174		Hunter 285	186
Catalina 22	266		Hunter 326	183
Catalina 25 FK	228		Hunter 33	201
Catalina 25 IB	240		Impulse 21	183
Catalina 25 TM	195		IC 24	168
Catalina 27 OB	204		Islander 32-3 SD TM	189



# Dallas Corinthian Yacht Club

## PHRF Guide

Revision 5/22/2023

J22 ODR	180		Oday 272	237
J22 PHRF	174		ODay 31	171
J24	168		Olson 25	162
J70	117		Pearson 26 OD	216
J29 (FR)	117		Pride 270	135
J80 ODR	120		Ranger 33	156
J80 PHRF	114		S-2 7.3	234
J92	105		S-2 7.9	168
J105 PHRF	78		S-2 8.6	194
J105 ODR	90		S-2 9.2 CC	186
Longhorn	225		S-2 10.3	138
Mariner 19	288		San Juan 24	216
Merit 25	168		San Juan 30	168
Mirage 236	189		Santana 20	222
Moore 24	156		South Coast 21	246
Morgan 27	174		Ultimate 20	144
Neptune 24	231		Wilderness 21	222
Newport 30	186		Yamaha 24	216