



By:
South Texas PHRF Committee

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The purpose of this PHRF Fleet Handbook is to provide precise information that shall be used by the South Texas PHRF Committee and the local sailing fleets in South Texas to promote handicap yacht racing safety, participation, and competition.

PHRF FLEET HANDBOOK



VOLUME 7

The PHRF Fleet Handbook was adopted for use in 2023 by the South Texas PHRF Committee and the MORF Membership. It is designed to be a “working” publication that may be updated annually.

The South Texas PHRF Committee wishes to thank the people who contributed their time and effort, over the years, in maintaining this document for the intended purpose of improving yacht racing safety, participation and competition in South Texas.

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VOLUME 7

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INTRODUCTION

This 2023 South Texas PHRF (STPHRF) Fleet Handbook is provided for use by the STPHRF Committee and the local sailing community. It includes:

- i) STPHRF By-laws and Amendments.
- ii) Appendix I – Handicapping guidelines and measurement rules.
- iii) STPHRF forms and a sample rating certificate.
- iv) All current Base and Final STPHRF handicap ratings.

STPHRF By-Laws Design and Application

South Texas PHRF By-Laws are divided into two sections.

The first section consists of Articles I – VIII and Amendments. These are under the direct voting control of the MORF membership.

The second section consists of Appendix I, Handicapping Guidelines and Measurement Rules. This section is primarily for the STPHRF Committee.

This two-section document design provides checks and balances. The MORF General Membership retains a voting power on adoption of broad policies that govern the activities of the STPHRF Committee. The Committee's responsibility is to maintain Appendix I and administer the mechanics of PHRF handicap assignment to members of the local racing fleet in accord with the By-Laws.

SOUTH TEXAS PHRF BY-LAWS

The South Texas PHRF By-laws were first approved by the MORF Membership at their January 1996 General Membership Meeting. The South Texas PHRF Committee came into being at that meeting. It is governed by Articles I through VIII, as amended, and Appendix I. The PHRF Handbook is updated as needed by both the MORF General Membership and the South Texas PHRF Committee.

ARTICLE I – Name

The authority of the Midget Ocean Racing Fleet (MORF) establishes the South Texas PHRF Committee, or any other successor authoritative organization.

ARTICLE II – Purpose

The South Texas PHRF Committee shall act under guidelines established by U.S. Sailing to promote equitable handicap sailboat racing in the greater Corpus Christi Bay area. The organization shall be responsible for collecting local race results, reviewing all local and national handicap data and establishing a system of handicaps for local racing. It is expected that the organization will, to the extent possible, communicate with other PHRF groups and the U.S. PHRF sub-committee of U.S. Sailing for the betterment of handicap racing.

ARTICLE III – Membership

It shall be the responsibility of the MORF Fleet Captain to maintain membership with U.S. Sailing by paying the annual dues on behalf of the South Teas PHRF Committee.

Any boat owner is automatically entitled to a STPHRF handicap, subject to limitations as defined elsewhere in this document. MORF membership is not mandatory to race in South Texas or obtain a PHRF handicap from STPHRF. MORF membership is mandatory to compete for year-end MORF awards and championships.

ARTICLE IV- Composition and Function of the PHRF Committee

- 1) The PHRF Committee shall be composed of 5 members of MORF who shall serve staggered terms.
 - a) The first election shall consist of 5 officers, one for a year term of office and two each for 2- and 3- year terms of office.
 - b) Subsequent annual elections shall consist of election of one or two officers for a 3-year term of office, who shall replace the officer or officers who have served the last year of his or her term of office.

- c) The MORF executive board shall offer nominations for the available positions at the annual membership meeting. Nominations from the floor may be offered by the general membership prior to a final vote.
- 2) The PHRF Committee shall, during the first meeting of the new year, as their first order of business, elect a chairman who shall act as Chief Handicapper, and a secretary.
 - a) The job responsibilities for the chairman shall include calling of meetings, setting of meeting agendas, granting of temporary (P) ratings for new boats, issuing PHRF Rating Certificates and receiving rating protests. The chairman shall also be responsible for maintaining a master rating sheet (Valid List) which records all yachts in this area. The Chair shall ensure that all area race committees are provided access to a current Valid List to use as a reference when handicapping yachts in races under their purview. The Valid List shall become part of this record (Enclosure C) and updated annually prior to the Annual Membership Meeting.
 - b) The job responsibilities for the secretary shall include taking minutes of meetings, collecting and maintaining a permanent record of race results and assisting with the Valid List and Rating Certificate records as assigned by the PHRF Chair.
 - 3) The PHRF Committee shall choose a qualified individual to act in the capacity of PHRF Measurer. The Fleet Measurer shall be responsible for obtaining boat dimensions, including rig and sail measurements, when deemed necessary by the PHRF Committee or its Chairman and to answer questions posed by a rating protest.
 - a) The Fleet Measurer may be included in called meetings of the PHRF Committee to supply pertinent information to the committee.
 - b) The Fleet Measurer may be part of the PHRF Committee.
 - c) The Fleet Measurer serves at the pleasure of the PHRF Committee and may be removed by a majority vote of PHRF Committee members.
 - 4) The PHRF Committee shall meet at least twice a year. One meeting in the early spring, before March 1 and a second meeting in the August / September time frame. MORF members shall be notified by e-mail of the meeting schedule. Two meetings per year are the minimum requirement. The PHRF Committee may meet as often as necessary to discuss issues pertaining to rating changes or applications. Members are welcome to attend.
 - 5) A quorum requires three members of the Committee to be present. Members attending remotely by an accepted telephone or Web presence are considered “present”, however the number of members attending remotely shall not exceed two. To pass a motion requires at least three affirmative votes of the members attending the meeting. Failure of a committee member to attend two consecutive meeting may be sufficient reason to warrant removal of the officer by a majority vote of those in attendance.

- 6) If in the event a member is unable to serve the remaining term of office, a written resignation should be tendered to one of the remaining members of the PHRF Committee, who shall communicate the information to the MORF Executive Committee. The remaining term of the vacant position may be filled by appointment with a majority vote of the Executive Committee.
- 7) A boat owner whose rating is to be reviewed shall be notified via email on file with MORF of the meeting date and if the review was requested by another boat owner if applicable. The boat owner under review shall have a minimum of two weeks' notice of a meeting review. A boat owner under review is highly encouraged to participate in the review meeting but participation is not required to complete the review/decision.
- 8) The costs of administration of the PHRF Committee shall be incurred by MORF.

ARTICLE V – Handicap Operational Policies

Performance Handicaps, General

- 1) Performance handicaps are not measurement ratings but are an estimate of the speed potential of a particular boat relative to other boats of similar type and speed potential. The process by which ratings are assigned is a process based upon observation and analysis of race results and corroboration by national ratings. Ratings are arrived at by analyzing similar or identical boats in areas most reflective of sailing conditions in Corpus Christi Bay. It is the intent of the performance handicapping process to produce a relative measure of speed such that any well maintained and well sailed boat has a good chance of winning a race. This is the *fundamental concept* of performance handicapping.
- 2) Handicaps are not intended to reflect skipper and crew capability. Handicaps are not adjusted to encourage a poor or careless skipper or an under prepared boat, and conversely no handicap adjustment is made to penalize proficiency. The intensity of competition and the influx of new and aggressive sailors require each skipper and crew to maintain consistently high performance to place well.
- 3) The PHRF is an open rule. There are few national hull or sail restrictions other than those consistent with standards of safety for offshore monohulls. This means that monohulls must be self-righting. *There are no other limitations* other than those contained in the US SAILING rules. Class restrictions may be applied locally.
- 4) Well-designed and constructed boats are expected not to be made obsolete by newer designs under PHRF. PHRF does not use measurement to determine or formulate base handicaps, because any formula once established can be beaten by a clever designer. As faster designs appear, they are handicapped accordingly. Therefore, one of the major benefits of the PHRF system is to provide handicaps such that older boats can race competitively with the latest designs.
- 5) PHRF discourages “rule beating”. If a skipper modifies his boat, PHRF will attempt to compensate for the new speed potential.

The use of taller masts, longer spinnaker poles, deeper keels, larger sails or other modifications intended to add increased speed are compensated for by the adjustment of the *final* PHRF rating. It is an adjustable rule that is easily adapted to local conditions; others are not.

- 6) The handicap of an individual boat is expressed in seconds per nautical mile. The smallest increment of performance normally used for rating is 3 seconds/mile. Observations of numerous races show that it is impossible to spot a boat's potential speed or performance more accurately than this because of multiple factors involved.

Performance Handicaps, Assignment and Fee

- 7) It is the commission of the South Texas PHRF Committee to consider assigning a handicap to all self-righting monohull sailboats whose owner makes a request, subject to the following:
 - a) Multi-hull designs will not be handicapped by STXPHRF. *The ratings of multihulls in Texas falls under the Texas Offshore Multihull Association (TOMA).*
 - b) Open cockpit boats such as the Soling, to be assigned a rating, must have enough internal self-flotation to prevent sinking in the event of capsizing.
 - c) The PHRF Committee shall charge no more than twenty dollars to any boat owner who is either applying for or renewing an existing South Texas PHRF rating certificate.
- 8) The PHRF Committee reserves the right to deny a rating to any vessel for any reason.
- 9) Any owner of a yacht may apply for a PHRF handicap by completion and submission of a South Texas PHRF Rating Application form and payment of fee to the Committee Chair. The Committee may grant a handicap based upon the submitted information or may require other documentation (boat documentation or a formal measurement of rig, sails, or hull by the PHRF Measurer) prior to a handicap being granted. Once an application is on file and a certificate has been granted no additional documentation is required unless there is a change in the configuration of the yacht or if there is a change in the ownership. A boat owner whose rating is to be reviewed shall be notified via the email on file with MORF of the meeting date and if the review was requested by another skipper. The boat owner under review shall have a minimum of two weeks' notice of the meeting review. A boat owner under review is highly encouraged to participate in the meeting but participation is not required to complete the rating process. At the review the applicant will present first followed by the owner if applicable then the general public.
- 10) *Provisional ratings* allow for a final rating change of greater than 6 seconds/mile to be made by the PHRF Committee in the future if needed. This protective mechanism is a vital tool of the handicapping process. New boats to an area are assigned a *Provisional* rating (P) for four regattas and until the Committee agrees that the boat is performing within 6 seconds/mile for a *Final* rating number and removes it.

- 11) Once the *Provisional* (P) designation is removed from a boat's PHRF rating by the PHRF Committee, the boat's existing PHRF rating number becomes a *Final* rating. A *Final* rating may be adjusted no more than 6 seconds/mile, annually.
- 12) Multiple requests for rating adjustments by a boat owner during any one calendar year will be thoroughly reviewed and may be denied. This is a discretionary matter to be handled by the PHRF Committee;

Handicapping Procedure

- 13) To rate a standard production yacht new to the area, which has not been previously rated by South Texas PHRF, our local PHRF rating list, the U.S. Sailing PHRF Handicap manual and the South Texas PHRF Fleet Handbook are consulted.
- 14) To rate a modified production yacht, our local PHRF rating list, the U.S. Sailing PHRF Handicap manual and the South Texas PHRF Fleet Handbook are consulted. The appropriate modifications from the standard yacht are identified and a rating adjustment is applied to the base handicap in order to arrive at the yacht's *Final* handicap rating.
- 15) To rate a custom or unrated yacht the PHRF Committee will compare the yacht to those of similar design, length and sail plan. An accurate initial Provisional rating may be obtained.
- 16) Where an existing local Final PHRF rating number exists for a specific boat or specific class of boats, the PHRF Committee shall assign that same Final rating number to any boat making application for a new PHRF Rating that matches those same specific boat or Class specifications.
- 17) Once the PHRF Committee has determined a rating, future-rating changes shall be evaluated on racing experience, race results, configuration modifications and supported by a consensus of the STPHRF Committee and careful evaluation of all data.
- 18) Existing ratings for yachts within South Texas PHRF should be reviewed annually preferably prior to the beginning of the racing season and correlated with the current U. S. Sailing PHRF handicap book. The previous year's races whose courses follow national PHRF guidelines for minimum length and appropriate type of course (such as triangular with a windward leg and windward- leeward) should also be used to guide the Committee in matters of proposed rating changes.

ARTICLE VI – APPEALS AND PROTESTS

- 1) Any boat owner with an up-to-date PHRF Certificate may appeal their rating or may protest the rating of another boat by written communication with the Chairman of the South Texas PHRF. The Committee itself may initiate a Rating Review. The Chairman is responsible for coordinating committee meetings to hear the facts of the case. This may be a meeting open to the MORF Membership. The Chair will notify closed or open meetings by posting a Notice of Meeting via e-mail to the MORF membership and those directly involved prior to seven (7) days of the meeting. If the written protest involves a question of sail or rig measurement, then the Chairman is charged with the responsibility to find the case through the use of the PHRF Measurer. The Fleet Measurer will be expected to present the facts of the case at the hearing.
- 2) Once the facts of the appeal or protest have been discussed by those involved, the PHRF Committee will render a decision in closed session. The Chairman will be responsible for notifying interested parties of the decision in writing via email. The Secretary will be responsible for recording Committee decisions via the meeting minutes and sending to the MORF Membership via email.
- 3) The person responsible for the rating protest or appeal should be able to demonstrate:
 - a) The vessel in question has or has not raced a sufficient number of races to have statistically valid data from which to study.
 - b) The vessel in question has or has not had the assistance of qualified knowledgeable sailors to maximize yacht performance. Testimony from those individuals in support of the appeal or protest is encouraged.
 - c) The vessel in question has a rating that varies significantly from identical vessel's sailing in other PHRF Fleets. Such a contention requires a variation of over 6 second/mile or greater from national averages to be considered significant.
- 4) A protest or appeal should be heard as soon as is reasonably possible, but the date of the hearing must be within 3 months of filing. If a protest or appeal has not been heard within 3 months of filing, the appellant shall notify the Fleet Captain of MORF. The Fleet Captain has 30 days to induce the PHRF Committee to meet, beyond that the MORF Executive Committee has the authority to dissolve the PHRF Committee and appoint a new Committee per MORF By-law Article W section F.
- 5) A rating appeal or protest that has been previously submitted to the PHRF Committee and has been ruled upon, may be appealed to the PHRF Rating Protest Committee of U.S. Sailing upon written notification by the appellant to the local PHRF Committee, by notifying the Committee of the intent to file an appeal. The local PHRF Committee has 60 days to review the decision.

If the matter has not been resolved to the satisfaction of the appellant within this time, an appeal may then be filed with U.S. Sailing.

- 6) By the use of rating that have been created by the South Texas PHRF Committee, all race committees and race participants are bound by the above rules.

ARTICLE VII – CHANGES IN BY-LAWS

- 1) Changes in the South Texas PHRF By-laws Articles I to VIII require a majority vote of the Membership of MORF Attendees in an authorized General Membership Meeting that shall be held in accordance with the MORF By-laws.
- 2) Requests for a PHRF or MORF By-law or policy change may be submitted to the MORF Fleet Captain in writing prior to any scheduled MORF General Membership Meeting.
- 3) Changes in Appendix I require a majority vote of the membership of the South Texas PHRF Committee in an authorized meeting that shall be held in accordance with the MORF By-laws.
- 4) All PHRF By-laws and Committee ruling may be temporarily suspended at any time by the MORF Officers until such time as a called General Membership Meeting can be convened to examine the issues. A majority vote by the MORF General Membership Attendees is required to affirm or deny any previous PHRF rulings or change the PHRF By-laws.

ARTICLE VIII – PENALTIES

- 1) Sailing Penalties: MORF may impose penalties for sailing violations, but only those recommended by U.S. Sailing and generally only for repeat offenders.
- 2) PHRF Penalties: PHRF is specifically denied the right to impose penalties for sailing violations. They may, at their discretion remove or refuse to issue a PHRF Annual Rating Certificate for violations of PHRF Rules.

AMENDMENTS TO BY-LAWS

ARTICLE I – CREW LIMITS FOR ALL PHRF EVENTS

- 1) The following chart displays the **maximum crew number** allowed per boat, in relationship to the overall length of the boat, that will be used in all of our PHRF racing class events, unless the boat is a ODR class design with specific class rules that shall be adhered to.

<u>Yacht LOA (feet)</u>	<u>Maximum # Crew</u>
Up to 22.5 feet	5 crew
22.51 to 25.5 feet	6 crew
25.52 to 28.5 feet	7 crew
28.51 to 31.5 feet	8 crew
31.51 to 34.5 feet	9 crew
34.51 to 37.5 feet	10 crew
37.51 to 40.5 feet	11 crew
40.51 to 46.5 feet	13 crew
46.51 to 52.5 feet	15 crew
52.51 and up feet	17 crew

- 2) This chart does not apply to special events that promote sailing or honor specific groups and may be waived by the specific Race Chairs for those events. Such events shall include events such as Wednesday Night, Navy Regatta and the Port Aransas Ladies Race.

NOTE: All of the South Texas PHRF Handicap Ratings are based upon utilizing these crew limit provisions. Race Chairs must be aware of this for special regattas listed above which include a race component that competes in a MORF or a yacht clubs’ annual competition (Such as Competition Cup). Race Chairs will at their discretion consider this in their respective scoring and sailing instructions.

- 3) This rule provides a means of increasing crew safety and equalizing yacht performance in our sailing events. Weight, age or sex plays no role in this Crew Limit Rule. The Rule applies to all PHRF racing class events, and weekends.
- 4) Junior crew members are allowed in addition to regular crew and do not count against crew limits. Junior crew are defined as being 16 years of age or less on the day of the regatta. The PHRF rating assigned to a yacht is valid only so long as the following crew limits are not exceeded.

Max # Crew	Yacht LOA, Ft.	Junior(s) –
5	up to 22.5	1
6	22.51 to 25.5	1

7	25.51 to 28.5	1
8	28.51 to 31.5	2
9	31.51 to 34.5	2
10	34.51 to 37.5	2
11	37.51 to 40.5	3
13	40.51 to 46.5	3
15	46.51 to 52.5	4

The junior crew limits were enacted by special membership meeting on April 12, 2003.

ARTICLE II – NON-SPINNAKER RATING

STPHRF does not issue a specific Non-Spinnaker rating. All boats are reviewed at the maximum rig configuration they carry or may carry onboard at the time of application. STPHRF only awards one rating per boat.

ARTICLE III – PROVISIONAL RATINGS BY RACE CHAIRS

STPHRF Committee voted in March 2022 to authorize race chairs to assign provisional ratings for one regatta only in the event the PHRF Committee or Chair is unable to provide a rating before the race event. They must notify the STPHRF Chair as soon as possible afterwards so that a review can be scheduled.

APPENDIX I – HANDICAPPING GUIDELINES AND MEASUREMENT RULES

The following are guidelines and measurement rules for describing a standard PHRF racing sailboat. Included are recommended handicap adjustments for modifications and replacement items. One-Design Rule boats must adhere to Class Rules at all times regardless of their sailing fleets. (ODR or PHRF).

It is mandatory that all boat owners that are considering making potential performance enhancing changes to their boat, first notify the PHRF Committee. This must be done in writing. This may avoid some misunderstandings and undesirable rating penalty surprises.

BASIC ASSUMPTIONS

1) Equipment and Modifications

- a) PHRF assumes that a boat is equipped to race. It does not attempt to rate a partially equipped boat, or a boat that differs from others in its class, in that it is unusually heavy, out of balance, or had unusual windage. However, if the *base* hull and rig differ from others in its class, it will, of course be rated uniquely.
- b) Interior accommodations must not be altered or modified in any substantial way from the factory design. It is assumed for purposes of boat rating that the interior accommodations of a yacht are not removed. The PHRF Committee may disallow a rating or penalize a yacht for removing items such as: USCG equipment, 12-volt batteries, stoves, engines, propellers, doors, and hatches, or items required by the racing instructions. If a boat is rated as an outboard version of a design, the outboard must be carried when racing. Specific items may be removed by weight as allowed by the U. S. Sailing rules. Boat cushions may be removed.
- c) Any modifications of the keel and/or rudder beyond simple shape modifications to fit factory templates requires written notification to the PHRF Committee, describing the type of modification which was performed. Direct inspection of the yacht and the modification by the Fleet Measurer may be required. Specifically, new rudder or keel configurations which are different from Factory installed appendages shall be subject to a rating evaluation and possible adjustment.

2) Sails and Rig:

- i) Sail trim and sail dimension limitations as promulgated by U.S. Sailing and the IOR are adopted for the purposes of local rule administration.
- ii) Any changes in rig configuration that will serve to change sail area must be reported to the PHRF Committee, immediately, by written communication, and shall be subject to a rating adjustment.

Changes in rig configuration, construction material, etc. must also be reported and may be subject to a rating adjustment.

iii) When reporting base handicaps to US Sailing for inclusion in the National Reference Ratings, fleets are instructed to conform their handicaps to the following standard assumptions.

- (1) Pole length for symmetrical spinnakers is equal to J. *
- (2) Maximum luff length for symmetrical spinnaker is equal to 95 % of the length of the jib stay, i.e., $0.95 \times \sqrt{I^2 + J^2}$
- (3) Maximum girth (width) for symmetrical spinnaker is equal to 180 % of J. *
- (4) Genoa LP is between 150% and 155 % of J. *
- (5) Mainsail dimensions are within limits for class, make & model.
- (6) The boat is in racing condition.
- (7) The boat has either a folding or feathering propeller, a two blade solid propeller in aperture, or a retractable outboard motor.
- (8) The hull and appendages are unmodified from factory build.
- (9) Full length battens are usually allowed without penalty,
- (10) The boat complies with all state and federal safety regulations.

*Except if rated under a one-design rule, in which case the ODR prevails.

iv) Boats who are rated with an asymmetrical spinnaker must adhere to class guidelines for sail size and sprit length. Oversized sails require re-rating.

v) Boats who race as a class with a working jib but do have the ability to sail with a 155 % genoa or oversized spinnaker while racing under PHRF must designate at the time of application which maximum rig configuration they shall carry onboard while racing with under PHRF. Boats may be granted a once a year change in Max rig configuration for the calendar year by submitting a request via email to the PHRF Chair who may grant a onetime adjustment that will remain in effect for the remainder of the calendar year. Such a boat is expressly forbidden to possess two ratings that differ only in headsail configuration.

vi) In the event of sail measurement, a tolerance of +2 % shall be granted. The PHRF Committee Chair or representative in exceptional circumstances on an individual basis may grant a greater tolerance.

LOCAL GUIDELINES/RULES/RATING ADJUSTMENTS

1) Baby stays, Running Back Stays, Check Stays, and Back Stays

- a) Fabricated of approved material (Wire, rod, polyester, carbon fiber, Kevlar) 0
- b) Maybe added or removed unless specifically denied by U.S. Sailing rules. 0

2) Battens (Full length/Standard)

- a) Full length, with or without mast cars. 0
- b) Standard battens must follow latest U.S. Sailing standards. 0

- c) Fabricated of fiberglass, carbon fiber, plastic or metal 0
- 3) Bottom Finishes**
- a) Primer, gelcoat, polyurethane, epoxy, etc. or any anti-fouling paint 0
- b) Special speed coatings 0
- 4) Carbon Fiber Material (Substitution/Repair/Replacement items)**
- a) Spinnaker poles and end fittings, stanchions, battens are allowed 0
- b) Use of carbon fiber material as repair material is allowed 0
- c) Rudder posts/rudders (allowed only as replacement for standard OE items) 0
- d) Spreader bars (allowed only as replacement for standard OE items) 0
- e) Mainsail headboards 0
- f) Boom/Mast (replacement/substituted/non OE items) by committee 0
- g) Rigging- (standing or running) is allowed 0
- h) Sail material is allowed 0
- 5) Deck Hardware (including traveler, winches, track and entire deck layout)**
- a) Changes from standard equipment and design. 0
- b) Deck, cockpit, cabin openings, etc. for control lines. 0
- 6) Dry sailing boat**
- Dry-sailing racing sailboats is, currently, allowed with no penalty. 0
- 7) "Head" requirements**
- a) None, unless included in OE PHRF Rating measurement. 0
- b) Head thru-hull fittings may be removed, exchanged or made flush with bottom with no penalty. Any factor-approved material/design is allowed. 0
- 8) Keel/Ballast**
- a) Shoal draft keel and keel centerboard boats shall be rated higher (greater PHRF rating number) than deep draft versions of the same boat models. By Committee
- b) Nonstandard design, shorter or longer replacement keels. By Committee + or –
- c) Nonstandard ballast (wings, shoes, bulbs, etc.) allowed. By Committee + or –
- d) Removable ballast is not allowed. 0
- e) Coolers, water jugs, heavy items, etc. may not be moved during a race. 0
- 9) Lifelines**
- a) Not required. (Race Instructions may require alternative.)
- b) When installed, this Rule applies to all lifelines. (Upper and lower and gates)
- i) Kevlar LL cables with protective covering material or metal cable are the only allowed lifeline materials. Rope/Line material is specifically not allowed.
- ii) Bungee cord and durable cordage may be present in the design.
- iii) Must be "Taut" – This means a maximum 2" deflection under an 11.5 lb. Weight between stanchions in all areas. Gate areas are not exempt from rules.
- iv) The penalty for non-compliance will be DSQ if protest is upheld.

10) Lightening of boat

Governed by 1 % Rule: Up to 1% of a boat's total weight as outlined in U.S. Sailing PHRF Handbook may be removed without penalty.

- a) Exceptions: Fixed stoves, heads, propane systems and tanks, bulkheads, safety equipment, U.S. Coast Guard required equipment, equipment designated in Race Instructions as required, props, engine, batteries, hatch boards, doors, water/fuel tanks and steps.
- b) Allowed: All else, up to 1 % of total weight of the boat as outlined in the U. S. Sailing PHRF Handbook. One Design Fleets must abide by their rules.
- c) Boat cushions may be removed and are not included in the 1 % Rule.

11) Mast/Boom replacement

- a) Owners of older boats may find that their original units are no longer in production.
- b) Replacement with same material and modern design including additional number of spreaders will be allowed with no handicap change.
- c) Different mast/boom material. Example: Carbon fiber (See Rule 4, this section.)

12) Mast Positioning in boat

- a) Mechanisms or equipment that allow fore and aft repositioning of the mast base and/or mast partners are allowed.
- b) Mast Base or vertical support mechanisms that allow for adjustment of rig tension are allowed.

13) Propeller

- c) Folding, Feathering or Geared units, regardless on number of blades 0
- a) Fixed 2 bladed +3
- b) Fixed 3 bladed +6

14) Propulsion

- c) Inboard or outboard units are permitted.
- a) Inboard boats will receive +3 to +6 seconds/mile over outboard models of the same boat design. This will be forgiven if inboard motor is removed.
This rating adjustment takes into account the added engine/transmission weight, additional tankage, wiring, controls, strut, shaft, etc.
- b) Additional fuel tankage over requirements for racing will receive no rating credit.

15) Rudder replacement

- a) Owners of older boats may find that their original units are no longer in production. The Committee understands and shall give the owner some latitude in the selection of a replacement unit.
- b) Replacements with like material and similar size plus design. 0
- c) Nonstandard design or material. By Committee

16) Sail Material

- a) Any normally available material e.g., Dacron, Mylar, Nylon, Kevlar, Spectra, and carbon fiber material may be used to construct mainsails and headsails.

- b) Spinnakers may be constructed of material of the owner's choice.

17) Sail Measurement

- a) Headsail measurements: Largest headsail used, as percent of "J".
- | | |
|-------------------|----|
| i) 110% or less | +6 |
| ii) 111% to 135% | +3 |
| iii) 136% to 155% | 0 |
| iv) 156% to 165% | -3 |
| v) Over 166% | -6 |
- Note: If largest headsail is ODR legal, no adjustment.
- b) Mainsail measurements
- | | |
|--|----|
| vi) Up to 2 % oversized sail area allowed in any configuration | 0 |
| vii) 3 % to 10 % oversized | -3 |
| viii) 10 % oversized | -6 |
| ix) In mast furling, no battens or positive roach and is not standard on production boat | +6 |
- c) Spinnaker measurements
- x) Symmetrical
- | | |
|--|----|
| (A) Up to + 2 % oversized sail area allowed in any configuration | 0 |
| (B) Girth | |
| • 180 % x J | 0 |
| • 181 – 188 % x J | -3 |
| • Over 188 % x J | -6 |
| (C) Luff | |
| • 95 % x Forestay length | 0 |
| • 100 – 105 % x Forestay length | -3 |
| • Over 105 % x Forestay length | -6 |
- xi) Asymmetrical Spinnakers
- (A) May be employed for PHRF racing events.
- (B) Sprit equipped boats must adhere to their individual class rules.
- (C) Non-sprit asymmetrical spinnakers must not exceed total size allowed for symmetrical spinnakers.
- (D) Sails must adhere to boat model guidelines for total sail area and must measure no larger than the largest spinnaker for which the boat is rated.
- (E) "Sprit" equipped boats may use foot measurement that will be greater than 180 % x J for their asymmetrical sails due to varying "sprit" measurements by boat model and ODR Class Rules.
- (F) Asymmetrical spinnakers must remain attached to the tack, a tack line at the boat or the end of the "Sprit".
- xii) One Design Rule: If largest spinnaker is ODR legal, no adjustment.

18) Sails/Rigs and PHRF ratings

- a) PHRF rating penalties shall be awarded for any and all boats with Rigs and Sails that are beyond the maximum allowable size. By Committee

- b) PHRF rating credits shall be awarded for any and all boats with reduced Rig/Sail sizes/measurements. By Committee

19) Spinnaker pole

- a) 100 % x J 0
- b) 101 – 110 % x J -3
- c) Over 110 % x J -6
- d) No spinnaker or whisker pole +3
- e) Telescoping poles (whisker poles) must be pinned or banded at 100% of J.
- f) Shorter than rated J length poles may be used but no rating credit is allowed.
- g) Boats may use spinnaker / whisker pole to extend jib clew to weather when running downwind.

20) Spreader Bar replacement

- h) Change of material, design and number. By Committee
- a) No carbon fiber material allowed unless as replacement of standard OE items.

21) “Sprit” equipped boats

All Sprit equipped boats, when sailing in a mixed PHRF fleet of boats, shall sail all race courses in the Bay or Offshore with a single PHRF rating number. This ruling was made by a vote of the 2001 PHRF Committee on March 6, 2001. *“No two tier ratings for any of our local sprit equipped boats, at this time.”*

22) “Sprit” boats

- b) Factory installed “Sprit” boats may use 180 % x J symmetrical spinnakers and 100 % x J length spinnaker poles. -6
- c) No OEM equipped sprits, of any design, are allowed along with the properly sized asymmetrical spinnaker. -6
- d) Maximum Sprit length is 6 feet for all after – market, Sprit equipped boats.
- e) All non-factory Sprit tubes may only be constructed of Aluminum, e-glass or carbon fiber materials.

23) Stanchions

- a) Not required.
- b) When installed:
 - i) Minimum of one life line attachment point per stanchion at top. May be tipped outboard to a maximum of 10 degrees.
 - ii) Tip may not extend beyond the extended shearline of the hull.
 - iii) May be construct of: S.S., aluminum, e-glass, or carbon fiber material.

24) Standing rigging

Properly sized rod, plus wire, material is allowed material for standing rigging applications. PBO Rigging will be allowed and a rating adjustment will be made by the PHRF Committee.

25) Structural Changes

- a) Repairs/strengthening/stiffening using any normally available type material. 0

- b) Hull/appendage shapes may not be altered except as detailed in this manual.

26) Templating

May be employed on hull, keel, and rudder using factory templates or those similar to the factory with no rating penalty. Any modification beyond simple surface shaping requires written notification to the PHRF Committee, describing the type of modification that was performed. Specifically, new rudder or keel configurations that are different from factory installed appendages may be subject to PHRF rating review.

27) Two headsails (Jibs, genoas, staysails, bloopers, etc.)

- a) May be used at the same time only in the PHRF All-Sails Class events as long as they measure 155 % LP or less. One-Design Fleets must abide by their class rules.
- b) They must be attached to the tack horn and must employ a halyard.
- c) May not be used in Working-Sails Class or Non-Spinnaker/150-Class events.

28) Weight addition/Equipment/Interior fitments, etc.

- a) Adding fixed weights to the hull of a boat is allowed but is limited to IOR, IMS, or ODR Class weight compliance rule purposes. By committee
- b) Adding hardware, wheels, generators, A/C systems, plumbing, bunks, propane systems, fixed weights, navigation stations, furling systems, outboard motors, etc. is allowed and shall receive no rating penalty nor rating credit.
- c) Rating credit is not available for any weight additions.

29) Sail classes – “PHRF 150 Class”/“Non Spinnaker” Class/Working Sails

- a) These terms are synonymous in South Texas PHRF, as are their sail plan requirements.
- b) Standard mainsail and headsail LP measuring no more than 155 % of J, of conventional design and material, are the only sails allowed in these classes.
- c) The use of staysails, blooper, spinnakers, bowsprits, or more than one sail in the fore triangle at a time, is not allowed in these classes.
- d) Traditional “Working Class” limitations are not in effect in South Texas.

30) Roller Furling Headsails (aftermarket add on, not OEM)

- a) Furling drum must be above deck.
- b) Tack and head of sail must be attached to furler.
- c) Normal method of “dropping” sail is to roll it up on furling apparatus. +3

NOTE: Boats that have been issued current South Texas PHRF Rating Certificates are the only boats that are eligible for PHRF Class racing events during the current racing season. A PHRF Committee representative may issue temporary PHRF Ratings on a one-event basis, only.

Race organizations, Race Committee, or Organizers are specifically not allowed to issue PHRF Ratings for any boats competing in South Texas racing events by unanimous agreement in 1997 by officers from MORF, BYC, CCYC, Et. al. with the exception of 11 (j) above and summarized below.

Enclosure A: Rating Application Form

SOUTH TEXAS PHRF RATING APPLICATION FORM	
Last: _____ First: _____	
Address: _____ City: _____ State: _____ Zip: _____	
Email Address: _____ Phone (Cell): _____	
Boat Name: _____ Make/Model: _____ LOA: _____	
Year: _____ Sail #: _____ Hull/Deck Color: _____ / _____	
Location: _____ Rig: (Circle one) Masthead, Fractional, Sloop, Ketch, Yawl	
Mast height: _____ (Tall, Standard, or Modified) Boom length: _____ (Standard or Modified)	
Keel: (Circle one) Fin, Bulb, Full, Deep Draft or Shoal Draft	
Keel Shape: (Circle one) Standard Modified Swing Shoal	
Rudder: (Circle one) Standard or Modified	
Largest Headsail: _____ % of J Year: _____ Built By: _____	
Largest Spinnaker: _____ % of J Year: _____ Built By: _____	
Mainsail: (Circle one) OEM/ODR or Modified Year: _____ Built By: _____	
Interior: (Circle one) Standard or Modified Propulsion: (Circle one) Inboard, Outboard	
Propeller: (Circle one) Fixed, Folding # of Blades: _____	
Modifications Above or Below the Waterline: (Circle all that apply) Above, Below, No	
<p style="text-align: center;">Explain all Non-Standard Equipment and all Modifications in Detail on Back.</p> <p>The above information is correct to the best of my knowledge and I agree to abide by all local MORF and PHRF Rules/Rulings and those as stated in the U.S. Sailing Handbook. I will accept responsibility for notifying the South Texas PHRF Committee in writing of any and all modifications to the above listed boat's specifications including but not limited to: rig, sails, keel, rudder, propeller, or hull within 10 days of making those changes. Further, in consideration for using the services of the South Texas PHRF Committee, the undersigned represents to and covenants with the South Texas PHRF Committee (a) that the undersigned has the sole and exclusive control and management of the boat described herein, and (b) that the undersigned has sole responsibility for the care and safety of such boat and the crew and all other persons in any manner pertaining thereto, and (c) that the undersigned shall indemnify and hold harmless the South Texas PHRF Committee, its directors, officers, members, and representatives from any loss, damage, demand, liability, or obligation including, without limitation, attorney's fees and court costs, in any manner arising from or pertaining to the above described boat or crew of this boat, and (d) that the undersigned shall fully comply with all racing instructions, requirements for rating certificates, ratings and any safety requirements and with all applicable local, state, and federal laws, and (e) that the boat described or its owner/skipper has in force and effect a policy of liability insurance which covers the contemplated activity.</p>	
Boat Owner Signature (s): _____ Date: _____	
<p>Send completed and signed Rating Application Form to: PHRF Committee, P.O. Box 262, Corpus Christi, Texas 78403 or email the current PHRF Chair via the MORF Website Your PHRF Rating Certificate will be mailed to you. A PHRF Rating Certificate is required to race all PHRF events.</p>	
Date Application Received: _____ Date Rating Sent/Delivered to Boat Owner: _____	
Rating Assigned: _____ secs/mile Application Processed By: _____	

Enclosure B: Rating Certificate Sample

South Texas PHRF Rating Certificate for the Year 2022

STXPHRF RATING CERTIFICATE: **000X** BOAT TYPE: **XXXXXXXX** SAIL NUMBER: **USA 102** BOAT NAME: **Biggles**
Distance Race PHRF (sec/nm) Base: 129 Penalties/Credits: 12 **Total: 141** ToT Factor: 1.01404 (Harvest Moon, Turnback, Bay Cup)
Windward-Leeward PHRF (sec/nm) Base: 114 Penalties/Credits: 21 **Total: 135** ToT Factor: 1.02362 (Races w/o long reaching leg)

OWNER

Example
 100 Main Street
 Corpus Christi TX 78418
 Home #: _____
 Mobile #: 361-XXX-XXXX
 Email: bob@gmail.com
 Club or Association: CCYC/BYC
 USSA Member #: XXXX
 Region: South Texas/GoM

MAIN

Year: 2019
 Built By: Doyle
 Luff (ft): 50.20
 Foot (ft): 20.34
 MGM (ft): 14.60
 MGU (ft): 9.78
 MGT (ft): 5.71
 HB (ft): 0.72
 Sail Area (ft2): 660

BOAT

Boat Name: Biggles
 Type/Class: R&C Leopard 43 OV
 Year Built: 2006
 LOA (ft): 42.49
 LWL (ft): 39.58
 Overall Beam: 22.74
 CL Beam (ft): 0.00
 Max Draft (ft): 4.00
 ISP (ft): 0.00
 Displacement (lbs): 19,030
 Internal Ballast (lbs): None

JIB

Year: 2012
 Built By: Quantum
 Luff (ft): 52.25
 LP (ft): 17.52
 MG (ft): 0.00
 Sail Area (ft2): 458

EQUIPMENT

Engine Make:
 Engine HP: 39.0
 Prop Install: Shaft
 Prop Type: Maxprop 3-Blade Varpitch
 Rudder: Spade Underhung
 Keel Type: Fixed
 Rotating Mast: No
 Mast Mat'l: Alum
 Rigging Mat'l: SS Wire
 Sprit Type: None
 SPL, Mast-Tack, (ft): 0.00

SCREACHER

Year:
 Built By: None
 Luff (ft): 0.00
 LP (ft): 0.00
 MG (ft): 0.00
 Sail Area (ft2): 0

IDENTIFICATION

Sail Number: USA 102
 Hull #: ZA-RAC43102H506
 Former Boat Name: Enchanted
 Cat/Tri: Cat

SPINNAKER (Largest)

Year:
 Built By: None
 Luff (ft): 0.00
 Leach (ft): 0.00
 Foot (ft): 0.00
 MG (ft): 0.00
 Sail Area (ft2): 0

REMARKS:

Original certificate issued ~~X/XX/2022~~. Last reported change to boat equipment or sails ~~X/XX/2022~~. Current certificate issued X/XX/2022 and valid until December 31, 2022.
 Special notes: Dimensions and displacement from owners manual. Mainsail dimensions from Doyle Gulfcoast, and smaller than stock 764 ft2. (Prev owner had smaller sail built for cruising.) Jib measured by Zotzky on 8/17/22, larger than stock 418 ft2 jib, comparable to stock 474 ft2 furling genoa. LWL listed in owners manual as 37 ft 9 in, but measured at 39 ft 7 in. Performance prediction from modified MOCRA formula for cruising cats, with adjustment for non-spinnaker. Base boat rating shown is for actual main & genoa, and stock gennaker. Adjustments listed are for non-spinnaker. THIS IS A JIB AND MAIN (JAM) PHRF RATING, i.e., no spinnaker or gennaker allowed.

VALIDATION AND CERTIFICATION:

Your signature added to this certificate completes its validation. By your signature, or acceptance of this certificate, you agree to race the specified boat under the regulations and rules of the TEXAS OFFSHORE MULTIHULL ASSOCIATION, and the regulations and rules found in the latest editions of the International Yacht Racing Rules published by US SAILING. Inspect this document carefully! You are obligated to report, in writing, within 10 days of issue date, any errors to the TOMA Handicapper. Furthermore, you agree to immediately inform the TOMA Handicapper, in writing, of any future changes to your boat's interior, hull and rig and or other specifications as they appear in this document. You may not sail competitively until a new certificate is issued which reflects the change. Failure to report any change or error may result in the revocation of your certificate.

Owner's Name _____ Signature of Owner _____ Date _____ PHRF Chair _____ Date: _____

Enclosure C: South Texas PHRF Base Handicaps

Updated: August 2022

Note: The following are *Base Handicap* PHRF rating numbers. These are the PHRF rating numbers that have been established locally in South Texas, over the years, for a particular boat as listed below. One must add or subtract time in second/mile for any special “*modifications*” in order to arrive at the Final PHRF Handicap numbers that may be found published in our local South Texas PHRF Handicap rating sheets. Additional *Base* rating number from other PHRF areas around the U.S. A may be found in the U.S. Sailing PHRF Manual, which only lists *Base* handicaps. A Base handicap rating, for any given boat, may vary significantly from one PHRF Area to another and from the *final* PHRF handicap rating.

Boat	PHRF
Alberg 30	222
Albin 7.9	228
Albin Vega	240
Antrim 27	78
B 25	135
Beneteau 285	192
Beneteau OCE 300	162
Beneteau 310	148
Beneteau 35s7 WK	132
Beneteau Oceanis 350	144
Beneteau 373	132
Beneteau Oc 390 WK	141
Beneteau Evo. 39 SDB, SB	69
Beneteau 42CC	138
Beneteau First Class 8M	135
Bombay Clipper	240
Bristol 29.9	198
Cabo Rico 38-3	186
C & C 25 OB	216
C & C 25 IB	222
C & C 27-1 IB	204
C & C 29	174
C & C 29-2	174
C & C 31	219
C & C 35-1 DK	129
C & C 35-2 DK	117
C & C 35 KCB	135
C & C 38-2	117
C & C 40	120
C & C 41 TR KCB	96
C & C 121	81

Cal 24	225	Reviewed 3/19/2015
Cal 24-3	210	
Cal 25-2 IB	219	
Cal 25-2 OB	216	
Cal 25-1 OB	222	
Cal 27-2 OB	198	
Cal 27-2 IB	204	
Cal 27 T2	198	
Cal 27-3	201	Reviewed 8/5/2014
Cal 28 2	183	
Cal 28-2 SD	186	
Cal 29-2	177	
Cal 30-2	177	
Cal 31	162	
Cal T/4	234	
Cal 9.2 TR DK	162	
Cal 33	156	
Cal 34	174	
Cal 35	141	
Cal 35-2	132	
Cal 40	120	
Cape Dory 19	297	Reviewed 3/19/2015
Cape Dory 25	252	
Cape Dory 31	198	
Capo 26 TR	162	
Capo 26	165	
Capri 25	171	
Capri 37	75	
Carrera 290	99	
Carter 33 1/2T TM	186	
Carter 36 IT (Texas IT)	111	
Cat 22	264	
Cat 25	228	
Cat 25 TMFK	225	
Cat 27 OB TM	201	
Cat 27 OB SMSD	207	
Cat 27 IB	207	
Cat 30	180	
Cat 320	165	
Cat 36	150	
Cat 36 Mk II	159	
Cat 387 WK	135	
Cat 400-2 WK	126	110% jib, Fixed Prop No Spin 8/5/2015
Cat 470	99	
Choy Lee 41 YWL	150	
Chrysler 26 CB	228	
Clipper Marine 26	246	
Col 22	258	

Col 22 (+230)		264
Col 24	258	
Col 26	225	
Col 26-1	258	
Col 26-2	216	
Col 30	180	
Col 39-1	126	
Col 43-1	111	
Col 8.3	228	
Col 8.7	198	
Col MK I	165	
Comar 42	102	
Comet 13 IB	111	
Corsair F 28	45	
Crealock 37	180	
CS 36	138	
CS 36 36T	123	
CT 47	126	
Diva 41	90	
Dolphin 22	267	
Elite 32 MH SK	162	
Elite 29	138	
Erickson 23	225	
Ericson 30 +	162	
Erickson 33 TR	195	
Ericson 34	144	
Erickson 35	192	
Erickson 35-1	195	
Ericson 35-2	150	
Ericson 381	123	
Erickson 381 SD	126	
Ethells 22	129	
Evelyn 32-2 OB	96	
Evelyn 32-2 IB	99	
Express 27 7/8	138	
Express 27 MH	132	
Farr ¼ T	204	
Farr 30	51	
Frers 33	111	
Frers F3	99	
Frers F36	96	
Frers 38	87	
Golden Wave 42	90	
Gulf Coast 20	228	
Gulfstar 41	162	
Gulfstar 50 SM	144	
Harris 45	81	
Hinkley Southwester	42	

Multihull Rating by TOMA**Fixed Prop/Roll Furl +6 3/19/15****Roller Furl, Shoal Draft Bulb, Reviewed 3/18/2015**

Hinkley Pilot 35 YWL	187
Hobie Majic 25	78
Hobie 33 (a or s)	105
Hobie 33 (S Kite)	93
Hobie 33 ODR	90
Holder 20	180
Hunter 25.5	189
Hunter 25 OB	222
Hunter 26.5	195
Hunter 27	219
Hunter 28-5	180
Hunter 30 SD	180
Hunter 31	168
Hunter 33	174
Hunter 34 SD	153
Hunter 37	150
Hunter 40 SD	114
Hunter 40	102
Hunter 41	117
Hunter 430	123P
Hunter 45 DS	120
Hunter Chero 37	174
Hylas 44	111
IC 24	174
Impluse 26	135
Impluse 26 IB	141
Irwin 25	228
Irwin 30	174
Irwin 32	183
Irwin 46	201
Islander Excaliber	228
Islander 30-2	186
J 22 ODR	180
J 24	168
J 24	174
J 27	126
J 28 IB SD	180
J 29 FR IB	114
J 29 FR OB	108
J 29 MH IB	111
J 29 MH OB	105
J 30 IB	141
J 33	84
J 35	72
J 36	81
J 41	72
J 44	42
J 70	117

Reviewed March 2022, SD, Roller Furl & Main

174 w<124 % Jib Reviewed 3/19/15
110% Jib
Not ODR 8/5/2015

Reviewed 8/5/2014

J 80 PHRF	117
J 80 PHRF	114
J 80 ODR	120
J 90	57
J 92	105
J 97e	105
J 105	87
Kirby 30	138
Lindenberg 28	114
Lapwarth 40	165
Mariah 27	132
Marshall 18 Catboat	321
Macintosh 47	129
Melges 24 ODR	90
Melges 30	36
Merit 22	210
Merit 25	168
Metalmast 30	159
Mirage 338	96
Montgomery 17	270
Morgan 28 OI	264
Morgan 34	189
Morgan 36	144
Morgan 36T	129
Morgan 38-2	150
Morgan 30 OI	234
Morgan 45-3 ELR	54
Mumm 30	54
Mumm 36	42
Neptune 24	240
Newport 27-1 IB	198
Newport 28-1 IB	198
Newport 30	192
Newport 30-1	186
Newport 30-2	180
Northstar 38	150
Nonsuch	180
O Day 35	153
Olson 30 OB	105
Olson 30 IB	108
Oyster 40	102
Pacific Seacraft 31	204
Pearson 34	138
Pearson 365	204
Pearson Ariel OB	246
Pearson Ariel IB	255
Pearson Commander	246
Pearson 26	210

135 % Jib Reviewed 2/23/2015

**155 % Genoa
Reviewed 2/23/2015**

Replacement Rudder

Reviewed 8/5/2015

Pearson 26 OD	210
Pearson Wanderer	210
Pearson 30	177
Pearson 33-2	150
Pearson Triton MH	243
Peterson 25 ¼ T IB	219
Peterson 34 TR	120
Plas Trend 30-2	168
Ranger 22	222
Ranger Fun	174
Ranger 23	228
Ranger 23 TM	216
Ranger 26-1	198
Ranger 26-2	198
Ranger 28 TM DK	174
Ranger 29	180
Ranger 37	120
Rhodes 19	258
S2 6.7	210
Sabre 28	189
Sabre 34	159
Sabre 42 KCB	96
San Juan 28	180
Santa Cruz 27	141
Santa Cruz 50	-6
Santana 20	222
Santana 23	174
Santana 30/30 GP	117
Santana 35	117
Schock 35 DK	72
Sea Sprite 22	270
Soling	156
Sonar 23	168
Soverel 33-2 OB	81
Soverel 33-2 IB	84
Soverel 33-3 OB	84
Sparcraft 25	120
Spindrift 43 IB	156
SR Max 21	174
SR 27	99
Starwind 27	189
Tartan 10	126
Tartan 30	174
Tartan T 30	180
Tartan 3000	162
Tartan 33	150
Tartan 34	195
Tartan 37-1 CB	171

Spin Increase 10% Non OEM Sprit Rev Mar 2022

Reviewed 3/19/2015

Class Measured for PHRF/<155% Jib 8/5/2015

Reviewed 3/19/2015 No Change

Reviewed 3/19/2015

Tartan 40	105
Tartan 41 M	96
Tripp 26	108
Tripp 33	81
Tripp 36	72
Tripp 36 TR	69
Tripp 47	9
Ultimate 20	138
US 25	210
Venture 25	228
Venture 24 FR	234
Viper 640	99
Wavelength 24	162
X-119	54
X-412	63

63 <155% Jib 66 w<135% Jib Rev March 2022

ABBREVIATIONS

AC	AFT COCKPIT
B:	BULB
BS	BOWSPRIT
C:	CUSTOM
CAT	CAT RIG
CB:	CENTERBOARD
CC	CENTERCOCKPIT
CF	CARBON FIBER
CUT	CUTTER
DB	DAGGER BOARD
DK:	DEEP DRAFT KEEL
EL:	ELLIPTICAL
FG	FIBERGLASS
FK	FIN KEEL
FR:	PRACTIONAL RIG
IB:	INBOARD ENGINE VERSION
K:	KEEL
KET:	KETCH RIG
MH:	MAST HEAD RIG
OB:	OUTBOARD MOTOR VERSION
ODR:	ONE DESIGN RATING
OSM:	OVER SIZED MAINSAIL
OSR:	OVERSIZED RUDDER
OSS/P:	OVERSIZED SPINNAKER AND POLE
P:	PROVISIONAL
PHRF:	PHRF CONFIGURATION, NON-OFR VERSION
PL:	SPINNAKER POLE
R:	RUDDER
SB:	SHORT BOOM
SK:	SHOAL DRAFT KEEL
SM:	SHORT MAST
T:	ONE TON CLASS
2T:	HALF TON CLASS
TR:	TALL RIG
WK:	WINGED KEEL
YWL:	YAWL RIG

SAMPLE CALCULATIONS

PHRF BOATS – ALL SAILS, NON SPIN PHRF A & B CLASSES

Note: *Finish time* is elapsed time in minutes & seconds behind the first (scratch) boat, or *any* class, to cross the finish line. This applies to weekend or Wednesday night PHRF rated events.

COURSE DISTANCE: 8.0 NAUTICAL MILES

Boat name & Skipper	PHRF sec/mile	Finish time (min & sec)	Finish time (seconds)	- (Distance x PHRF)	= Corrected time (sec)	Place
A	81	0:00	0	-(8.0 x 81)	= -648	4
B	120	4:20	260	-(8.0 x 120)	= -700	2
C	110	3:45	225	-(8.0 x 110)	= -655	3
D	90	1:30	90	-(8.0 x 90)	= -630	5
E	90	0:15	15	-(8.0 x 90)	= -705	1

Note: The boat finishing with the largest negative corrected time number is 1st. The remaining boats are scored 2nd, 3rd, 4th, etc. as their corrected times move towards zero.

CONCLUSIONS

1. The foregoing information shall be used by the South Texas PHRF Committee as both a *Guide* and a *Rule Book* when evaluating and rating new boats to our area as well as existing ones.
2. Any *performance change* made to an unrated new boat or an existing rated boat's configuration must be reported to the PHRF Committee for their examination. Rating adjustments, if any, due to configuration changes, shall be made on a timely basis by the PHRF Committee.
3. **Notification** of all Committee decisions shall be made, as soon as practical, to the boat owner and reported to the MORF Secretary for future publication in the Newsletter.
4. *Gray areas* will be evaluated and ruled on by the South Texas PHRF Committee on an individual basis. The Fleet Measurer may be employed.
5. Approved *exemptions* or *modifications* from standard, granted an individual boat owner by a previous PHRF Committee, shall not be withdrawn or altered by a subsequent PHRF Committee. This *grandfather clause* will protect the time and money spent on boat preparation by the boat owner. Further, it will help to eliminate the politics that can be associated with the rating process.
6. Only boats that have been issued a *current* South Texas PHRF Rating Certificate or have been issued a Temporary PHRF Rating for one event are eligible to participate in PHRF Class racing events during the racing season.
7. Only a PHRF Committee member or a delegated representative may issue a Temporary PHRF Rating to a boat owner for a *one-race event*. After this one event the entire PHRF Committee must have a *Rating Review* and issue a Provisional (P) rating before the boat is allowed to race again in a PHRF Class event.
8. Race Organizations, Race Committees or Organizers are specifically not allowed to issue PHRF Ratings for any boats competing in South Texas racing events. This rule was adopted by unanimous agreement in 1997 by Officers from MORF, BYC, CCYC, and by the MORF General Membership.
9. The easily *adaptable* and locally *adjustable* PHRF Rating System is, currently, the most practical and widely used method, for handicapping a mixed fleet of racing sailboats, available today. It has been in continuous use in South Texas since 1976.

This PHRF Handbook has been developed as an ongoing document that may be amended at the wishes of the MORF Membership and the South Texas PHRF Committee. It

provides the needed parameters that will allow us to compete fairly amongst all competitors, and ourselves anywhere in the U.S.A.

PHRF COMMITTEE OFFICERS**1996**

Chairman/Chief Handicapper	1996 – 1998	F. E. Bonner
Secretary	1996 – 1998	Any Mc Millan
One-Design Chairman	1996 – 1997	John Schulze
Offshore Chairman	1996 – 1997	Karl Stein
Past Chief Handicapper	1996 – 1996	Deniz Tor
Fleet Measurer		Peter Davidson

1997

Chairman/Chief Handicapper	1996 – 1998	F. E. Bonner
Secretary	1996 – 1998	Any Mc Millan
One-Design Chairman	1996 – 1997	John Schulze
Offshore Chairman	1996 – 1997	Karl Stein
Inshore Chairman	1997 – 1999	Ed Spengler
Fleet Measurer		Peter Davidson

1998

Chairman/Chief Handicapper	1996 – 1998	F. E. Bonner
Secretary	1996 – 1998	Any Mc Millan
One-Design Chairman	1998 – 2000	Shawn Messer
Offshore Chairman	1998 – 2000	Steve Hastings
Inshore Chairman	1997 – 1999	Ed Spengler
Fleet Measurer		Peter Davidson

1999

Chairman/Chief Handicapper	1997 – 1999	Ed Spengler
Secretary	1999 – 2000	Andy Mc Millan
Member	1998 – 2000	Shawn Messer
Member	1998 – 2000	Steve Hastings
Member	1999 – 2000	Duncan Samo
Fleet Measure		

2000

Chairman/Chief Handicapper	1999 – 2000	Andy Mc Millan
Member	2000 – 2000	F. E. Bonner
Member	2000 – 2002	Steve Harrison
Member	1998 – 2000	Steve Hastings
Member	1999 – 2001	Duncan Samo
Fleet Measurer		

2001

Chairman/Chief Handicapper	2000 - 2002	Steve Harrison
Member	2001 – 2003	Mike Dwyer
Member	2001 –2003	Doug Weakly
Member	2001 – 2003	Jay Cotton
Member	1999 – 2001	Duncan Samo
Fleet Measurer		

2002

Chairman/Chief Handicapper	2001 – 2003	Steve Harrison
Member	2000 – 2002	Mike Dwyer
Member	2001 – 2003	Doug Weakly
Member	2001 – 2003	Jay Cotton
Member	2002 – 2004	Barry Brown
Fleet Measurer		

2003

Chairman/Chief Handicapper	2001 – 2003	Jay Cotton
Member	2002 – 2004	Doug Weakly
Member	2001 – 2003	Barry Brown
Member	2001 – 2003	Richard Hoepfner
Member	2002 – 2004	Chris Corley
Fleet Measurer		

2004

Chairman/Chief Handicapper	2001 – 2003	Chris Corley
Member	2002 – 2004	Steve Lewis
Member	2001 – 2003	Dick Leonard
Member	2001 – 2003	Richard Hoepfner
Member	2002 – 2004	Brad Stokes
Fleet Measurer		

2005

Chairman/Chief Handicapper
Member
Member
Member
Member
Fleet Measurer

2006

Chairman/Chief Handicapper
Member
Member
Member
Member
Fleet Measurer

2007

Chairman/Chief Handicapper
Member
Member
Member
Member
Fleet Measurer

2008

Chairman/Chief Handicapper
Member
Member
Member
Member
Fleet Measurer

2009

Chairman/Chief Handicapper
Member
Member
Member
Member
Fleet Measurer

2010

Chairman/Chief Handicapper
Member
Member
Member
Member
Fleet Measurer

2011

Chairman/Chief Handicapper
Member

Member
 Member
 Member
 Fleet Measurer

2012

Chairman/Chief Handicapper
 Member
 Member
 Member
 Member
 Fleet Measurer

2013

Chairman/Chief Handicapper		Doug Weakly
Member		
Member		
Member	2013 – 2015	Greg Turman
Member	2013 – 2015	Rick Bell
Fleet Measurer		

2014

Chairman/Chief Handicapper		
Member	2013 – 2015	Greg Turman
Member	2013 – 2015	Rick Bell
Member		
Member		
Fleet Measurer		

2015

Chairman/Chief Handicapper	2013 – 2015	Rick Bell
Member	2013 – 2015	Greg Turman
Member		
Member		
Member		
Fleet Measurer		

2016

Chairman/Chief Handicapper
 Member
 Member
 Member
 Member
 Fleet Measurer

2017

Chairman/Chief Handicapper
Member
Member
Member
Member
Fleet Measurer

2018

Chairman/Chief Handicapper
Member
Member
Member
Member
Fleet Measurer

2019

Chairman/Chief Handicapper
Member
Member
Member
Member
Fleet Measurer

2020

Chairman/Chief Handicapper
Member
Member
Member
Member
Fleet Measurer

2021

Chairman/Chief Handicapper
Member
Member
Member
Member
Fleet Measurer

2022

Chairman/Chief Handicapper	2022 - 2024	Rick Bell
Member	2022 - 2024	Doug Weakly
Member (Sec)	2022 - 2023	Jim Robertson
Member	2022 - 2022	Jim Collins
Member	2022 – 2023	John Bell
Fleet Measurer		Matt Sebring