

**PERFORMANCE HANDICAP RACING FLEET
of
SOUTHERN CALIFORNIA**



CLASS RULES and BY-LAWS

Effective November, 2009

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FUNDAMENTAL CONCEPTS

The primary objective of the Performance Handicap Racing Fleet of Southern California (PHRF) is to establish and maintain an equitable system of handicapping boats for the boats owned or chartered by its members.

PHRF does not use measurers. PHRF 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 Handicap Board for review when determining a boat's Ratings.

PHRF does not rate skippers or crew, ONLY the boat. Skippers who solicit individuals to crew who derive their living or monetary gain from on-the-water racing, or by improving methods of systems for racing may be taking unfair advantage of a skipper who races with a non-professional crew. PHRF has established the Marine Industry Racer (MIR) Rule to compensate for this inequity.

PHRF Ratings are "performance" handicaps which are based on the speed potential and performance of a boat based as much as possible on the results and observations of actual races. Ratings are determined by members who serve voluntarily as Handicappers on Handicap Boards.

PHRF discourages "rule beating". It is the intent of PHRF 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, PHRF will attempt to compensate for the faster speed potential.

CLASS RULES

1. GENERAL

The Performance Handicap Racing Fleet (PHRF) of Southern California is chartered to establish and maintain Handicaps (Ratings) for sailboats which race in the Southern California region, and to establish a set of Class Rules which define how the Ratings are administered.

- 1.1 PHRF has adopted the currently available US Sailing Racing Rules of Sailing, except where specifically noted.
- 1.2 Any Amendment or Addition to the Class Rules requires a 2/3's majority approval (**FIRST READING**) by the Regional Handicap Board. After review by the Area Handicap Boards, the Regional Handicap Board shall take a second vote (**SECOND READING**) with a 2/3's majority approval required for adoption. When adopted, the Amendments or Additions become effective immediately.
- 1.3 Interpretations of the PHRF Class Rules require a 2/3's majority approval of the Regional Handicap Board. The Regional Handicap Board is the final authority on the interpretation of the Class Rules.
- 1.4 PHRF follows a specific process for initial assignment and changes to Ratings and Area Adjustments as defined in Sections 3, 4, and 5.
- 1.5 Under certain circumstances, the Chief Handicapper may convene a "special session" to resolve initial Ratings assignments, provided that any action has a 2/3-majority approval of the Regional Board, and is reviewed at the next regularly scheduled meeting.
- 1.6 To expedite initial assignment of Ratings, an Area Handicap Board or the Regional Board may utilize any form of communication (including but not limited to telephone, FAX, e-mail) provided the rights of the PHRF member as defined in Sections 4 and 5 are not impacted.
- 1.7 The "TWO READINGS" noted in Sections 4 and 5 do not imply two meetings, but does imply a two-step process.

2. PHRF RATINGS and RACE COURSES

- 2.1 PHRF Ratings are based on speed potential and performance with “seconds per mile” (Time on Distance) used to express the Ratings. Increments of performance used for Ratings are normally three (3) seconds per mile.
- 2.2 PHRF 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 “OFFWIND COURSE RATING” (**OWC**).
 - 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.
 - 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.
- 2.3 Only PHRF may issue Ratings to be used in a PHRF race.
- 2.4 The PHRF Regional Board shall be responsible for advising yacht clubs and other race organizers regarding the appropriate Rating type (Buoy, Random Leg, or Offwind) to be used in PHRF races.

3. INITIAL RATINGS

- 3.1 Upon receipt of a completed “Application for Rating”, the Fleet Secretary will forward the application to the Area Handicap Board in the Area where the boat is to be kept. The Area Handicap Board will review the Application and determine the initial Ratings.
- 3.2 If the boat is a previously rated standard production model, the Ratings will be based on established ratings. The Fleet Secretary will be advised by the local Area Handicap Board to issue a Rating Certificate.
- 3.3 If the boat is **not** a standard production model or is a standard production model not previously rated by PHRF, the Ratings will be determined, and the Area Handicap Board shall review their recommendation for Ratings with the Chief Handicapper. Subject to the Chief Handicapper’s approval, the Fleet Secretary will be advised to issue a Provisional Rating Certificate. Thereafter, results from all races in which the vessel competed, numbering at least 10, shall be submitted by the member for use by the relevant Area, as well as the Regional Board, in evaluating the provisional rating and issuing ratings which are not provisional.
- 3.4 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.
- 3.5 Unless otherwise requested in writing by the PHRF member, a One-Design type boat shall be rated with the standard PHRF configuration (See Section 7). When a boat is rated with the One-Design configuration, it will be noted in the Remarks section of the rating certificate and put into the Manufacturers List in the data base. When racing in its One-Design configuration, the boat shall comply with all its One-Design class rules (including sail buttons, crew weight, etc.) Any modification to the One-Design class rules which might modify the boat’s PHRF One-Design rating shall be furnished to the PHRF Regional Board immediately after the rule change becomes effective.
- 3.6 Boats manufactured with either inboard or outboard engines shall be rated differently, with the inboard model rated higher than the outboard model.
- 3.7 Upon receipt of a completed “Application for Rating” for a boat from outside of PHRF of Southern California, the Fleet Secretary will forward the Application to the Chief Handicapper. The Chief Handicapper will review the Application, consult with members of the Regional Board, and then determine the initial Ratings. The Fleet

Secretary will be advised to issue a Provisional Rating Certificate. These initial ratings shall be subject to the same requirements as those applicable to the rated boats under rule 3.3 above.

4. CHANGES TO RATINGS

4.1 A formal process requiring **TWO READINGS** (votes) shall be followed to change a boat's Rating(s). The process requires a thorough review of appropriate race results and "observed performance".

4.2 If a PHRF member feels the Rating(s) of a boat need to be changed, a written "Request for Rating Review" must be submitted by the PHRF member to the local Area Handicap Board in the Area where the boat is normally kept.

- The Area Handicap Board shall review the Request and make a preliminary determination (**FIRST READING**).
- If it is determined that the Rating(s) of the boat need to be reviewed, the Area Handicap Board shall advise the PHRF member shown on the Rating Certificate of the affected boat **in writing** of the "Intent to Review Rating(s)".
- The Area Handicap Board shall hold a "Rating(s) Review" and the PHRF member (or designated representative), as well as affected PHRF members, shall have the opportunity to present information which will assist in the Review.
- After the information has been reviewed by the Area Handicap Board (**SECOND READING**), a recommendation shall be made to the Chief Handicapper. Subject to the Chief Handicapper's approval, the Fleet Secretary will be advised to issue a revised Rating Certificate.

4.3 If a local Area Handicap Board feels the Rating(s) of a boat need to be changed (**FIRST READING**), the Area Handicap Board shall advise the PHRF member shown on the Rating Certificate of the affected boat **in writing** of the "Intent To Review Rating(s)".

- The Area Handicap Board shall hold a "Rating(s) Review", and the PHRF member (or designated representative), as well as affected PHRF members, shall have the opportunity to present information which will assist in the Review.
- After the information has been reviewed by the Area Handicap Board (**SECOND READING**), a recommendation shall be made by the Area Handicap Board to the Chief Handicapper. Subject to the Chief Handicapper's approval, the Fleet Secretary will be advised to issue a revised Rating Certificate.

4.4 If multiple boats in more than one Area are affected by the process to Change Ratings, the Regional Handicap Board shall perform the actions normally performed by the Area Handicap Board.

4.5 A change to one of the Ratings does not imply a change to the other Ratings.

4.6 The PHRF member shown on the Rating Certificate may **APPEAL** the Rating(s) action of a local Area Handicap Board by submitting an Appeal to the Regional Handicap Board. The Regional Handicap Board shall review the Appeal. The PHRF member shall have the opportunity to present information, which will assist the Regional Handicap Board. After a single majority vote, the Regional Handicap Board shall either affirm or deny the Appeal.

4.7 The Regional Handicap Board may initiate Rating Reviews.

5. AREA ADJUSTMENTS TO RATINGS

- 5.1 **Area Rating(s) Adjustments** may be assigned by Area Handicap Boards to compensate for local conditions, which differ from the conditions for which a boat was initially and/or subsequently rated.
- 5.2 Area Adjustments are applied to the Rating(s), and are limited to +12 / -12 seconds per mile.
- 5.3 An Area Adjustment to one of the Ratings does not imply an Area Adjustment to the other Ratings.
- 5.4 A boat may have Area Adjustments in one or more Areas, which may be different in each Area.
- 5.5 The process to establish or change an Area Adjustment may be initiated by either a local Area Handicap Board or a PHRF member, and requires **TWO READINGS**. The process requires a thorough review of appropriate race results and “observed performance”.
- 5.6 If a PHRF member feels the Area Adjustments(s) of a boat need to be changed, a written “Request for Area Adjustment Review” must be submitted by the PHRF member to the local Area Handicap Board in the Area where the boat is normally kept.
 - The Area Handicap Board shall review the Request and make a preliminary determination (**FIRST READING**).
 - If it is determined that the Area Adjustments(s) of the boat need to be reviewed, the Area Handicap Board shall advise the PHRF member shown on the Rating Certificate of the affected boat **in writing** of the “Intent to Review Area Adjustments(s)”.
 - The Area Handicap Board shall hold a “Area Adjustments(s) Review” and the PHRF member (or designated representative), as well as affected PHRF members, shall have the opportunity to present information which will assist in the Area Adjustment(s) Review.
 - After the information has been reviewed by the Area Handicap Board (**SECOND READING**), the Fleet Secretary will be advised to issue a revised Rating Certificate. Review by the Chief Handicapper is not required.
- 5.7 If a local Area Handicap Board feels the Area Adjustments(s) of a boat need to be changed (**FIRST READING**), the Area Handicap Board shall advise the PHRF member shown on the Rating Certificate of the affected boat **in writing** of the “Intent To Review Area Adjustments(s)”.
 - The Area Handicap Board shall hold a “Area Adjustments(s) Review”, and the PHRF member (or designated representative), as well as affected PHRF members, shall have the opportunity to present information which will assist in the Area Adjustment(s) Review.
 - After the information has been reviewed by the Area Handicap Board (**SECOND READING**), the Fleet Secretary will be advised to issue a revised Rating Certificate. Review by the Chief Handicapper is not required.
- 5.8 If a boat’s Ratings are changed after following the process in Section 4 (Change Ratings), the boat’s Area Adjustments shall be reviewed and, if appropriate, adjusted to compensate for the Ratings change.
- 5.9 The PHRF member shown on the Rating Certificate may **APPEAL** the Area Adjustment(s) action of a local Area Handicap Board by submitting an Appeal to the Regional Handicap Board. The Regional Handicap Board shall review the Appeal. The PHRF member shall have the opportunity to present information, which will assist the Regional Handicap Board. After a single majority vote, the Regional Handicap Board shall either affirm or deny the Appeal.

6. RATING CERTIFICATE

- 6.1 The Rating Certificate is issued by the PHRF Fleet Secretary, and is valid from January 1 through December 31. It must be signed by the PHRF member certifying that all of the information on the Rating Certificate including the RATE CODE (Appendix F) is correct and represents the true configuration of the boat.
- 6.2 Any changes (modifications) to the Rated Configuration must be reported immediately, in writing, to the Fleet Secretary, and shall include details, drawings, and any other data, which will fully describe the modification. Modifications to the Rated Configuration are subject to the applicable Adjustments noted in Appendix C. The modification(s) and the associated Adjustment(s) will be noted on the Rating Certificate.
- 6.3 Any member of PHRF may request that another PHRF 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 local Area Handicap Board. 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.
- 6.4 A boat may not participate in a PHRF race unless a current, valid Rating Certificate has been issued for that boat. Only the PHRF member(s) shown on the Rating Certificate (or designated representative) may enter the boat in PHRF races.
- 6.5 The Rating to be used in the PHRF race is the Rating shown on the Rating Certificate in effect the day of the PHRF race or a date specified by the Race Organizing Authority.
- 6.6 A Rating Certificate may be issued for a boat from a region not associated with the Southern California Yachting Association provided the skipper (1) is a current member of a US Sailing affiliated organization or International Sailing Federation affiliated organization, (2) submits an Application for Membership with PHRF of Southern California, and (3) pays the annual dues.
- 6.7 Some boats that are issued Rating Certificates may have systems or use procedures which, if used while racing, would violate the Racing Rules of Sailing (Racing Rules). The issuance of a Rating Certificate to such a boat does not amend or abrogate any provision of the Racing Rules.
- 6.8 A boat may have more than one valid rating certificate at a time. Upon submission of a rating application and payment of the required fees, additional PHRF certificates may be issued for a boat sailing with a different configuration. Where multiple certificates have been issued, a boat may not change certificates during a regatta but must sail the complete regatta using the rating certificate under which it entered. For purposes of this paragraph a regatta is defined as a race or group of races where results are scored as a series.

7. STANDARD PHRF SPECIFICATIONS

Any deviations from the Standard PHRF Specifications shown below shall be reported **immediately, in writing**, to the Fleet Secretary, and are subject to the applicable Adjustments in Appendix C.

SAILS	Headsail LP shall not exceed 1.55 x J Symmetrical Spinnaker SL shall not exceed .95 times the square root of (I² + J²) Symmetrical Spinnaker SMW shall not exceed 1.8 x J Asymmetrical Spinnaker SLU shall not exceed 1.15 times the square root of (ISP² + SPL²) Asymmetrical Spinnaker SF shall not exceed 1.8 x SPL Asymmetrical Spinnaker ASMW shall not exceed 1.8 x SPL Asymmetrical Spinnaker ASMW/SF ratio shall be equal to or greater than 0.75
POLES	Spinnaker pole shall not exceed 100% of J Extended "bow pole" (BPL) shall not exceed original manufacturer's designed length Whisker pole maximum length shall not exceed 1.4 x J Boats racing in a designated Non-Spinnaker race may use a whisker pole. 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, any water tanks, fuel tanks, or holding tanks, cushions, doors, hatches, partitions, floorboards, etc.

SPARS Shall be “standard size” for the “standard production model” manufacturer type and shall not be movable in excess of original manufacturer design.

ENGINE 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) plus enough fuel to reach the nearest point of land. Boats rated with an engine shall carry the engine while racing. Boats rated without an engine may carry one without credit or penalty.

**KEEL/
RUDDER** Retractable keels and rudders shall be fully extended or be subject to the applicable rating adjustments by the Regional Board of PHRF.

BALLAST Moveable ballast shall be kept stationary or be subject to the applicable Rating Adjustments by the Regional Board of PHRF.

The Standard Equipment shown in Appendix “B” is considered part of a boat’s Rated Configuration and shall be carried while racing. Failure to carry the equipment is cause for disqualification from a race.

8. MARINE INDUSTRY RACER (MIR) RULE

The MIR Rule is in effect unless stated otherwise in the Sailing Instructions for a particular race or series.

The MIR Rule does not apply to Category 1 races.

Appendix R, “Competitor Eligibility”, US Sailing Racing Rules of Sailing, 1997-2000, does not apply.

8.1 An MIR is an individual who, during the preceding 12 months, has derived profit, income, or other items of intrinsic value from any of the following activities:

- a. Participation in a race (except for reimbursement of reasonable travel expense).
- b. Developing, demonstrating, tuning or testing of sailboats, sails, rigging, or sailboat equipment.
- c. Teaching sailing or coaching sailing (except instructors in summer junior programs).

8.2 The maximum number of MIRs allowed on board when racing in a Category 2, 3, or 4 designated PHRF race shall be as follows:

BOAT LOA (as noted on Rating Certificate)	Maximum Number of MIRs allowed
<40 feet	1
40-50 feet	2
>50 feet	3

8.3 Host yacht clubs and race organizers may permit boats with a shorter LOA to carry the same number of MIRs as the boat with the longest LOA in that class when noted in the Sailing Instructions.

- 8.4 A MIR may **NOT** helm another PHRF member's boat during a PHRF race, but may helm his/her own boat. A MIR who is a co-owner or charterer of a boat may **NOT** helm that boat without prior approval from PHRF.
- 8.5 Anyone who is a MIR (as defined above) may petition the PHRF of Southern California Regional Handicap Board for a MIR WAIVER. If granted, the MIR WAIVER shall expire on December 31 of each year. Renewal requests must be received by November 1 to be valid beginning January 1.

9. INFRACTIONS / RULE VIOLATIONS and HEARING

- 9.1 PHRF will assess penalties for infractions and violations of the Class Rules and conduct HEARINGS as defined in Appendix F.

10. RACE CATEGORIES and REQUIREMENTS

- 10.1 CATEGORY 1 – A race over 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. Area Ratings apply if the race starts and finishes in the same Area.

For a CATEGORY 1 race in excess of 200 nautical miles, "Special Ratings" may also apply. These Ratings shall be developed by the Chief Handicapper, PHRF Advisors, the Area Chairperson from the host yacht club or race organizer area, and a representative from the host yacht club or race organizer.

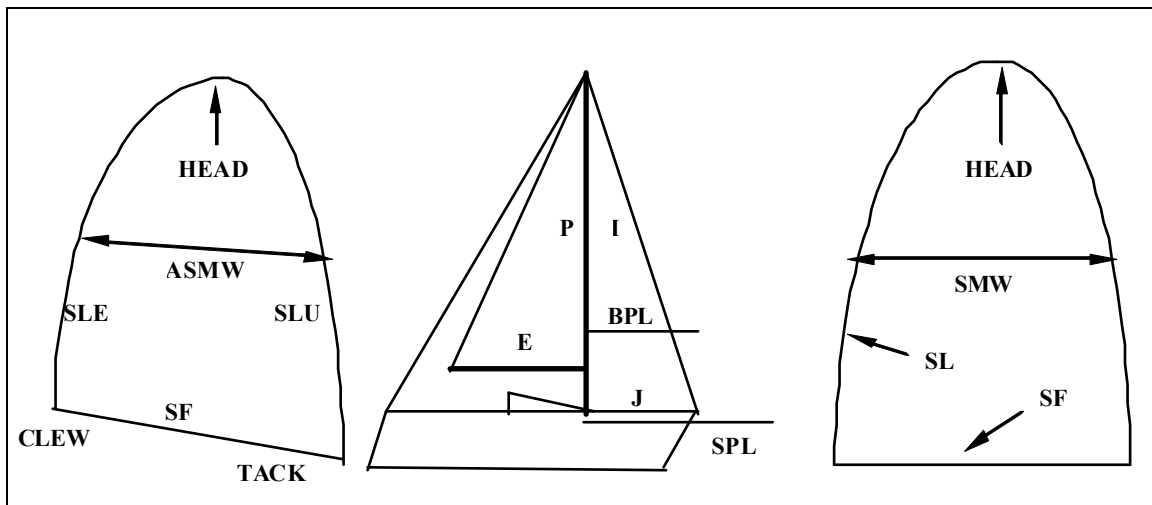
- 10.2 CATEGORY 2 - A race 125 nautical miles or less which requires at least one night at sea, in which the course is close enough to shore for the boat to seek shelter in case of an emergency. The Random Leg Rating or Offwind Rating (as defined in Section 2.2) shall apply. Area Ratings apply if the race starts and finishes in the same Area.
- 10.3 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. Area Ratings apply if the race starts and finishes in the same Area.
- 10.4 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. Area Ratings apply if the race starts and finishes in the same Area.
- 10.5 Minimum crew for CATEGORY 1, 2, and 3 races shall be three. Minimum crew for CATEGORY 4 races shall be two. Each crew member shall be capable of performing tasks associated with sailboat racing.
- 10.6 Boats racing in Category 1, 2, or 3 races shall have a self-bailing cockpit, and a cabin with essentially watertight hatch covers.

APPENDIX A

RIG and SAIL SPECIFICATIONS

1.0 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 aftermost position.
- I** The vertical distance from the top of the Jib sheave to the shear line abeam of the mast.
- ISP** The vertical distance from the top of the Spinnaker sheave to the shear line abeam of the mast.
- P** The distance from the top edge of the boom to the lower edge of the measurement band. 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.
- BPL** The length of a “bowsprit pole” used with asymmetrical spinnakers when measured from the forward edge of the mast to the tack point of the extended pole.



2.0 SAILS – GENERAL

- 2.1 All sails shall be measured in a manner consistent with the way they are set and trimmed.

3.0 JIBS (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 the perpendicular from the luff to the clew.
- 3.5 LIMITATIONS
 - 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 equally spaced and up to full length is 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 Jibs (Genoas) with an LP greater than 130% shall have the LP measurement and dimensions in feet/inches marked on the sail and signed/dated by the boat owner or the sailmaker.

4.0 SHOOTER/BLOOPER

- 4.1 A blooper is a free-flying headsail. The sail is tacked with or without a 2.5 foot pennant at the stemhead 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 midgirth 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.

5.0 SPINNAKERS

- 5.1 Boats may carry both a symmetrical spinnaker and an asymmetrical spinnaker, subject to the specifications in this Appendix A and in the Class Rules (including other Appendices).
- 5.2 Commencing October 25, 2003, boats designed to carry symmetrical spinnakers as the normal downwind sail may also, without an automatic rating penalty, carry asymmetrical spinnakers, so long as the sizes of the asymmetrical spinnakers do not exceed the dimensions detailed in PHRF Appendix A Rule 5.3.

For boats rated prior to October 25, 2003 with asymmetrical spinnakers built in excess of the dimensions shown in Appendix A, Section 5.3 of these rules, they may continue to use those now “oversized asymmetrical spinnakers” and will continue to carry any rating adjustment and/or restrictions they received and will be individually rated unless and until they discontinue the use of such “oversized asymmetrical

spinnakers.” The rating certificate for these boats will carry the notation “oversized spinnaker” in the comments section of their certificate.

Any boat rated subsequent to October 25, 2003 may choose to take advantage of the first paragraph of this rule or may be individually rated if it elects to use asymmetrical spinnakers that exceed the dimensions set forth in the first paragraph of this rule.

Nothing herein shall limit the Area or Regional Boards’ current authority to change or modify a boat’s rating based upon performance.

NOTE: The addition of an asymmetrical spinnaker to a boat with a symmetrical spinnaker inventory must have the dimensions of the largest asymmetrical used for PHRF rated events added to their current valid PHRF certificate.

5.3 The following table describes the maximum (without penalty) dimensions allowed for symmetrical and asymmetrical spinnakers unless otherwise noted on the rating certificate.

	SYMMETRICAL SPINNAKER	ASYMMETRICAL SPINNAKER
WHEN FLOWN ON A BOAT DESIGNED TO CARRY A SYMMETRICAL SPINNAKER AS THE NORMAL DOWNWIND SAIL	SL shall not exceed .95 times the square root of (I² + J²) SMW shall not exceed 1.8*J	SLU shall not exceed 1.03 times the square root of (I² + J²) SF shall not exceed 1.8*J ASMW shall not exceed 1.8*J
WHEN FLOWN ON A BOAT DESIGNED TO CARRY AN ASYMMETRICAL SPINNAKER AS THE NORMAL DOWNWIND SAIL	SL shall not exceed .95 times the square root of (ISP² + J²) SMW shall not exceed 1.8*J	SLU shall not exceed 1.15 times the square root of (ISP² + SPL²) SF shall not exceed 1.8*SPL ASMW shall not exceed 1.8*SPL

5.4 SYMMETRICAL SPINNAKERS

5.4.1 Luffs must be equal length.

5.4.2 The sail must be symmetrical about a line joining the head to the center of the foot.

5.4.3 The mid-girth (**SMW**) shall not be less than 75% of the foot (**SF**) length.

5.4.4 Symmetrical Spinnakers shall be measured with such tension as will 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 approval to all other requirements.

5.4.5 **SL** (Spinnaker Luff) shall be the greatest length of the sail’s luff and leech along the edges of the sail from head to foot. 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**.

5.4.6 **SF** (Spinnaker Foot) shall be the distance from the tack to the clew measured in the shortest path on the surface of the sail.

5.4.7 LIMITATIONS

- a. Spinnakers shall be sheeted from only one point on each side of the sail.
- b. Battens shall not be used on spinnakers.
- c. No reefing of symmetrical spinnakers is allowed

5.5 ASYMMETRICAL SPINNAKER

5.5.1 The luff shall be at least five (5) percent longer than the leech.

5.5.2 Asymmetrical Spinnakers shall be measured with such tension as will remove wrinkles along the line of measurement. The sailmaker or owner of the boat shall sign the sail indicating date of measurement, the length of the luff and leech, and girths, and his/her approval to all other requirements.

5.5.3 **SLU** (luff length) and **SLE** (leech length) are measured the same as the symmetrical spinnaker luff (SL).

5.5.4 **SF** (foot length) is measured the same as for the symmetrical spinnaker's SF.

5.5.5 LIMITATIONS

- a. The sail shall be sheeted from only one point on each side of the sail.
- b. Battens shall not be used.
- c. When flown from a spinnaker pole normally used with a symmetrical spinnaker, the pole shall not exceed "SPL" without a rating adjustment. When flown without a pole the tack of the sail will be attached, either directly, with a pennant, or a tack line to a tack block that is anchored a distance that does not exceed 6 inches of the rated "SPL" for that boat. The anchor point of the tack or tack block shall be within 3 inches of the boat's centerline. **Please refer to Appendix C related to modifications.**
- d. No reefing of asymmetrical spinnakers is allowed.
- e. The ratio of ASMW to SF shall be equal to or greater than .75

6.0 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 aftermost point to which the mainsail foot is permitted to extend. Where this aftermost 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 1/2 and 3/4 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 headboard length (**HB**) 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. **HB** is limited to the greater of **.04*E** or 0.5 feet.
- e. There is no penalty for full battens. Battens may not be adjusted while racing.
- f. **New 7/8 girth mainsail dimension of 0.22* E.**

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.
- b. The ½ girth shall measure no more than 0.65*E. The 3/4 girth shall measure no more than 0.38*E. Any greater dimensions shall be considered “Oversize Roach”

7.0 MIZZEN SAILS

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

8.0 MIZZEN STAYSAILS

- 8.1 Mizzen staysails must be three-cornered (head, tack, 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.

FORMULAS		
GENOA	Largest Headsail %	100 x LP divided by J
SYMMETRICAL SPINNAKER	Largest Spinnaker % Standard Spinnaker Area	100 x SMW divided by J (J*1.8)*(I*.87)
ASYMMETRICAL SPINNAKER	Standard SLU Standard Bowsprit Pole Standard Asymm Area	1.03 * square root of (ISP² + SPL²) As original by the manufacturer (SLU+SLE)*(ASMW/3+SF/12)
RATED SAIL AREA	Rated Sail Area (For LP<115% or LP>155% use LP*.01) For boats with mizzen sails include 50% of Main Sail area (for mizzen)	$((J*I)/2)*1.55)+((P*E)/2)$
PERFORMANCE FACTOR	Performance Factor	$[(.67*LWL)+(.34*LOA)]*(SA/DISP)$ where SA = $((I*J)+(P*E))/2$
ULDB STATUS	ULDB Status	Performance Factor greater than 2.1

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, or 4 PHRF race. Failure to carry the equipment is cause for disqualification.

CATEGORY

- 1 2 3 4 Current U.S. Coast Guard Equipment Requirements including, but not limited to:
- Personal Flotation Devices (PFD). Each PFD shall have a whistle attached.
 - Visual Distress Signal(s).
 - Fire extinguisher(s).
 - Sound Producing Device(s).
 - Navigation Lights.
 - Trash Placard and Oil Discharge Placard.
 - Marine Sanitation Device (MSD).
- 1 2 3 4 The ability to reduce sail area.
- 1 2 3 4 Adequate bilge pump(s).
- 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 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 One anchor of the size recommended by the anchor's manufacturer, metal chain, and line adequate to hold in adverse weather. Chain shall be at least 1/2 the boat's length. Line shall be at least 150 feet in length.
- 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.
- 1 2 A USCG approved Type IV Ring Buoy or Horseshoe Buoy connected by 25 feet of floating line to a crew overboard pole with an "O" flag attached. A USCG approved automatic flashing light shall be attached to the Type IV Buoy with a short lanyard.
- 1 2 Inflatable raft(s) or dinghy(s) capable of taking off the entire crew. The total rated capacity of the raft(s) or dinghy(s) shall be at least equal to the number or total weight of the crew.
- 1 A spare anchor of the size recommended by the anchor's manufacturer, metal chain, and line adequate to hold in adverse weather. Chain shall be at least 1/2 the boat's length. Line shall be at least 150 feet in length.

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

Current USCG Equipment requirements can be found at most marine hardware stores or at http://www.uscgboating.org/reg/reg_fr_contents.asp

APPENDIX C

OFFSETS

1.0 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.

2.0 AUTHORITY FOR USE

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

3.0 NOTICE OF USE

Once an Offset has been established by PHRF, 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 PHRF entries shall be scored with the Offset.

4.0 APPEAL

A PHRF member may appeal an Offset to the applicable Handicap Board

5.0 NON-SPINNAKER OFFSET

- a. The Non-Spinnaker Offset compensates for the difference in performance between a boat racing with a spinnaker and a boat racing without a spinnaker.
- b. The Non-Spinnaker Offset does not apply to boats designed not to carry a spinnaker (for example, Star, Sparhawk 36, Freedom 30, etc.). The PHRF Ratings for these boats shall apply to either designated Non-Spinnaker or “mixed” Non-Spinnaker / Spinnaker classes.
- c. For boat rated with a Symmetrical Spinnaker, no spinnakers, or both Asymmetrical and Symmetrical spinnakers, the Non-Spinnaker Offset formula is:

$$(.028 * (.95 \times \text{square root of } (I^2 + J^2)) * J * (\text{Buoy Rating} + 546)) / \text{Rated Sail Area}$$

- d. For boat rated with an Asymmetrical Spinnaker only, the Non-Spinnaker Offset formula is:
$$(.028 * (1.15 \times \text{square root of } (ISP^2 + SPL^2)) * SPL * (\text{Buoy Rating} + 546)) / \text{Rated Sail Area}$$

APPENDIX D

CRUISING CLASS RACING

1.0 PURPOSE

As PHRF has grown to accommodate more modern and competitive boats, yacht clubs and race organizers have attempted to provide a venue for production cruising boats to compete with similar boats at less expense. The purpose of this Appendix is to provide uniform guidelines for host yacht clubs and race organizers who wish to hold such events.

2.0 GENERAL POLICIES

- a. Whenever possible, host yacht clubs and race organizers should divide classes by boat type, size, and ability, as opposed to solely by PHRF Rating.
- b. For “closed course” races, equal emphasis should be placed on all points of sail. Windward-Leeward races should be used for PHRF performance classes only.
- c. Boats designed primarily for racing should not be permitted to enter cruising class races.
- d. Marine Industry Racers (MIR) should not be permitted to sail aboard any boat in the cruising class.
- e. Motoring, if permitted, 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.
- f. 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 should not be restarted.
- g. 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 at least 10 minutes before the start of the class.

3.0 CRUISING CLASS ADDITIONAL RULES

In addition to the PHRF Class Rules, the following rules apply to Cruising Class:

- a. Free-flying headsails (i.e., gennakers, cruising spinnakers, asymmetrical spinnakers, traditional symmetrical spinnakers, etc.) are not permitted in the Non-Spinnaker Cruising Class.
- b. Headsail systems must be of cruising design, with hanked-on or roller furling headsails. Foils, except when part of an operable furling system, and are not permitted.
- c. Dual headsails with whisker poles are permitted.
- d. Autopilots and windvanes are permitted.
- e. Boats must have a “full cruising interior” as designed and manufactured.
- f. Mizzen staysails are not permitted, unless the boat is entered in a designated cruising spinnaker class.
- g. 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).

4.0 CRUISING CLASS RATING / ADJUSTMENTS

The Cruising Class Rating shall consist of the boat's PHRF Rating shown on the valid Rating Certificate, with the following recommended Adjustments: (note: ** = plus PHRF Rating Adjustment of -6 sec./mi.)

- | | | | |
|-----------------------------|-------------|----------------------------------|----------------|
| a. Fixed, 3-blade propeller | +9 sec./mi | e. Jib LP less than 140% of J | +9 sec./mi. |
| b. Fixed 2-blade propeller | +6 sec./mi. | f. Jib LP greater than 155% of J | -6 sec./mi. ** |
| c. Roller furling headsail | +6 sec./mi. | g. Mylar or Kevlar Jib | -6 sec./mi. |
| d. Roller furling mainsail | +9 sec./mi | h. Mylar or Kevlar Mainsail | -6 sec./mi. |

APPENDIX E

RATE CODE

- 1.0 All boats handicapped by PHRF are designated with a RATE CODE, which is listed on the RATING CERTIFICATE. The RATE CODE describes the Rated Configuration of the boat and is used by PHRF as an administrative reference.
- 2.0 It is the responsibility of the PHRF member to advise PHRF if either the Rated Configuration information or the RATE CODE shown on the Rating Certificate is not accurate.

1. MAINSAILS

- A - Stock
- B - Extended "E"
- C - Extended "P"
- D - Full Battens (all)
- E - Extended "E" and "P"
- F - Full Battens, Extended "E"
- G - Full Battens, Extended "P"
- H - Full Battens, Extended "E" and "P"
- I - Full Battens, Unstayed Rig
- J - Custom, not listed

2. RIG CHANGES

- A - Stock
- B - Extended "P" and "T", or Extended "T"
- C - Custom, not listed
- D - Upgraded Spar and/or Rigging
- E - A+D
- F - B+D

3. SPINNAKERS

- A - Stock
- B - Oversize Pole (OSP)
- C - Oversize SMW
- D - OSP and oversize SMW
- E - Increased SL and/or Hoist
- F - Increased SL and/or Hoist, OSP
- G - Increased SL and/or Hoist, Oversize SMW
- H - Increased SL and/or Hoist, OSP and Oversize SMW
- I - Custom, not listed
- J - Asymmetrical spinnaker/gennaker as Stock
- K - J + OSP and/or Oversize SMW
- N - None Reported

4. HEADSAILS

- A - Stock
- B - LP over 155%
- C - Custom, not listed
- D - A + Asymmetrical Spinnaker/Gennaker
- E - B + Asymmetrical Spinnaker/Gennaker

5. ENGINES

- A - Outboard
- B - Inboard, Factory or Factory-like Installation
- C - Inboard, Non-factory Installation
- D - No engine
- E - Custom, not listed
- F - Non-Class-Standard Location
- G - B+F

6. HULL/DECK, KEEL, RUDDER

- A - Stock
- B - Modified Hull and/or Deck
- C - Modified or New Keel
- E - Modified Hull/Deck, Keel
- F - Modified Hull/Deck, Rudder
- G - Modified or New Keel, Rudder
- H - Modified Hull/Deck, Keel, Rudder
- I - Custom, not listed
- J - Modified Interior
- K - Modified Interior & Hull and/or Deck
- L - Modified Interior & Modified or New Keel
- M - Modified Interior & Modified or New Rudder
- N - Modified Interior & Hull/Deck, Keel
- O - Modified Interior & Hull/Deck, Rudder
- P - Modified Interior & Modified or New Keel, Rudder
- Q - Modified Interior & Hull/Deck, Keel, Rudder

7. ULDB and MODIFICATIONS

- Y - YES ULDB, un-modified
- N - NO non-ULDB, un-modified
- X - ULDB, modified, with non-typical adjustments *
- Z - non-ULDB, modified, with non-typical adjustments *

* = Non-typical adjustments are adjustments given by an AREA Handicap Board that differ from the [Regional Board Adjustments](#).

APPENDIX F

INFRACTIONS/VIOLATIONS

- 1.0 PHRF members are required to abide by the current version of the US Sailing Racing Rules of Sailing and by the current version of the PHRF Class Rules.
- 2.0 PHRF members racing in violation of the current PHRF Class Rules are subject to protest by other PHRF members. Host yacht club and race organizer Protest Committees shall submit the protest to PHRF for verification that a Class Rule has actually been violated. If PHRF determines that a Class Rule has been violated, PHRF will advise the Protest Committee that the boat shall be scored “**DSQ**” (disqualified).
- 3.0 PHRF 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 PHRF 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 PHRF before the Rating Certificate is re-issued.
- 4.0 An Area Handicap Board may consider additional discipline (including suspension or termination of membership) when, in the Area Handicap Board’s opinion, the situation warrants the additional discipline.
- 5.0 The PHRF 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 the Chairperson of the Area Handicap Board in the boat’s assigned Area. A copy of the Report shall be provided to the PHRF member and to the PHRF Fleet Secretary.
 - b. The PHRF 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 Area Handicap Board Chairperson to the PHRF member.
 - c. A HEARING PANEL of six PHRF members (five voting members and the Area Handicap Board Chairperson) 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 PHRF member, and witnesses. The witnesses shall appear only when called, and shall disclose any benefit from the HEARING’S outcome.
 - e. Statements regarding the “Infraction/Rules Violation Report” shall be made first by the Area Handicap Board Chairperson, then by the PHRF member, then by any witnesses. The PHRF 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 PHRF 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 PHRF member and to the PHRF Fleet Secretary within 48 hours of the HEARING.
 - h. The PHRF member may file an APPEAL in writing, which must be received by the PHRF Fleet Secretary no later than fifteen (15) days following the receipt of the Notice of Discipline. The APPEAL shall be heard by the PHRF Regional Handicap Board, which shall determine final disposition.
- 6.0 Either the Area Handicap Board or the Regional Handicap Board may initiate disciplinary proceedings without a protest being filed or a referral by a race organizer. In the event the member shall have the right to receive an “Infraction/Rules Violation Report” executed by the Chairperson of the Board initiating the

action and a minimum of 15 calendar days written Notice of Hearing. Hearings pursuant to this provision shall be conducted before a quorum of the Board initiating the action. The procedural requirements regarding conduct of the hearing and notice of decision set forth in preceding Section 5.0 are applicable.

INFRACTION / RULES VIOLATION REPORT

DATE: _____

PHRF MEMBER INVOLVED: _____

ADDRESS: _____

TELEPHONE # _____

BOAT NAME: _____ MFG TYPE _____ SAIL # _____

TYPE OF INCIDENT: (Check appropriate box)

() PHRF 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: _____

Area Chairperson

This form is to be completed by the Area Handicap Board Chairperson. A copy shall be sent to the PHRF member shown above and a copy shall be sent to the PHRF Fleet Secretary.

BY-LAWS

PREAMBLE

These are the Bylaws of PHRF of Southern California, a not-for profit California Mutual Benefit Corporation. The Corporation shall be governed according to these Bylaws including this preamble. These Bylaws, together with the Class Rules, shall be used to establish and or govern PHRF Fleet administration, activities and organizational protocol. The sole authority for executing such policies and or actions is the PHRF of Southern California Corporate Board of Directors, hereinafter referred to as the Executive Board. In the event of conflict between the Bylaws and the Class Rules, the Bylaws shall prevail. The sole authority for interpreting the Bylaws is the Board of Directors.

ARTICLE I NAME and LOCATION

- 1.1 The name of the organization shall be the Performance Handicap Racing Fleet (PHRF) of Southern California.
- 1.2 PHRF of Southern California is an independent organization and is not a component of any national authority or rating organization. Information is exchanged with other PHRF organizations in other regions and with U.S. PHRF.
- 1.3 Headquarters for the organization shall be centrally located in the Long Beach/Los Angeles area, as determined by the Executive Board.

ARTICLE II OBJECTIVE

- 2.1 The primary objective of the organization shall be to establish and maintain an equitable system of handicapping for the boats owned or chartered by its members.

ARTICLE III MEMBERSHIP and DUES

- 3.1 Members shall be classified as REGULAR or ASSOCIATE.
- 3.2 A REGULAR member (1) owns or charters a boat which qualifies for a Rating Certificate, (2) pays the annual membership dues, and (3) is a member in good standing of clubs or organizations affiliated with and recognized by the Southern California Yachting Association (SCYA) or the International Sailing Federation (ISAF). REGULAR members shall be entitled to hold elected office and/or vote at PHRF meetings. A REGULAR member becomes an ASSOCIATE member when the boat ownership changes or the term of the charter ends.
- 3.3 An ASSOCIATE member (1) is an active participant in PHRF racing (2) is approved for membership by the local Area Handicap Board (3) pays the annual membership dues, and (4) is a member in good standing of clubs or organizations affiliated with and recognized by SCYA or International Sailing Federation (ISAF). ASSOCIATE members shall be entitled to hold elected office and/or vote at PHRF meetings. An ASSOCIATE member becomes a REGULAR member after applying for and obtaining a Rating Certificate for a boat.
- 3.4 An individual from outside the Southern California area who (1) owns or charters a boat which qualifies for a Rating Certificate, (2) is approved for membership by the Regional Handicap Board, (3) pays the annual membership dues, and (4) is a member in good standing of clubs or organizations affiliated with and recognized by US Sailing or ISAF may join PHRF of Southern California. These members may not hold elected office and may not vote at PHRF meetings.
- 3.5 Annual dues shall be determined by the Executive Board and shall be due on January 1.

ARTICLE IV ELECTED OFFICERS and FUNCTIONS

- 4.1 The Elected Officers shall consist of a President, Vice President, Chief Handicapper, Judge Advocate and a Data Systems Officer, and shall constitute the PHRF Executive Board....subject to the provisions and limitations of the California Nonprofit Mutual Benefit Corporation law and any other applicable laws, and subject to any limitations of the articles of incorporation or bylaws regarding actions that require approval of the members, and the corporation's activities and affairs shall be managed and all corporate powers shall be exercised, by or under the direction of the board.
- 4.2 The PRESIDENT shall be the chief executive officer of PHRF of Southern California, and shall, subject to the control of the Executive Board, supervise and control all of the business affairs of the organization including development and implementation of the annual operating budget. The President shall perform all duties incident to the office and other duties as may be required by law, or by these By-Laws, or which may be prescribed from time to time by the Executive Board. The President shall preside over all meetings of the membership and meetings of the Executive Board.
- 4.3 The VICE PRESIDENT shall, in the absence or disability of the President, or in the event of the President's refusal to act, perform all duties of the President subject to the control of the Executive Board. The Vice President shall perform all duties incident to the office and other duties as may be required by law, or by these By-Laws, or which may be prescribed from time to time by the Executive Board. The Vice President shall be Chairperson for the annual PHRF of Southern California Championship Regatta, and shall be responsible for obtaining advertisers and sponsors for the event as well as for PHRF publications.
- 4.4 The CHIEF HANDICAPPER shall be the Chairperson of the Regional Handicap Review Board and shall preside over the monthly Handicapper meeting, and shall render, when properly submitted, a final decision on handicapping issues not resolved by a majority vote of the Regional Handicap Review Board.
- 4.5 The JUDGE ADVOCATE shall act as chief consul for PHRF of Southern California and shall provide legal advice to the Executive Board and the Regional Handicap Review Board when requested or recommend counsel if required. The Judge Advocate shall interpret these By-Laws or the Class Rules as applicable to ensure their proper application.
- 4.6 The DATA SYSTEM OFFICER shall supervise the maintenance and further development of the Membership Database and the Race Results Database, and shall advise the Executive Board on necessary equipment and software. The Data Systems Officer shall be responsible for the distribution of accurate information, including, but not limited to, the Fleet Roster, revised Class Rules and By-Laws, the PHRF Web Site, and reports requested by the Executive Board, the Regional or Area Handicap Boards, and the US Sailing US-PHRF Information Center.

ARTICLE V RESIGNATIONS

- 5.1 In the event of the resignation of one of the Elected Officers, a replacement shall be selected by the remaining Elected Officers.

ARTICLE VI FLEET SECRETARY, COMMITTEES, and ADVISORS

- 6.1 The President shall hire a Fleet Secretary to manage the PHRF office and perform such duties as the Elected Officers, by majority vote, may assign. The Fleet Secretary shall have no vote.
- 6.2 The Chief Handicapper shall appoint a Race Results Committee, which shall be responsible for obtaining race results, summarizing trends, and furnishing statistical data to the Regional Handicap Review Board.
- 6.3 The Elected Officers shall provide for other committees or assistants, as they deem appropriate.

- 6.4 The Chief Handicapper may appoint ADVISORS to assist the Regional Handicap Review Board in resolving handicapping questions. Advisors may vote on handicapping issues provided they are a member of PHRF of Southern California.

ARTICLE VII MEETINGS and QUORUM

- 7.1 There shall be an Annual Meeting of the Membership during the month of October or November at a time and place selected by the President.
- 7.2 At the Annual Meeting, officers for the following year shall be elected and installed.
- 7.3 The Fleet Secretary shall send a written notice of the Annual Meeting to each Regular and Associate member at least fourteen (14) days before the meeting. Included in the written notice shall be the slate of prospective officers selected by the Nominating Committee.
- 7.4 The President shall provide a report at the Annual Meeting covering the income and expenditures for the current year, the balance on hand, and other significant changes or actions that have taken place.
- 7.5 Special Meetings of the Membership may be called by unanimous vote of the Elected Officers. Such Special Meetings shall be at a time and place designated by the President. The Fleet Secretary shall send a written notice of the Special Meeting to each Regular and Associate member at least fourteen (14) days before the meeting.
- 7.6 The REGULAR and ASSOCIATE members present at the Annual Meeting or at a Special Meeting shall constitute a quorum.

ARTICLE VIII NOMINATIONS and ELECTIONS

- 8.1 The President shall appoint a Nominating Committee.
- 8.2 The Nominating Committee shall select candidates for an "Officer Slate" for all Elected Offices to be voted on at the Annual Meeting. The Nominating Committee shall complete their selection prior to the notice of the Annual Meeting sent by the Fleet Secretary.
- 8.3 At the Annual Meeting, the presiding officer shall ask for nominations from the floor. If there are any nominations from the floor:
- a. The Nominee must be present and consent to being a candidate.
 - b. The Nominee must currently be and have been a Regular or Associate member of PHRF for at least twenty-four (24) consecutive months prior to the nomination.
 - c. A written resume of the Nominee's sailing experience must accompany the nomination.
 - d. If two-thirds of the meeting quorum votes to modify the "Officer Slate" as presented with the addition of a qualified floor nominee, the entire new "Officer Slate" must be presented to the full membership for approval, and then voted upon by mail ballot.
- 8.4 If there are no nominations from the floor, election of Officers shall be by a majority vote of the members voting at the Annual Meeting.

ARTICLE IX HANDICAP REVIEW BOARDS

9.1 PHRF shall utilize two (2) levels of handicap review to provide both local Area and Region-wide management of the PHRF handicap system.

9.2 REGIONAL HANDICAP REVIEW BOARD

- a. The Regional Handicap Review Board shall include the current Elected Officers, current Advisors, the current Fleet Secretary, and the current Chairperson or designate from each local Area Handicap Review Board.
- b. A majority of the Regional Handicap Review Board members are required to form a quorum and to conduct business. All official actions of the Regional Handicap Review Board require a majority vote by the members eligible to vote provided there is a quorum at the time of the vote.
- c. Members of the Regional Handicap Review Board shall not vote on rating changes that affect their own boat.
- d. The Regional Handicap Review Board shall hear petitions from Regular members appealing an action of a local Area Handicap Review Board.

9.3 AREA HANDICAP REVIEW BOARD

- a. An Area Handicap Review Board shall consist of an odd number of members, with no fewer than five (5) members, and, as a guideline, should include a member from each handicap racing class (A, B, C, D, etc.) and yacht club in the Area.
- b. A majority of the Area Handicap Review Board members are required to form a quorum and to conduct business. All official actions of the Area Handicap Review Board require a majority vote by the members eligible to vote provided there is a quorum at the time of the vote.
- c. Members of the Area Handicap Review Board shall not vote on Rating changes or Area Adjustments that affect their own boat.
- d. The Chairperson for the Area Handicap Review Board is determined by a majority vote of the Area Handicap Review Board members. The Chairperson shall be the Area representative on the Regional Handicap Review Board.
- e. Membership on the Area Handicap Review Board is limited to Regular or Associate members who are and have been a member of PHRF for twenty-four (24) consecutive months prior to their election or appointment.
- f. Membership on the Area Handicap Review Board is further limited to a four (4) year term with a two (2) year period required between terms.
- g. The Area Handicap Review Board may utilize representatives from yacht clubs to assist the Board, but these representatives may not vote.
- h. Each Area Handicap Review Board shall maintain race results for races held in that Area, and shall provide these race results to the Fleet Secretary in the format specified for inclusion into the Region-wide Race Results Database.
- i. The Area Handicap Review Board shall resolve grievances of PHRF members regarding the Ratings of boats raced in that Area. If the grievance is not resolved by the Area Handicap Review Board, the PHRF member may appeal, in writing, to the Regional Handicap Review Board. The Area Handicap Review

Board shall have the opportunity to review and comment on the Appeal. The decision by the Regional Handicap Review Board regarding the Appeal shall be final and binding.

- j. The Area Handicap Review Board shall document all official actions and provide the Fleet Secretary with the Area Handicap Board Meeting Minutes in writing promptly after each meeting.

ARTICLE X AMENDMENTS

- 10.1 These By-Laws may be amended by a majority vote of the Regional Handicap Review Board. Notice of proposed changes shall be given to all Regular and Associate members of PHRF who shall be afforded the right to be heard at the SECOND READING of the proposed By-Law amendment.

ARTICLE XI RULES

- 11.1 Questions, issues, or appeals from protests arising from the PHRF Class Rules, policies, or handicaps, shall be resolved by the Regional Handicap Review Board in accordance with the By-Laws and/or the Class Rules.
- 11.2 Any questions not covered by these By-Laws or the PHRF Class Rules shall be resolved by Regional Handicap Review Board action in accordance with Roberts' Rules of Order, Revised.

THIS CONCLUDES THE PHRF OF SOUTHERN CALIFORNIA BY-LAWS, ARTICLE I THROUGH ARTICLE XI, AS ADOPTED [DECEMBER 1998 and amended in 2009.](#)

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