Augusta Sailing Club PHRF Committee
(Draft Rev 12/19/2006 A)
ASCPHRF Class Rules

FUNDAMENTAL CONCEPTS

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

ASCPHRF does not use measurers. ASCPHRF 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 Rating Committee for review when determining a boat's Ratings.

ASCPHRF rates vessels rather than their skippers or crew. It is assumed that a rated boat will be driven by the owner or his non-professional designee. ASCPHRF acknowledges the benefit to the overall competition when professionals are involved in racing and encourages their participation, however the utilization of professional drivers or paid crew for the purpose of "trophy hunting" violates the Corinthian Spirit and amateur nature of this fleet.

ASCPHRF Ratings are "performance" handicaps, based on the speed potential and performance of a boat. To the greatest extent possible, race results and observations of actual races provide the data used to determine and monitor ratings. Ratings are determined by members who serve voluntarily as Handicappers on the Rating Committee.

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

ASCPHRF has established these Class Rules to define the context under which the assigned ratings will represent an accurate handicap. Race organizers are encouraged to utilize the Class Rules in their entirety. In circumstances where an organizing authority elects to waive one or more substantive rules, the assigned handicaps may no longer accurately reflect the performance capabilities of the rated vessels.

ASCPHRF CLASS RULES

1. GENERAL

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

1.1 ASCPHRF has adopted the Racing Rules of Sailing, except where specifically noted.

1.2 Any Amendment or Addition to the ASCPHRF Class Rules requires a 2/3 majority approval by the Augusta Sailing Club Board of Directors (Board of Directors). When adopted, the Amendments or Additions become effective immediately.

1.3 Interpretations of the ASCPHRF Class Rules require a 2/3 majority approval of the Board of Directors. The Board of Directors is the final authority on the interpretation of the Class Rules.

1.4 ASCPHRF follows a specific process for initial assignment and changes to Ratings as defined in Sections 3, 4, and 5.

1.5 To expedite initial assignment of Ratings, the Rating Committee 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.

1.6 The "TWO READINGS" noted in Sections 4 and 5 do not imply two meetings, but does refer to a two-step review 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 Only ASCPHRF may issue Ratings to be used in a ASCPHRF race.

3. INITIAL RATINGS

3.1 Upon receipt of a completed "Application for Rating", the Fleet Administrator will review the Application for completeness and then proceed based on 3.2 or 3.3 as necessary.

3.2 If the boat is a previously-rated standard production model, either in our Fleet or included in the US Sailing PHRF Fleet Handbook, the Ratings will be based on the established Ratings plus any Adjustments noted in Appendix C. The Rating Committee Chairperson will issue a "Provisional Rating Certificate", a copy of which will be forwarded to the Rating Committee.

3.3 If the boat is **not** a standard production model, the Rating Committee Chairperson shall provide the committee members with a summary of the boat's data, information on comparable boats ratings (including the Schell Regression calculations for these boats), and any other information available. The Committee members will have one week to review this information and respond with their recommendations. Using these recommendations the Rating Committee Chairperson will advise the Fleet Administrator to issue a Rating Certificate.

3.4 In the event that insufficient performance data exists to accurately rate such a vessel the Rating Committee may require the owner to provide additional performance predictions, such as US Sailing's Sail Rater, at the owners expense.

3.5 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.

3.6 Unless otherwise requested in writing by the ASCPHRF member, a One-Design type boat shall be rated using the standard ASCPHRF configuration (see Section 7). A written request to be rated with the One-Design configuration shall include a copy of the current One-Design Class Rules. When a boat is rated with the One-Design configuration, each exception to these Class Rules will be noted in the "Remarks" section of the Rating Certificate, and THE BOAT IS NO LONGER RATED AS ODR. Boats rated as One-Design must comply with their One Design Class Rules at all times.

3.7 Any boat that meets the definition of a "Sportboat" as detailed in these ASCPHRF Class Rules will be designated as such on its Rating Certificate.

3.8 Boats manufactured with either inboard or outboard engines shall be rated differently, with the inboard model rated higher than the outboard model.

3.9 ASCPHRF Ratings will consist of a Spinnaker rating and a Non-Spinnaker rating for all boats designed to carry a spinnaker. See Appendix D for the computation of spinnaker offsets. ASCPHRF members must declare which rating they are using for each regatta or series, unless otherwise allowed by Notice of Race. For

example, certain races in the Non-Spinnaker classes may be designated as Spinnaker races during a regatta or series by unanimous agreement of the competitors.

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 an ASCPHRF member feels the Rating(s) of a boat needs to be changed, a written "Request for Rating Review" must be submitted by the ASCPHRF member to the Fleet Administrator.

- The Rating Committee shall review the Request and make a preliminary determination (**FIRST READING**).

- If it is determined that the Rating(s) of the boat needs to be reviewed, the Fleet Administrator shall advise the ASCPHRF member shown on the Rating Certificate of the affected boat **in writing** of the "Intent to Review Rating(s)".

- The Rating Committee shall hold a "Rating(s) Review" and the ASCPHRF member (or designated representative), as well as affected ASCPHRF members, shall have the opportunity to present information that will assist in the Review. This review maybe held in a formal meeting or via e-mail or Conference Call at the discretion of the Rating Committee Chairperson.

- After the information has been reviewed by the Rating Committee **(SECOND READING)**, a recommendation shall be made to the Rating Committee Chairperson.

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

5. RATING CERTIFICATE

5.1 The Rating Certificate is issued by the ASCPHRF Fleet Administrator, and is valid from July 1 through June 30. It must be signed by the ASCPHRF member certifying that all of the information on the Rating Certificate including the RATE CODE (Appendix E) is correct and represents the true configuration of the boat.

5.2 Any changes (modifications) to the Rated Configuration must be reported immediately, in writing, to the Fleet Administrator, 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.

5.3 Any member of ASCPHRF may request that another ASCPHRF 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 Rating Committee and the Technical Committee. 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.

5.4 A boat may not participate in a ASCPHRF race unless a current, valid Rating Certificate has been issued for that boat. Only the ASCPHRF member(s) shown on the Rating Certificate (or designated representative) may enter the boat in ASCPHRF races.

5.5 The Rating to be used in the ASCPHRF 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. STANDARD PHRF SPECIFICATIONS

Any deviations from the Standard ASCPHRF Specifications shown below shall be reported **immediately, in writing,** to the Fleet Administrator, and are subject to the applicable Adjustments in Appendix C. See Appendix A for specifications of sails. All exceptions will be specifically noted on the Rating Certificate.

SAILS Headsail **LP** shall not exceed **1.55 x J**
Symmetrical Spinnaker **SL** shall not exceed **.95** times the square root of **($I^2 + J^2$)**
Symmetrical Spinnaker **SMW** shall not exceed **1.8 x J**
Asymmetrical Spinnaker area and dimensions shall not exceed the parameter defined in Appendix A.

POLES Spinnaker pole shall not exceed **100%** of **J**
Extended "bow pole" (Jc) shall not exceed original manufacturer's designed length
Whisker pole maximum length shall not exceed maximum rated Headsail **LP**.

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, doors, hatches, partitions, floorboards, etc.

SPARS 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 in Appendix C.

BALLAST Moveable ballast shall be kept stationary or be subject to the applicable Rating Adjustments in Appendix C.

HIKING AIDS **N**o boat shall be sailed with any person having the majority of their torso outside the hull-to-deck joint of the boat. **Exception:** Sportboats are allowed to use racks, trapeze, toe straps, and any other hiking aids as designed as original equipment.

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.

7. INFRACTIONS / RULE VIOLATIONS and HEARING

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

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.

Jc The horizontal distance from the foreside of the mast at the deck to the tack point on the forward end of the bowsprit pole with the bowsprit pole extended to its fullest length, or to the end of an oversize symmetrical spinnaker pole.

I The vertical distance from the top of the Jib sheave to the sheer line abeam of the mast.

Ic The vertical distance from the top of the Spinnaker sheave to the sheer line abeam of the mast.

P The distance from the top edge of the boom to the top of the main sheave. 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.

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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 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 For all sails built or modified after August 31, 2003 - 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 sailmaker. Failure to comply with this requirement shall not be grounds for disqualification.

4.0 SHOOTER/BLOOPER

4.1 A blooper is a free-flying headsail. The sail is tacked with or without a pennant, not to exceed 2.5 feet, 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 mid girth 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 either a symmetrical spinnaker or an asymmetrical spinnaker, subject to the specifications in this Appendix A and in the ASCPHRF Class Rules (including other Appendices).

5.2 Boats that elect to carry both spinnaker types must report the addition. A boat's current rating certificate will be made invalid. AFTER a Rating Review is performed a revised Rating Certificate will be issued.

5.3 SYMMETRICAL SPINNAKERS

5.3.1 Luffs must be equal length.

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

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

5.3.4 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. Failure to comply with this requirement shall not be grounds for disqualification.

5.3.5 **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.

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

5.3.7 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

5.4 ASYMMETRICAL SPINNAKERS

5.4.1 Asymmetrical Spinnakers must have the following characteristics:

- The luff (SLU) and Leech (SLE) must not be equal.
- The Midgirth (SMG) shall not be less than 75% of the foot (SL)
- The following measurements of an asymmetrical spinnaker shall be as follows:
  - SLU and SLE are the measured lengths of the luff and leech
  - SF shall be the distance from the tack to the clew measured in the shortest path on the surface of the sail.
  - SMG is the distance between the midpoint of the leech to the midpoint of the luff in the shortest path on the surface of the sail.

5.4.2 The area of an asymmetrical is defined by the I.A.A.C. rule as:

(SLU + SLE)* (SMG/3 + SF/12)

5.4.3 The area of a boat's asymmetric shall not exceed 1.425*J*SQRT (I * I * J * J), which is the rated symmetrical spinnaker area. If a boat carries a penalty for SPL or ISP, these figures are used in place of J and I respectively.

5.4.4 The SL, SLE, SMG, SF and area shall be noted on the sail and to Rating Committee Chairperson.

6.0 MAINSAIL

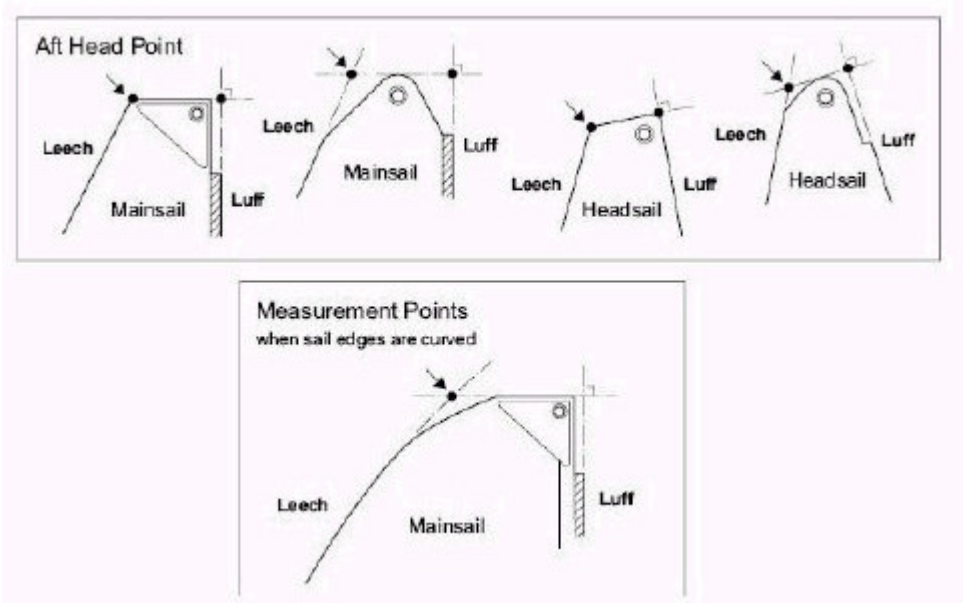
6.1 Mainsails are measured as follows:

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 afterside 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 ½, ¾, and 7/8 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 head width length (HW) 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. HW is limited to the greater of .04E or 0.5 feet.



e. There is no penalty for full battens. Battens may not be adjusted while racing.

f. Batten spacing shall be equal between the head of the sail (junction of the leech and the headboard) and the clew.

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, to be used only in the event of a catastrophic failure.

b. No mainsail at the mid-girth shall measure more than the greater of (.50E + .022P + 1.2 feet) or 0.65E. The ¾ girth shall measure no more than the greater of (.28E + .016P + .85 feet) or 0.38E. The 7/8 girth shall measure no more than .22E. 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.

8.3 Are permitted in the Non-Spinnaker division.

FORMULAS

GENOA	Largest Headsail %	100 x LP divided by J
SYMMETRICAL SPINNAKER	Spinnaker Maximum Width	180% of J
	Spinnaker Luff length Maximum	.95 v $I^2 + J^2$
ASYMMETRICAL SPINNAKER	Maximum Leach	.95 Luff
	Minimum Mid Girth (SMG)	75% of foot (SL)
	Standard Bowsprit Pole	As original by the manufacturer
	Standard Asymm Area	(SLU+SLE)*(ASMW/3+SF/12)
	Maximum area	1.425*J*SQRT($I^2 + J^2$)
	If a boat carries a penalty for SPL or ISP, these figures are used in place of J and I respectively.	
RATED SAIL AREA	Rated Sail Area	(((J*I)/2)*1.55)+((P*E)/2)
	(For LP<115% or LP>155% use LP*.01)	
	For boats with mizzen sails include 50% of Main Sail area (for mizzen)	
DOWNWIND SAIL AREA	**main area + Spin area**	((P*E)/2)+ spin area)
SPORTBOAT RATIO (any one of these)	**(A) DSA/DISPL**	**>75**
	(B) DSA/DISPL/LOA	**>2.90**
	A*B*((LOA/BEAM)^2)	**> 2,000**

APPENDIX B STANDARD EQUIPMENT

The following list of equipment is considered part of a boat's Rated Configuration when the boat is racing in an ASCPHRF race. Failure to carry the equipment is cause for disqualification from a race.

1. USCG requirements for the size of boat and number of persons aboard

2. One USCG approved Type I, II, III, or Type V Personal Flotation Device for each person on board, PLUS one USCG approved Type IV PFD or throwable device. Each PFD shall have a whistle attached.

3. One anchor & rode adequate to hold in adverse weather. Line shall be at least 100 feet in length.

4. Navigation lights as required by the USCG Navigation Rules, International-Inland

5. The ability to reduce sail area and race in adverse weather

6. Adequate bilge pump (s)

7. Tapered wood plugs for the boat's thru-hull fittings

8. First Aid Kit

9. VHF marine radio with at least channels 6, 12, 16, 22A, a weather channel and one working channel

10. A self-bailing cockpit

11. An enclosed cabin with essentially watertight hatch covers, at least two bunks, a marine sanitation device (toilet), and a galley with cold storage.

12. 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

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

APPENDIX C ADJUSTMENTS TO RATINGS

Listed below are the adjustments in "**seconds per mile**" computed onto a boat's Ratings when changes or modifications have been made to the boat. Application and review of these adjustments require the same procedure as specified in Section 3 "Initial Ratings" and Section 4 "Changes to Ratings", of these ASCPHRF Class Rules. If a boat carries one of these adjustments, the adjustment may be removed by returning the boat to the standard configuration and notifying the Fleet Administrator in writing.

In the spinnaker and non-spinnaker classes modifications to the hull, rig and sail plan are presumed to be for the purpose of making the boat go faster or make boat handling more efficient. Modification of the original configuration in an attempt to gain a "rating credit" is strongly discouraged and, unless specifically stated below, will be Individually Rated (IND).

NOTE: "IND" means Individually Rated.

HEADSAIL (if not original design)	**LP** over 185%	-12
	LP unto 185%	-9
	LP up to 175%	-6
	LP up to 165%	-3
	LP up to 155%	0
	LP up to 145%	+3
	LP up to 135%	+6
	LP less than 115%	+9

For any boat designed with less than a 115% jib, an adjustment shall be made for increasing the size equal to the difference in the table above.

MAINSAIL	Extended foot (**E**) up to 10%	-3
	Extended foot (**E**) up to 20%	-6
	Extended Luff (**P**) up to 5%	-3
	Extended Luff (**P**) up to 10%	-6
	Extended Luff (**P**) over 10%	IND
	Oversize Roach (including increased area)	IND
RIG	Increase **J** up to 10%	-12
	Increase **J** over 10%	IND
	Increase **I** up to 5%	-6
	Increase **I** up to 10%	-9
	Increase **I** over 10%	IND
SPINNAKER (Symmetrical or Asymmetrical)	Oversize pole (**SPL** or **BPL**) or girth (**SMW** or **ASMW**), or both	
	Up to 10%	-3
	Up to 15%	-6
	Over 15%	IND
	Increased hoist or **SL** or both	IND
RIG HEIGHT	Extended or Reduce **P** and **I** measurements (or both)	
	Up to 5%	-9
	Up to 10%	-15
	Over 10%	IND
UNDERBODY	Sump Removal	-6
	Scoop Addition	IND
	Non-standard hull fairing	IND
	Non-standard appendages	IND
	All other	IND
KEELS/BALLAST	Add/remove ballast	
	+/- less than 5%	-3

	+/- over 5%	IND
	Mark I elliptical keels	-3
	Elliptical keels, torpedo, wing, etc.	IND
	All other shapes or profiles	IND
	Retractable keel	IND
	Replace iron keel with lead keel	IND
	Movable ballast	IND
RUDDER	Increased surface	IND
	Retractable rudder	IND
	Shape modifications	-3
	Non-standard design/materials	IND
HULL	Remove significant interior	IND
	Add bracing/stiffener	IND
SPAR/RIG	Upgrade to rod or synthetic rigging and or non-continuous rigging for multiple spreader rig	IND
	Shorten spreaders	IND
	Re-position shrouds inboard	IND
	Re-position **P**	IND
	Addition or removal of checkstays, baby stays, etc.	IND
	Add running backstays	-6
	Non-standard replacement of mast/boom:	
	Rigid, smaller and/or lighter	-3
	Flexible, smaller and/or lighter	-6
	NOTE: Non-standard replacement of mast/boom is separate and adds to any adjustment for other rig changes.	
	Mast movable in excess of original manufacturer design	IND
	All other upgrades or changes	IND
ENGINE	Modified installation	IND
	Non-factory installation	IND
	Inboard model of boat manufactured with either inboard or outboard	+6
PROPELLER	Fixed, 3 bladed propeller	+12
	Fixed, 2 bladed propeller, outside aperture	+6
	Folding/Feathering, 3 Bladed propeller	+3
HANK ON JIBS		**+3**
ROLLER FURLING (If not Original Design)	Mainsail	+12
	Headsail	IND

When evaluating adjustment for roller furling consideration is given to impact on performance and rated sail area when compared to similar boats not utilizing such a system. In many cases such an impact may be balanced by increased ease in sail handling and tactical flexibility, resulting in no net adjustment. In the event that an adjustment for roller furling is deemed appropriate the following guidelines will apply:

	Max adjustment
Full sized drum, above deck and swivel at head with headstay foil	+6
All above in place, with drum and/or swivel bypassed	+3
Sacrificial cover permanently sewn onto leach	+3

2.0 If a boat's original configuration as delivered from the factory included a non-standard or oversize dimension, the initial Ratings of the boat are presumed to have included the non-standard or oversize dimension. The non-standard or oversize dimension does not carry a penalty and its removal does not automatically bring an adjustment.

3.0 ASCPHRF reserves the right to periodically review and change the adjustments in this Appendix as necessary. The ASCPHRF Rating Committee is the final authority on these Adjustments.

4.0 Upgrades and/or modifications to the following items do not invalidate the Rating Certificate and do not require written notification to ASCPHRF:

- All electronics, types, quality, and quantity
- Deck hardware, equipment, and systems, including types, quantities, and locations
- Running rigging, changes/addition of halyards, halyard material, converting to internal halyard
- Types of hydraulic systems (but location must be reported)
- Mainsail shaping systems and equipment, including outhauls, Cunninghams, traveler systems, boom vangs, and boom/strut support systems
- Headsail shaping systems and equipment, including barberhaulers, adjustable fairleads, backstay tensioning systems, headstay Cumminghams, and headfoil systems.
- Stowage locations for on-board equipment
- Various types of folding or feathering props, bottom paint systems, hull and ballast fairing, and kelp pushers.

APPENDIX D 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. ASCPHRF has sole authority for establishing and maintaining the Offsets.

3.0 NOTICE OF USE

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

4.0 APPEAL

An ASCPHRF member may appeal an Offset to the Rating Committee.

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 ASCPHRF Ratings for these boats shall apply to either designated Non-Spinnaker or “mixed” Non-Spinnaker / Spinnaker classes.

c. For a boat rated with a Symmetrical Spinnaker, no spinnakers, or both Asymmetrical and Symmetrical spinnakers, the Non-Spinnaker Offset formula is:

(.028 * (.95 x square root of (I^2+ J^2)) * J * (Buoy Rating + 546)) / Rated Sail Area

d. For a boat rated with an Asymmetrical Spinnaker only, the Non-Spinnaker Offset formula is:

(.028 * (1.15 x square root of (Ic^2 + Jc^2)) * Jc * (Buoy Rating + 546)) / Rated Sail Area

APPENDIX E RATE CODE

1.0 All boats handicapped by ASCPHRF 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 ASCPHRF as an administrative reference.

2.0 It is the responsibility of the ASCPHRF member to advise ASCPHRF 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 "I", or Extended "I"
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 Adjustments in Appendix C of the ASCPHRF Class Rules.

APPENDIX F INFRACTIONS/VIOLATIONS

1.0 ASCPHRF members are required to abide by the current version of the US Sailing Racing Rules of Sailing and by the current version of the ASCPHRF Class Rules.

2.0 ASCPHRF members racing in violation of the current ASCPHRF Class Rules are subject to protest by other ASCPHRF members. Host yacht club and race organizer Protest Committees shall submit the protest to ASCPHRF for verification that a Class Rule has actually been violated. If ASCPHRF determines that a Class Rule has been violated, ASCPHRF will advise the Protest Committee that the boat shall be scored "**DSQ**" (disqualified).

3.0 ASCPHRF 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 ASCPHRF 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 ASCPHRF before the Rating Certificate is re-issued.

4.0 The Board of Directors may consider additional discipline (including suspension or termination of membership) when, in the Rating Committee's opinion, the situation warrants the additional discipline.

5.0 The ASCPHRF member may request a formal HEARING to show cause 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 a Rating Committee member. A copy of the Report shall be provided to the ASCPHRF member and to the ASCPHRF Fleet Administrator.

b. The ASCPHRF 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 Fleet to the ASCPHRF member.

c. A HEARING PANEL of six ASCPHRF members 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 ASCPHRF member, and witnesses. The witnesses shall appear only when called, and shall disclose any potential conflict of interest.

e. Statements regarding the "Infraction/Rules Violation Report" shall be made first by the Rating Committee Chairperson (or designate), then by the ASCPHRF member, then by any witnesses. The ASCPHRF 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 ASCPHRF 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 ASCPHRF member and to the ASCPHRF Fleet Administrator within 48 hours of the HEARING.

h. The ASCPHRF member may file an APPEAL in writing, which must be received by the ASCPHRF Fleet Administrator no later than fifteen (15) days following the receipt of the Notice of Discipline. The APPEAL shall be heard by the ASCPHRF Board of Directors, which shall determine final disposition.

INFRACTION / RULES VIOLATION REPORT

DATE: _____

PHRF MEMBER INVOLVED: _____

ADDRESS: _____

TELEPHONE # _____

BOAT NAME: _____ MFG TYPE _____ SAIL # _____

TYPE OF INCIDENT: (Check appropriate box)

( ) ASCPHRF 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: _____
Rating Committee Member

****

This form is to be completed by a ASCPHRF Rating Committee member. A copy shall be sent to the ASCPHRF member shown above and a copy shall be sent to the ASCPHRF Fleet Administrator.