

PHRF RATING COMMITTEE (TYC)
LAKE TAHOE
CONSTITUTION, BY-LAWS &
CLASS RULES

Purpose:

To establish an independent, unbiased committee, under U.S. PHRF sanction, that will evaluate and establish performance ratings for yachts sailing in events and regattas sponsored by the Tahoe Yacht Club and other sailing events using PHRF ratings.

Evaluation and rating will be carried out as may be deemed necessary by the PHRF Rating Committee or upon request of the TYC Race Committee Chairman, PHRF Chairman, or upon petition from a member yacht's owner for review and modification of his or another yacht's rating.

Membership:

The PHRF Committee shall be comprised of three to five members who either by their knowledge and experience are qualified, or are qualified to represent different divisions of the PHRF fleet. Members shall be appointed by the PHRF Chairman to fill the categories appropriate to be representative of the fleet. The Trans-Tahoe Race Chairman may be asked to sit in an advisory capacity (non-voting). Committee members may be removed by a two thirds vote as any scheduled meeting of the PHRF Committee. The Chairman may appoint a Marine Industry Representative (MIR) to serve as a rater in order to expand the knowledge base of the PHRF Committee. Membership in TYC is not required.

Sanctioned Events:

All sailing events sanctioned, sponsored, or associated with races by TYC shall be governed and scored by the Lake Tahoe Sailing Fleet (TYC) PHRF systems and ratings as adopted, as well as any other events sailed on Lake Tahoe requiring PHRF sanction and ratings.

I. Class Rules & Requirements

A) PHRF handicaps on Lake Tahoe, are for use inner-club and inter-club racing, Class Events, Trans-Tahoe, National Events, and are available for "cruising/racing" auxiliary sail yachts.

B) Yachts must be self-righting mono hulls (Ref. ORC Special Regs. 1.1 & 5.2) of at least 20 feet in length (LOA).

C) Unless Class rules, club rules, or requirements for a race specify otherwise, each yacht is expected to meet the minimum accommodation and equipment requirements as specified in the Offshore Racing Council (ORC) Special Regulations Governing Minimum Equipment and Accommodation Standards, applicable race rules, and State Federal regulations.

II. Handicaps:

A) Handicaps in seconds (3) per nautical mile are assigned to each boat, and represent a "base rating" with "adjustments".

Standards & Requirements are:

- 1) Standard Hull, interior, keel, rudder, rig, as originally designed and built.
- 2) All sails shall be cut in accordance with the latest IYRU, or class rules: this includes girths on mainsails, head sails, and spinnaker/asymmetricals, the number, placement and length of battens (except as provided in the following sentence), and headboard restrictions. Full length battens are permitted without restriction.
- 3) Jib overlap (LP) no greater than 155% of the fore triangle base (J).
- 4) Spinnaker pole length (SPL) no longer than J.
- 5) Spinnaker maximum width (SMW) no greater than 180% of SPL.
- 6) Spinnaker luff (SL) no greater than $.95 \times \text{the sq. root of } I \text{ Sq} + J \text{ Sq.}$

- 7) A folding prop, a prop solid in an aperture or a retractable outboard.
- 8) A handicap may be assigned to a yacht which does not conform to all of the above assumptions but does not meet sail plan and hull requirements of a recognized one design class.
- 9) Square top main sails of the same sail area or the regular mainsail/class dimensions are not penalized.

B) Ratings can be changed at any meeting of the handicappers' council, by a majority vote of the handicappers present. Any member of the Lake Tahoe PHRF Fleet may appeal the base rating of any boat in writing. Such appeals, when accompanied by supporting evidence will be considered at the first subsequent meeting of the PHRF committee and may be determined by standard procedures or postponed for further investigation at the committee's discretion. A member may appeal his own rating in writing to the PHRF committee chairman on the standard PHRF appeals forms, after having competed for one season his assigned rating US Sailing PHRF procedures and fees will be followed for any appeal.

C) Adjustments: Penalties or Credits, in seconds (3) per nautical mile, are applied to the base rating for variation or modifications to standard boats. Specifically but not limited;

- 1) Modifications: All modifications to hull, keel and rudder are handled on a case by case basis. Owners must report all such modifications to the chief handicapper prior to racing in any event. Disqualification from a race and from future races may be assessed by the PHRF committee for non-compliance. Lake Tahoe PHRF generally assumes that all modifications are made to increase boat speed. Penalties or credits are in three sec. /mile increments.
- 2) When modifications become too extensive, Lake Tahoe PHRF may declare that the boat is a new class and will establish a new base rating different from the boat's original class.
- 3) A new design or previously unrated boat may enter one of the following two possible PHRF venues: a) an initial provisional rating or b) base rating. If the owner does not request a provisional rating in writing, he or she will be assigned a base rating. Base/ provisional ratings will be established by the average of the six predetermined venues. These venues will have similar sailing characteristics to those of Lake Tahoe and will be determined by the PHRF committee. Should a boat not have adequate data in the chosen six venues, it will be subject to the provisional rating process discussed below. All boats having current Tahoe PHRF base ratings will continue ratings unless modified by the PHRF committee. If an owner elects to enter Tahoe sailing competition under a provisional rating under the above methods and will sail with this rating for one complete series (spring or summer). Upon completion of the first full series of racing, Tahoe PHRF committee will meet and review and evaluate this boat's sailing performance during the series. At this time an owner may present to the PHRF committee data and may be asked for testimony relating to the boat's performance and current rating. The PHRF committee, based on observed performance of a particular boat and any other pertinent information, may or may not change the rating at this time and the boat will be required to sail an additional full series under the existing rating. Upon the completion of the second full series (spring or summer) of racing Tahoe PHRF committee will assign the boat in question a base rating. This rating will be determined by the PHRF committee's observations of performance. At this time, the owner again, presents documentation and testimony in order to provide data that may influence the decision of the PHRF committee.
- 4) At any time an owner/Tahoe PHRF member may petition the PHRF committee to modify the rating of his or her boat. This should be in the form of a written letter to the Chair of the PHRF committee in which he/she outlined the justification, including supporting data for a requested review. The PHRF committee will consider all such requests and will make a positive or negative decision regarding the petition. The owner of the boat will be notified in writing by the Chair of the PHRF committee as to the committee's decision. If the PHRF committee determines to change the rating, the protocol for the establishment of a provisional rating will be applied as discussed above and the owner will be notified in writing by the Chairman.
- 5) If a boat owner makes any modifications to his/her boat that could potentially impact the sailing performance to the boat, the owner must notify (prior to the opportunity to race) in writing, the chairman of Tahoe PHRF committee as to the precise nature and specifications of such modifications. This matter will be brought before the PHRF committee and this body will rule on

effects of any modifications and will change a rating as they may deem appropriate (see Sec. II; 1-8 & Sec. IV; A-D) This process will require a provisional rating as described above.

III. Sail and Rig Limitations:

Normally, US Sailing, IMS, PHRF, and specific class rules, limitations and restrictions apply regarding sails, methods of trimming, etc. unless specifically indicated in the sailing instructions of the event. The PHRF committee reserves the right to evaluate new developments and to adjust ratings as may be indicated.

IV. Rig and Sail Verification:

Since ratings are based on “standard rigs and sails,” the verification of rig and sail dimensions by physical measurement is considered to be necessary to assure the uniform application of handicaps.

Lake Tahoe PHRF Fleet may accept the following as verification:

- 1) Any current or still accurate measurement rating certificate, such as IMS, IOR, MORC, or other acceptable to the PHRF committee.
- 2) Physical measurement by the chief handicapper or other designated fleet handicapper.
- 3) Physical measurement certified in writing as accurate by the owner/

Changes must be reported to the Chief Handicapper. If hulls, sails, or rigs are protested through normal procedures, PHRF reserves the right to require actual measurement by a fleet handicapper. Disqualification or other penalties may result from non-reported changes or modifications to a yacht.

V. Penalties & Credits

The Following are the standard guidelines use by the committee for assessing penalties or credits. However, the committee will use its discretion in assessing the effect of changes to any yacht.

A. Head Sails: LP up to 155% “J”	No Penalty
LP over 155% “J”	-6 sec. (Includes Bloopers)
B. Mainsails: Extended “E” measurement up to 10%,	
Oversized foot up to 10%	-3 sec.
Oversized foot over 10%	individually rated
Extended “P” measurement	
Oversized luff “P” up to 5%	-3 sec.
Oversized luff “P” up to 10%	-6 sec.
Oversized luff “P” over 10%	individually rated
C. Tall rigged boats: Extended “P” & “T” measurement	
Up to 5%	-9 sec.
Up to 10%	-15 sec.
Over 10%	individually rated
D. Spinnakers: Oversized pole and/or spinnaker girth (SMW) or both	
Up to 10%	-6 sec.
Up to 15%	-9 sec.
Over 15%	individually rated
Asymmetrical/ Genakers, if used in addition to std. spinnaker	-6 sec.

VI. Base Ratings:

The rating committee may choose to establish a base rating of a yacht using current US Sailing PHRF, from venues selected by the Committee whose conditions are similar to Tahoe and may determine to modify these ratings based on performance that is observed while competing on Lake Tahoe.

The rating committee may choose to look at the types of race courses most predominated set in determining a base rating.

Only one rating for all events shall be used for each boat or one-design class. Lake Tahoe PHRF Fleet will establish and maintain Lake Tahoe PHRF ratings and annually report these to US Sailing PHRF for publication in the PHRF Handicaps Manual.

V: Fees

The Committee shall establish reasonable fees for membership and PHRF certificates.

VI: Exceptions

PHRF ratings are intended to provide equitable time allowances for yachts of different designs and balance fleet competition. Notwithstanding the committee reserves the right to declare any yacht “exceptional” and adjust its rating accordingly.

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