

LAKE TAHOE PHRF COMMITTEE CHARTER

I Purpose

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

Evaluation and rating will be carried out as may be deemed necessary by the Lake Tahoe PHRF Committee or upon request of the TYC Sail Committee Chair or upon petition from a member yacht owner for review and modification of the owner's or another yacht's rating.

II Auspices and Objectives

The PHRF Committee serves at the pleasure of the TYC Board of Directors who has authority over the Committee's performance and approval of appointed members. The PHRF Committee is sanctioned by US Sailing to administer the national rule and establish regional guidelines. While PHRF is not always a perfect handicapping solution, it is widely used for club racing throughout the US, and is far less expensive than measurement rating systems that require physical measurement and frequent annual administrative fees. The Committee's objective is to administer PHRF handicap ratings that result in fair racing for all participants. The Committee welcomes comments and recommendations from all racers.

III Membership

The PHRF Committee shall be comprised of from five to seven voting members who, by their knowledge and experience in complementary areas, can represent effectively all divisions of the Lake Tahoe PHRF fleet. Committee members do not represent individual divisions or types of boats but rather all the members of the PHRF Fleet. Members shall be appointed by the PHRF Committee Chair subject to consent by the voting members of the Committee and acceptance by the TYC Board of Directors. In addition, the PHRF Committee Chair may invite other individuals who may or may not be TYC members to serve in an advisory, non-voting capacity. The Committee may, from time to time, rotate or add members to ensure the best possible service to the racers. Selected members shall be current members of TYC, shall demonstrate integrity and technical knowledge, and shall represent the Committee in fairly serving all members of the Lake Tahoe sailing fleet.

IV Sanctioned Events

All sailing events sanctioned, sponsored, or associated with races by the TYC shall be governed and scored by the Lake Tahoe sailing fleet's PHRF systems and ratings as adopted. Any other party operating a PHRF-scored regatta may request assistance of the PHRF Committee.

V Class Rules & Requirements

- A) PHRF handicaps on Lake Tahoe are for intra-club and inter-club racing, class events, Trans-Tahoe, national events, and are available for "cruising/racing" auxiliary sail yachts.
- B) Yachts may be mono-hulls (Ref. ORC Special Regs. 1.1 & 5.2) or multi-hulls. Yachts must be at least 16 feet in length.
- 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.

VI Handicaps

- A) Handicaps in seconds (in increments of 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 Equipment Rules of Sailing (ERS), or class rules: this includes girths on mainsails, head sails, and spinnaker/asymmetrical, 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 $.95 \times \text{the square root of } I \text{ (height of foretriangle)} \text{ } S_q + J \text{ } S_q$.
 - 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 the above assumptions but does not meet sail plan and hull requirements of a recognized one design class.
- B) Ratings may be changed at any meeting of the PHRF Committee, by a simple majority of votes cast. All members of the committee shall have the opportunity to vote on all changes. Should members of the committee recuse themselves for potential conflicts of interest or other reasons, that could result in tie votes which would lead to less than a majority and result in a denial of the subject rating change. Any sailor in the Lake Tahoe PHRF fleet may appeal, in writing, the base rating of any boat. Such appeal, including 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 PHRF Committee's discretion. A member may appeal his own rating in writing to the PHRF Committee Chair on the PHRF Appeals Form located on the TYC website. Note that if a rating change is granted during a series event, the revised ratings will take effect after completion of the series.
- C) Adjustments: Penalties or Credits, in increments of three seconds per nautical mile, are applied to the base rating for variation or modifications to standard boats. These are specifically but not limited to the following:
- 1) Modifications: All modifications to hull, keel, rudder, and sail plan are handled on a case by case basis. Owners must report all such modifications to the PHRF Committee Chair prior to racing in any event. Should an owner fail to report said changes, the Committee may choose to protest the boat under the provisions of RRS 60.4 or pursue action under RRS 69 - Misconduct.
 - 2) When modifications are extensive, the Committee may declare that the boat is a new class and will establish a new base rating different from the boat's original class.
 - 3) Boats may be assigned a provisional or base rating. If the boat is a one-design class, ratings from other similar venues will be examined and considered when establishing a Lake Tahoe rating. The Committee may choose to ignore out-of-area ratings that are deemed to be unrealistic or unreasonable. Observed performance will also be considered.
 - 4) At any time a boat owner may petition the PHRF committee to modify the rating of his or her boat. Appellants must complete the TYC PHRF Appeals Form on the TYC website. This form and any accompanying documents should be sent via e-mail to the PHRF Committee Chair. The submitted document(s) should outline the basis for the appeal and the justification for a rating change. The PHRF committee will consider all such requests and will make a decision regarding the petition. The owner of the boat will be notified in writing by the PHRF Committee Chair as to the committee's decision. If the PHRF Committee decides to change the rating, the protocol for the establishment of a provisional rating will be applied as described above.

If a boat owner makes any modifications to his/her boat that could potentially impact the sailing performance to the boat, prior to racing the owner must notify the PHRF Committee Chair in writing as to the precise nature and specifications of such modifications. This matter will be brought before the Committee which will rule on effects of any modifications and may change a rating as they deem appropriate.

VII Sail and Rig Limitations:

Normally, US Sailing ERS, PHRF, ORR, ORC, IRC, 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.

VIII 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.

The committee may accept the following as verification:

- Any current or still accurate measurement rating certificate, such as IMS, IOR, MORC, or other acceptable to the PHRF Committee.
- Physical measurement by a PHRF Committee handicapper or another designated fleet handicapper.
- Physical measurement certified in writing as accurate by the owner.

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

IX Penalties & Credits

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

- A) Head Sails: LP up to 155% of “J” No Penalty
LP over 155% “J” -6 sec. (Includes blooper)
- B) Mainsails: Extended “E” (mainsail foot) measurement up to 10%,
Oversized foot up to 10% -3 sec.
Oversized foot over 10%..... individually rated
Extended “P” (mainsail hoist) 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” and “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
- E) Asymmetrical/Gennakers, if used in addition to standard spinnaker -6 sec.
- F) Fractional rigs extended to masthead individually rated

G) Square Top Mainsails are not penalized as long as they are the same square footage as the class mainsail

X Base and Provisional Ratings:

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

A provisional rating may be established for new boats to the area. Provisional ratings will be converted to base ratings once the Committee is satisfied that the provisional rating is viable. The Committee may choose to consider the types of race courses predominately sailed in determining a base or provisional rating.

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

XI Fees

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

XII 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.

Committee Members

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