

SECTION 15. DRYA PHRF RULES AND REGULATIONS

TABLE OF CONTENTS

- 15.1. FUNDAMENTAL BASIS OF PHRF
- 15.2. HANDICAPPING OBJECTIVE
- 15.3. D R Y A ADMINISTRATION OF HANDICAPPING
- 15.4. U S SAILING ROLE
- 15.5 SCOPE OF HANDICAPPING ACTIVITY
- 15.6 VALID LISTS AND CERTIFICATES
- 15.7 OWNER'S RESPONSIBILITIES
- 15.8. ENFORCEMENT
- 15.9. STANDARDS
- 15.10. TYPES OF HANDICAPS
- 15.11. DEFINITIONS, MEASUREMENTS, VERIFICATION AND STIPULATIONS
- 15.12. PHRF CREDITS, PENALTIES AND ADJUSTMENTS
- 15.13. HANDICAPPING
- 15.14 HANDICAP REVIEW OF BASE RATINGS
- 15.15. HANDICAP APPEALS OF BASE RATINGS
- 15.16. CRITICAL HANDICAPPING DATES
- BY-LAWS ARTICLE V

15.1. FUNDAMENTAL BASIS OF PHRF

PHRF ratings are boat speed handicaps. They are intended to reflect the speed potential of a boat and not to measure the crew's performance. Speed potential is defined as the maximum speed which can be attained by a well equipped, well conditioned boat with a clean bottom, good sails and well sailed by a good skipper and a good crew.

15.2. HANDICAPPING OBJECTIVE

The objective of the DRYA is to provide fair handicaps with minimum expense and inconvenience to boat owners and to make the handicapping process understandable to them.

It is imperative that all parties involved cooperate to provide the data necessary to rate a boat fairly. This includes the manufacturers, owners, measurers, sail makers and handicappers.

DRYA handicaps a specific combination of sails, rig and hull. Measurements must be submitted and a new PHRF certificate will be issued if a different combination of sails, rig and hull is used for racing.

After 2001, all yachts requesting a DRYA PHRF handicap must be designed to meet the US Sailing/ ORC Special Regulations, Sections 1 through 6, for Category 4 races. Upon request and payment of the current handicapping fee; the Handicap Review Board (HRB) may provide recommended PHRF ratings for boats that do not meet these qualifications.

This Section 15 is the basis for achieving these fair handicaps and explaining how it is accomplished.

15.3. DRYA ADMINISTRATION OF HANDICAPPING

Article III section 3.2(b) of the DRYA Bylaws places the management of the Racing Fleet Handicapping under the jurisdiction of the Vice Commodore and thus places the responsibility of seeing that the handicapping process is timely and properly accomplished according to the procedures, rules and regulations set forth in the Bylaws and this Handbook. The Vice Commodore is an ex-officio member of all PHRF committees.

The DRYA Bylaws requires that any changes to Section 15 must be approved by the Executive Board and must be published within a week of the November DRYA Executive Board meeting of each year and will be in effect until after the following November DRYA Executive Board meeting. Article V of the DRYA Bylaws defines the makeup and function of the HRB, and duties, qualifications, selection and term limitations of handicappers. It also sets a timetable for certain functions to be accomplished.

ALL PERSONS WITH A ROLE IN THE HANDICAPPING PROCESS MUST BE KNOWLEDGEABLE OF THESE SECTIONS OF THE BYLAWS AND THE PHRF RULES AND REGULATIONS IN SECTION 15 OF THE DRYA HANDBOOK.

IN PARTICULAR, THEY MUST UNDERSTAND AND SUBSCRIBE TO THE FUNDAMENTAL BASIS OF PHRF HANDICAPS AND ADHERE TO THESE PRINCIPLES IN THEIR ROLES AS HANDICAPPERS OR REVIEWER.

Article V of the DRYA Bylaws is reprinted at the end of Section 15 to consolidate it with the PHRF Rules and Regulations. It is printed in *ITALICS* to distinguish it from the rest of the handbook as bylaws can be changed only as prescribed in the Bylaws.

15.4. U S SAILING ROLE

US Sailing provides standard design data used for handicapping purposes. US Sailing also provides handicap data for racing jurisdictions in the US and Canada. However as handicaps are assigned and administered locally by organizations such as the DRYA and handicaps for identical boats may vary from one area to another due to wind ranges considered or boat differences like stripped or full interiors, etc. The DRYA current Valid List spells out which handicaps are used for races under its jurisdiction.

U S Sailing also provides a mechanism for the protest of handicaps that cannot be resolved at the local level.

15.5. SCOPE OF HANDICAPPING ACTIVITY

Upon request, the DRYA provides handicaps for all member yachts based on section 15.2. In addition the DRYA provides a handicapping service for any other yachts requesting a rating, providing a completely filled out DRYA PHRF Handicapping Form is submitted with the two signatures (the owner and one of the following: measurer, sail maker or boat dealer), and the prescribed fee is paid.

The DRYA also provides a PJAM rating for local boats that race in Member Club Races. The PJAM form is found on the DRYA website and instructions for its use are included on the form.

All handicaps are based on the boats speed potential in 8-10 knot winds on courses with 1/3 each: beating, reaching and running down wind situations. The HRB may use other data as provided for in Sections 15.10-14.

Handicaps are determined in three-second increments.

15.6. VALID LISTS AND CERTIFICATES

PHRF yachts will be issued individual handicap certificates. A "Valid List" giving the current handicaps and penalties and handicap type for all boats shall be published by the DRYA. A current Valid List is posted on the DRYA website at: www.DRYA.org and is available by US mail upon request. By February 1, the Chief Handicapper-Ratings will publish a PRELIMINARY VALID LIST, on the DRYA website which will reflect all approved handicaps for the new season. After

this list is published any further changes will be through the appeal process or by addition of new yachts to the area.

Following the hearing and resolution of all pending appeals a FINAL VALID LIST shall be published by April 1 on the DRYA website and also available from the DRYA Office. Revised Valid Lists will be posted to the website upon the addition of newly rated yachts or those with changes.

The Handicap Review Board may meet in June the week following the third regular DRYA race and the first week of July and September to consider any adjustments in the Valid List that might be necessary.

The Chief Handicapper-Ratings also provides the "Valid List" data to US Sailing for publication in the US Sailing PHRF Ratings publication.

15.7 OWNERS RESPONSIBILITIES

The owner has the responsibility of providing all measurements on the DRYA measurement form before a yacht can be rated. Measurements are required to allow the handicappers to determine deviations from base boat dimensions. To obtain a handicap, owners must submit a completely filled out DRYA PHRF Handicapping Form approved for correctness by the owner and one of the following: measurer, sail maker or boat dealer. The form is available on the DRYA web site at: www.DRYA.org or from the DRYA office. The owner will verify the DRYA data accuracy annually as a part of the annual DRYA membership and rating renewal process.

The owner shall notify the Chief Handicapper-Ratings at the DRYA office of any new sails, changes to the hull, appendages, rig, sail dimensions, or weight along with appropriate verification. The owner must provide the DRYA office with sail certificates for all original sails bought with the boat, and new sails before these sails can be on the yacht during a race. Since a new sail may have different dimensions, sail certificates must be provided for all new or recut main sails, all Genoa's, all spinnakers, and all asymmetrical spinnakers before they can be used in a race where the DRYA PHRF rating is used. An updated DRYA PHRF certificate is provided to show the current racing configuration of each rated yacht that includes the year the sails were initially used. Before and after plans or photographs are required for hull and appendage changes. In addition verification of such things as modifications of keels, rudders or interiors or aggregate weight changes in excess of + or - 50 lb. is required.

The owner shall adhere to the PHRF Rules and Regulations and to race the boat in the appropriately handicapped condition.

During the racing season the owner shall inform the DRYA office in writing, including faxes and email at: <mailto:TheDRYA@drya.org>, prior to 4 PM on the Wednesday before the race, of changes to the yacht configuration, including new sails on board, that have not been registered with a sail measurement certificate. The DRYA office will electronically send an updated DRYA Rating Certificate to the owner by Friday. Fax, US Mail or pickup may be requested. A copy of the certificate should be kept on the yacht.

Owners must present their own cases regarding a rating review or appeal at all steps of the process

Competing in a race with a yacht in a configuration in variance with the DRYA rating certificate is subject to protest by any owner/competitor or the DRYA HRB. Racing a yacht in variance with the DRYA Rating Certificate is racing a yacht that is unrated by the DRYA and is subject to a 10 second penalty and to protest. The DRYA reserves the right not to handicap a yacht, if the owner has provided insufficient data.

It is expected that each owner with an email address will share it with the DRYA office so electronic communication can be used to simplify and speed-up the yacht handicapping information process.

15.8 ENFORCEMENT

PHRF depends largely on the Corinthian spirit of the sailors using the rule for enforcement.

Upon request, owners must provide access to boats for inspection. Failure to comply will result in a ten-second penalty.

Any changes to the hull, sails or rig configuration as handicapped may be cause for a handicap adjustment. A yacht will be assessed a ten second penalty after new sails added or changes are made, and must not be raced without this penalty, until a new measurement certificate is obtained and the proper handicap verified.

This gives all competitors the assurance that all appropriate penalties are assessed. (New sails of equal or smaller dimensions are exempt from provisions of this paragraph if a sail maker's certificate or measurer's certificate is filed with the DRYA Handicapping Office by 4 PM on the Wednesday before the new sails are used in the race.

It is assumed that any changes are made to increase the performance of the yacht and will probably result in a less advantageous handicap. It is suggested that changes be reviewed with the Chief Handicapper-Ratings before they are made.

Any yacht is subject to protest and disqualification (DSQ) for unreported changes or use of oversize sails. If the change is reported to the Race Committee the boat may race with the 10 second penalty. No protest or DSQ will apply.

15.9 STANDARDS

Unless otherwise stated in a clubs sailing instructions, PHRF yachts sailing in DRYA regattas must meet or exceed U. S. Coast Guard safety requirements and meet or exceed U S Sailing/ORC Special Regulations, Sections 1 through 6, for Category 4 races. (Ref. DRYA Handbook Section 9)

All hull, rig and sail measurements and definitions shall be as stated under the appropriate IMS or IRC rules as published in ISAF.

US Sailing standard design data for hulls and rigs is the standard.

General PHRF information unless defined herein or the context indicates otherwise, terms used in Section 15. should be construed consistent with the ERS, except "Luff" and dimenions calculated by reference to Luff, shall have the same meaning as those terms that are used under IRC.

The IMS Rules, the Equipment Rules of Sailing (ERS) and the IRC Rules are intended for reference only. The latter three are available via the ISAF web site at: www.sailing.org

15.10 TYPES OF HANDICAPS

A **base handicap** in seconds per nautical mile is assigned to each sailboat or one design class for which there is complete owner provided data.

This is done after careful consideration and analysis of hull parameters, rig and sail dimensions, USSAIL boat and rig data, USPHRF data, race experience, race results, on-the-water observations, DRYA RPP or VPP calculations, IMS and/or IRC certificates, if available, along with other relevant data to arrive at the **boats speed potential in 8-10 knot winds on courses with 1/3 each: beating, reaching and running down wind situations..**

A base handicap assumes:

- a. Standard hull and interior, keel, rudder, and rig as originally designed and built.
 - b. Genoa overlaps of 155% or less.
 - c. Spinnaker pole length (SPL) or spinnaker Tack Length (STL), no greater than J
 - d. Spinnaker max width (SMW) no greater than 180% of SPL
 - e. A folding prop, a feathering prop, a retracted outboard or a two bladed prop in an aperture.
- There are no credits for undersize sails or added interior accommodations.

Credits, penalties and adjustments for certain features are specifically defined in section 15.12. Identical boats will have the same base handicap. The slower the boat, the higher the rating number.

A **temporary handicap** (T) may be assigned to a custom one-off design or a class boat with insufficient data to allow it to race and accumulate performance data. These conditional handicaps are clearly denoted on the DRYA PHRF Certificates and the Valid List with a "T"

notation. Such temporary handicaps are subject to adjustment at any time and after the first 3 races of the season.

A restricted handicap (R) may be assigned to boats, which do not meet minimum equipment or accommodation standards for DRYA recognized events but need handicaps for races may be issued a restricted handicap.

A one design handicap (OD) may be assigned to boats which normally race in a "one design" configuration, which does not fit the standard schedule of penalties, may be issued a One Design (OD) handicap. If such a boat chooses not to race in its one design configuration then it shall have all standard penalties and stipulations apply. Classes given a One-Design handicap must have their class rules on file with the DRYA and be posted on the DRYA website (www.DRYA.org).

A racing handicap is where a boat's handicap is adjusted if the boat is different from that used to determine the base handicap (i.e. larger sails, oversize poles and spars etc.). These adjustments and penalties are applied to the base handicap to arrive at the racing handicap (HCP).

A special (S) handicap may be given for a unique; owner specified configuration, for a racing yacht. All credits, penalties or adjustments and the base rating are combined in one rating. These special "S" handicaps are clearly noted on both the DRYA PHRF Certificates and the "Valid List".

15.11. DEFINITIONS, MEASUREMENTS, VERIFICATION AND STIPULATIONS

Experience has shown that boats, which were thought to be identical, were really quite different. Builders sometimes offer stripped or full interiors and modify spars according to availability of material. In event that dimensional data for supposedly identical boats proves different, the smaller dimensions shall be considered as the base boat dimensions for the purpose of determining penalties. US Sailing provided standard design data for hull and rigs etc will be used for handicapping purposes.

The following are acceptable for verification of hull parameters and rig dimensions:

- ◆ *IOR, MORC, IMS, AMERICAP, IRC* or PHRF certificates, if the owner certifies in writing that the boat has not been changed since the date of the certificate.

- ◆ Measurement by a DRYA approved measurer (see Directory for list of measurers)

Hull data to be provided and explained by the owner if different from the US Sailing data include LOA (Length Overall), WL (Waterline Length), Beam, Draft and Displacement in sailing trim.

Actual weights of yachts is preferred but manufacturers estimates will be accepted.

Rig measurements required are I, Is, J, P, E, SPL, STL, TPS or sprit.

Spars must be banded.

- ◆ Height P must be shown by one inch black bands painted on the mast.

- ◆ Length E must be shown by a one inch black band painted on the boom. The black band color may be changed to white to clearly contrast with the mast/boom color. Yachts without painted one-inch bands will be penalized 10 seconds until the bands are painted.

Any sail that falls into a penalty size under the IMS or IRC Rule must be specifically declared to the Chief Handicapper Administration. Standard DRYA sail penalties will be applied to these sails. A certified sail maker's certificate is acceptable for sail and rig measurements.

With the exception of headsail mid-girths, IMS and IRC measure sails the same way, except they call the measurement by a different name.

Headsails require SL, LP, SF, SMG measurements.

Measured in accordance with the IMS rule, all headsails with a mid-girth greater than 50% of the foot length will be reviewed for possible penalty assessment. Measured in accordance with the IRC Rule, all headsails with a mid-girth greater than 50% of the LP will be reviewed for possible penalty assessment.

The following measurements are required for the roller furling credits.

JLL Jib luff length measured in a straight line from jib tack to jib head along the jib luff.

L Luff Distance is measured from the jib tack on the deck to the highest point the jib halyard shackle will go, along the line of the forestay.

Any sail that does not meet IOR or IMS requirements is illegal unless specifically excepted below:

- ◆ Mainsails may have up to seven full-length battens without penalty.

- ◆ Full-length batten construction must meet IMS requirements.

Mainsails that meet IRC measurement criteria without requiring special declaration may be used provided that:

Mainsail three-quarter width (MTW) may not exceed $0.38 * E$,

Mainsail half-width (MHW) may not exceed $0.65 * E$,

Mainsail seven-eighth width (MGT/MUW) may not exceed $0.22 * E$.

For PHRF ratings, any excess beyond the above stipulations may result in a penalty and must be reviewed by the HRB. Mainsails require measurements per IMS or IRC rules.

Spinnaker. A sail which is symmetrical about a line from the head to the center of the foot and which has a luff and leech of equal length, SL is not greater than 0.95 times the square root of $(\text{DesI})^2 + (\text{DesJ or DesSPL or DesTPS})^2$ using the larger of the design for the J or the SPL, STL or the TPS, and a mid girth greater than 75% of the foot length. (IOR definition).

Spinnakers require SL, SF, SMW and SMG measurements.

Asym. Spinnaker. A sail with the following characteristics:

Area no greater than a spinnaker

Luff and leech of unequal lengths where SL / SLE is greater or equal to 1.1

$(ASL + ASLE) / 2$ is not greater than 0.95 times the square root of $(\text{DesI})^2 + (\text{DesJ or DesSPL or DesTPS})^2$ using the larger of the design for the J or the SPL, STL or the TPS.

ASMW is between 1.7 and 1.8 times the greater of design J or design SPL or design TPS.

ASMG is greater than or equal to .75 SF

Asym spinnakers require SL, SLE, SF, SMW and SMG measurements.

Any "spinnaker" with a mid-girth less than 75% of SF will be rated as a headsail.

The SPL and or maximum extension of the movable bowsprit (TPS) are required if the yacht is raced with either of these configurations. A boat that does not use any pole or bowsprit but carries spinnakers or uses a whisker pole, to sheet out a genoa, must report its STL.

All sails are limited to points of trim as defined by the US SAILING rules and IOR rules except as noted below:

- ◆ An asymmetrical spinnaker can be flown with or without a pole. When flown without a pole the tack must not be further forward of the mast than $SPL + 12"$.

Without spinnaker measurements, the yacht rating class will be noted JAM.

Credits will be reviewed by the Chief Handicapper annually. The owner must reapply in writing for the credits when changes are made to the yacht affecting the credits granted in the past.

There are no crew limits.

15.12. PHRF CREDITS, PENALTIES AND ADJUSTMENTS

1. Genoa Oversize (LP /J)

Up to and including 155 % 0 sec

Over 155% to and including 170 % -3 sec

Each additional 15% increment -3 sec

For Genoa penalties - "Design J" is to be used when "measured J" is within (+ or -) 2% of "Design J"; otherwise

"measured J" is to be used.

2. Mast or Main Hoist Oversize (Oversize I or P)

A. Oversize I or I&P- larger of $(I / \text{design I})$ or $((I+P) / (\text{design I} + \text{design P}))$

Over 101% to and including 103.5% -3 sec

Over 103.5% to and including 106% -6 sec

Over 106% to and including 108.5% -9 sec

Over 108.5% to and including 111% -12 sec

Each additional 2.5% increment is an additional -3 sec.

B. Oversize P (P/ design P)

Over 101% to and including 105% -3 sec
Over 105% to and including 110% -6 sec
Each additional 5% increment is an additional -3 sec.

C. Oversize IS (IS/ design IS)

Over 101% to and including 106% -3 sec
Over 106% to and including 110% -6 sec
Over 110% to and including 115% -9 sec
Over 115% to and including 120% -12 sec
Over 120% to and including 125% -15 sec
Each additional 1.5% increment is an additional -3 sec.

3. Mainsail Oversize E (E/ Design E)

Over 102% to and including 110% -3 sec
Over 110% to and including 120% -6 sec

Excessive Girth: The boat owner must request approval, from the HRB, along with the appropriate sail measurements. Any potential penalty will be determined by the HRB on a case-by-case basis.

4. Fore Triangle J, SPL, STL, TPS or Sprit

A. J/design J

Over 102% to and including 105% -3 sec
Over 105% to and including 110% -6 sec
Over 110% to and including 115% -9 sec
Each additional 5% increment is and additional -3 sec.

B. SPL/design SPL

Over 101% to and including 105% -3 sec
Over 105% to and including 110% -6 sec
Over 110% to and including 115% -9 sec
Each additional 5% increment is and additional -3 sec.

C. Sprit Pole/design Sprit Pole

Over 101% to and including 105% -3 sec
Over 105% to and including 110% -6 sec
Over 110% to and including 115% -9 sec
Each additional 5% increment is and additional -3 sec.

5. Spinnaker Luff, or Asymmetrical SL or $(ASL + ASLE)/2$ is not greater than 0.95 times the square root of $(DesI)^2 + (DesJ \text{ or } DesSPL \text{ or } DesTPS)^2$
The oldest available IMS/IOR measurements will be used for design when there is no US Sailing data available.)

6. Spinnaker Width SMW, Largest Asymmetrical Spinnaker ASMW exceeding $(SMW / (1.8 \times \text{design J}))$ or $(ASMW) / (\text{design J or design SPL or design TSP}) \times 1.8$
Spinnaker penalties for SMW and SPL are not additive. The larger of the two determines the penalty.

Asymmetrical spinnaker penalties for ASMW and J/SPL / TPS are not additive. The larger of the two determines the penalty.

SMW or SPL over 101% to and including 105% -3 sec

Each additional 5% increment -3 sec

ASMW must be 170% - 180% of the largest of design J, design SPL, design STL or design TSP.
A penalty for each 5% or fraction thereof outside of this range will be assessed increments -3 sec.

SMG or ASMG must be greater than or equal to 75% of SF or the spinnaker is not a legal sail.

7. Hull, Rig and Appendage Modifications

Any modifications to hull, rig, standing rigging configuration, keels, or rudder shall be subject to penalty in an amount determined appropriate by the HRB. Although it is presumed that any change is intended to enhance the boat's performance, the Board may elect not to assess a penalty under this provision if it determines that the modification will have either no effect, a de minimus effect, or a negative effect upon performance. Normal fairing of the hull or profiling of the appendages to design templates is not a modification.

8. Movement of Weight

Addition, removal or relocation of ballast in excess of 50 pounds affecting the trim of the yacht, may subject the yacht to additional penalties as determined by the HRB

9. Other Considerations

A boat with a retractable outboard motor typically is considered to be six seconds faster than an otherwise identical boat with an inboard engine. Determination of the difference for rating purposes of a specific boat is within the discretion of the HRB.

A boat with a full depth keel typically is considered to be up to six seconds faster than a shallow draft keel or a centerboard. Determination of the difference for rating purposes of a specific boat is within the discretion of the HRB.

10. Measurements

Boats without a valid measurement certificate will be assigned a temporary 10-second penalty pending receipt of the measurement certificate and review of the data contained therein by the HRB. The penalty will be removed when a new certificate is issued once the HRB has considered the data. Any boat assigned a penalty under this provision shall race in the class they would normally race in without the penalty, but be scored based on the rating with the penalty applied. All measurements are to be to normal measurement tolerances. The source for design data is the current US Sailing Design Data File.

One design yachts are also required to provide complete measurement information because they can sail in any PHRF race with their DRYA PHRF rating.

11. Credits for Fixed Blade Propellers

Upon written request of an owner and certification that his boat is equipped with a fixed bladed propeller that conforms to dimensions established by the manufacturer for that boat, the HRB may assign a rating credit up to the following limits:

- ◆ Two blade: + 12 seconds per mile
- ◆ Three blade: + 24 seconds per mile

The owner must submit the diameter and pitch of the propeller to get the credit.

Boats with fixed blade propellers in an aperture and boats whose existing base ratings were established with consideration already given to a fixed blade propeller will be reviewed on an individual boat basis, but will not normally be granted a credit.

12. (a) Credit for Roller Furling Genoas (RFG Credit)

Eligibility:

To be eligible to apply for a credit, the owner must agree that the boat will carry on board only two (2) headsails with a LP greater than 110%.

How to apply for Credit:

Upon written request of an owner and certification that the boat meets all of the requirements of this section, the DRYA HRB MAY assign a rating credit to a boat. Prior to applying the furling credit, the owner must sign an affidavit stating that he/she has read, understands and will abide by the restrictions associated with the credit.

Please use the DRYA Annual Application for Rating Credit Form, at the time of initial application.

Information that must be supplied at the time of request for a furling credit:

- Sail certificates of old and new sails with luff length and areas.
- Make and type of Roller Furler.
- Height of new tack point above the old tack point.
- Measurements L-luff and JLL.

Note: This credit will not be automatically applied to the race rating. It will be voted on by the HRB on a boat-by-boat basis. When this is not practical, the chief handicapper-administration will have the authority to approve or disallow this credit.

Qualifications:

The basis for the determination of the credit will be based on a decrease in the luff length and sail area from the old/previous sail to the new/recut sail as shown in the table below.

In addition, the roller furling system must be capable of withstanding all loads from the sail being fully rolled out down to any partially rolled in position, i.e. from a 100% genoa then rolled down to a storm jib area.

Boats that use a furling unit model that is recommended by the manufacturer may receive a +6 credit. Boats that use a furling unit model that is smaller than that recommended by the manufacturer may receive a +3 credit.

% Reduced Luff Length and Sail area % Reduction RFG Credit in seconds/nmile

100 – 97.3% 0 – 2.7% 0

97.29 – 95.5% 2.71 – 4.5% 3

95.49 and lower 4.51% and above 6

Both reductions in sail area and luff length must be within the range to qualify.

Usage:

The owner must assure the use a working, standard unmodified roller furling headsail unit. All headsails must be cut so as to be capable of being completely rolled on the foil of the furling unit. All headsails must be set on the furling unit. The head and tack must be attached to the head swivel and drum. In addition, the luff tape must be inserted in the foil. Headsails must be furled on the roller-furling unit when they are not in use. The headsail may only be dropped on deck briefly during a sail change and even then only for the time reasonably necessary under the existing conditions to complete the sail change.

Stipulations and/or Restrictions:

- ◆ These credits apply to above deck drum installations, only.
- ◆ Flying a staysail is not allowed on any boat that receives the RFG Credit, except in severe wind conditions when the use of a Storm Staysail is allowed (area of the storm staysail can not exceed 5% of "I" squared).
- ◆ If conditions warrant, the use of a storm sail such as an 80% Genoa (area not to exceed 13.5% of the "I" dimension squared) is permitted.
- ◆ On any headsail with an LP less than or equal to 110% of the J dimension, up to four battens of any length on the leech are permitted, provided that they do not restrict rolling the jib completely on the furler.
- ◆ The foot round may not exceed 2% of the foot length.
- ◆ Each roller furling headsail shall be measured and marked by the sail maker for compliance and an easily visible green colored sticker applied, within one foot of the clew (see table below).
- ◆ Designation of which sails to be flown will be noted, on the DRYA Annual Application for Rating Credit Form, at the time of initial application or renewal of application, annually.
- ◆ Standard penalties for genoas as set forth in Section 15.12.1 will be applied.

12. (b) Credit for Cruising Roller Reefing Genoa (CRRG Credit)

Eligibility:

To be eligible, boats applying for the cruising roller reefing credit shall use one and only one roller reefing headsail >110% for the entire racing season.

How to apply for credit:

Upon written request of an owner and certification that the boat meets all of the requirements of this section, the DRYA HRB MAY assign a rating credit to a boat. Prior to applying the furling credit, the owner must sign an affidavit stating that he/she has read, understands and will abide by the restrictions associated with the credit. Please use the DRYA Annual Application for Rating Credit Form, at the time of initial application.

Note: This credit will not be automatically applied to the race rating. It will be voted on by the HRB on a boat-by-boat basis. When this is not practical, the chief handicapper will have the authority to approve or disallow this credit.

Qualifications:

In recognition of the fact that many boats, fitted out for cruising only, have features that result in decreased boat speed, and with the desire to allow these boats to compete more fairly with boats that are fitted out for the purpose of racing, the DRYA HRB applies the following cruising credit. The adoption of this cruising credit is an attempt to draw more sailors into racing. It is NOT designed for any person or boat to gain an advantage.

Credit for this application shall be: CRRG Credit in seconds/nmile 9

Stipulations and/or Restrictions:

- ◆ The specific headsail (one only) shall be designated, on the DRYA Annual Application for Rating Credit Form, at the time of initial application and used for the whole year. Should the headsail be destroyed or damaged a replacement sail of the same size shall be used in its place for the remainder of the season.
- ◆ The only roller furling headsail shall be measured and marked by the sail maker for compliance and an easily visible orange colored sticker applied, within one foot of the clew.
- ◆ Additionally, CRRG Cruising Class boats may only carry one asymmetrical Spinnaker on Board for the entire racing season.
- ◆ All items stated and referenced in 15.12.12 (a) will be applied.
- ◆ Credit may be given to boats with below deck furlers, if an appropriately sized pennant is attached and the associated headsail luff length and sail area is commensurate with the above deck furling systems.

HRB approval is required for this credit to be given.

13. Credit for Hollow Leech Furling Mainsails (RFM Credit)

Upon written request of an owner and certification that the boat meets the requirements of this section, the HRB may assign a rating credit to a boat that uses a working, standard unmodified roller furling mainsail unit. To be eligible to apply for a credit, the owner must annually agree that the boat will only use a mainsail that is capable of being completely rolled up on the unit at any time. Any sail used with the unit may use battens and must be attached to the roller unit so as to be capable furling into the mast at all times.

Original equipment manufacturer's (OEM) RFM credit will not be included in the base handicap. (This is the practice followed by most PHRF organizations.)

The exact size of the credit (usually +6 to +12 sec.) shall be determined by correcting the main sail for the appropriate loss of sail area.

14. Water Ballast

The DRYA HRB will permit water ballast including movable water ballast. The HRB will make adjustments and penalties for water ballast on an individual boat basis.

15. Bow Thrusters

The DRYA HRB may permit a credit for Bow Thrusters. The HRB may make adjustments, and apply credits for bow thrusters on an individual boat basis. The owner must submit photos and appropriate dimensions at the hull surface along with any other pertinent, additional data, in order to receive such credit.

The use of tape, doors or covers to cover the openings during racing is strictly prohibited.

15.13. HANDICAPPING

The PHRF fleet is divided into groups by size or handicap ranges but not necessarily by DRYA class. (See DRYA Bylaws Section 5.2a)

The handicappers establish the individual handicaps for the yachts within their group. A review of the handicap ratings for the fleet is done through the joint efforts of the handicappers for all groups and the HRB to insure equity across groups. This is intended to provide appropriate handicaps for fleets regardless of class splits. Within each handicapping group, no one may vote on his or her own handicap. In the review process no one may vote on the handicap of any yacht within his or her group. No owner, crew or representative may be present when their yacht is discussed for purposes of deliberation prior to a vote. All voting shall be done by secret ballot and only the result (not the count) shall be announced.

Base handicaps are based heavily on the boat's speed potential in 8-10 knot winds on courses with 1/3 each: windward, reaching and running downwind situations. However, the HRB may also consider data from Windward/Leeward races along with races that do not meet the 1/3 windward, reaching and running requirements and races where the wind range falls outside the preferred 8-10 knot band. When handicapping IOR heavy displacement boats that compete against lighter displacement IMS designs, the HRB may also consider any known or apparent light air or heavy air speed and handling advantage or disadvantage inherent in the design types. Race data for the last two years is emphasized but up to 5 years of race data may be used. Race data is analyzed in terms of seconds per nautical mile.

In addition other speed projection calculations systems such as DRYAs RRP , VPP, other speed rating systems such as IMS certificates or IRC certificates, Americap or other area PHRF certificates may be used along with the US Sail PHRF data files to determine the appropriate rating.

15.14. HANDICAP REVIEWS OF BASE RATINGS

Handicaps are periodically checked and analyzed by evaluating and comparing the estimated speed potential in second per nautical mile using corrected times of a yacht with its actual fleet performance at its assigned handicap. Handicaps, which are temporary, may be changed at any review meeting, as may handicaps, which are based upon errors or mistakes in hull, rigging, or sail data or arithmetic recording.

Temporary Handicaps are reviewed after the racing season to determine if there is enough racing evidence to either remove the "T" or change the rating and retain the "T".

Starting in September a comprehensive review of the entire fleet is made.

By the end of October, the Chief Handicapper-Administration provides the DRYA Executive Board with tentative Class Splits.

Special attention is given to yachts, which have asked for a review, whose rating has been appealed, that have been modified, or that are new to the fleet. Special attention is given to the handicap differential between boats of the entire fleet rather than the "absolute" handicaps of individual yachts.

Each handicapping group provides a list to the review board of all boats within its group that they feel merit change. The reasons for all proposed changes must be thoroughly documented and include a checklist of the critical items to be considered to insure that the process is consistent. It is imperative for the owners of these yachts that merit a change in rating be included in the discussions prior to the HRB approval. After HRB approval (and after the necessary reevaluations and compromises) a list of proposed handicaps with the proposed changes noted is published on the DRYA web site at: www.DRYA.org and mailed upon request to all fleet members by approximately November 3rd.

A Forum has been established on the DRYA web site so all interested sailors can comment on any yacht's rating. Comments are encouraged from all sailors and are carefully reviewed by the HRB.

After receipt of the list of proposed handicaps is available, boat owners can see how the proposed changes to their yacht or other yachts affect them. If any owner feels unfairly treated or that the proposed changes to their or any other yacht is unjust any owner who has applied for and paid for a rating certificate for the year may request using the DRYA Rating Review form sent to the Chief Handicapper-Administration, by December 1, to meet with the HRB and their Group Handicappers' representative to present their case. A copy of the DRYA worksheet(s) justifying any proposed handicap change will be available.

December 1st is a firm deadline. Any request for review received or submitted after the December 1st deadline will be considered late and will not be acted upon for the current upcoming racing season.

Example: A request for review was received at the DRYA Office on December 15, 2005. It WILL NOT be acted upon for the 2006 racing season because it was LATE. This request must have been in the DRYA Office on or before December 1, 2005.

After all owners requesting to appear at a HRB Meeting have presented their cases and included any new technical data and the group handicappers have reviewed the material, and made recommendations, the DRYA HRB will make its decision on all of the proposed changes. These meetings will be held in January.

Minutes will be kept for all meetings. Records, which include the reasons for decisions, will be kept for all boats reviewed or changed.

The Chief Handicapper -Administration shall recommend Class Splits at the March DRYA or earlier Executive Committee meeting for their approval, to permit final ratification by the DRYA Member Yacht Club Race Committee Chairs at their meeting.

15.15. HANDICAP APPEALS OF BASE RATINGS

(a) Appeals to DRYA

A yacht owner who has applied for and paid for a rating certificate for the year may appeal the rating of the yacht or that of a competing yacht only if the yacht rating was reviewed in the current year as described in section 15.14. A non-refundable fee of \$35.00 must accompany each appeal. All such appeals shall be written on the DRYA Handicap Appeal form and delivered to the DRYA Handicapping Office or to the Chief Handicapper-Administration with a check for \$35, by February 15th. Each appeal must contain sufficient information and facts presented on the DRYA Handicap Rating Appeal form to establish a basis for the appeal. Necessary facts should include, but are not limited to: data on up to 5 years race results showing corrected speed in seconds per nautical mile and class finishes, wind ranges sailed, racing experience, yacht experience, sail inventory, crew and race participation, handicaps of comparable boats, comparisons with comparable yacht's of the DRYA RRP and VPP, etc. The Handicap Rating Appeal form is available on the DRYA website at: www.DRYA.org.

The Chief Handicapper-Administration shall acknowledge receipt of the appeal and notify the appellant and the Appeals Committee, of the time, date and place of for the hearing, at which time the Appeals Committee will listen for findings of fact. This "notice for information" will be posted on the DRYA web site -Rating Review to insure that all interested parties are aware of the issues.

The Appeals Committee shall be appointed separately from the HRB. The Appeals Committee shall be comprised of people that were not directly involved in the first two rounds of the Handicapping Process. Six (6) members should be selected, including the PHRF Fleet Captain (1), three (3) members from the DRYA Executive Council and two (2) members from the HRB. The Vice- Commodore of the DRYA Executive Council along with the help of the Executive Board and the Chief Handicapper – Administration and the Chief Handicapper – Ratings shall make the selection of individuals that will make up the Appeals Committee.

It will be the task of the Appeals Committee to establish a standard of review that requires the appellant to bear the burden to show that the HRB-approved rating is "clearly unfair" to the boat or its competitors.

That way the HRB rating stands unless the appellant meets the burden of proof on appeal. The Appeals Committee shall not determine the final boat's rating. This will be done by the HRB if the Appeals Committee determined the rating was clearly unfair. Seasonal boat ratings will be finalized by the HRB.

The owner must make his own presentation of the information. No data developed after the original Handicap Review may be submitted. Decisions of the Appeals Committee shall be made within 10 days after the conclusion of the hearing, and a copy of the decision shall be delivered to the appellant and such interested parties as shall be necessary and posted on the DRYA web site by the Chief Handicapper-Administration. After the Appeals Committee decision the rating determined by the HRB (the original rating if deemed fair, or a new rating if deemed unfair) shall not be subject to change (except for change in Sect.15.8). The yacht owner and HRB agree to live with this decision for two racing seasons unless it's appealed successfully to US Sailing.

DRYA Appeals will be completed by March 1st.

(b) Appeals beyond DRYA

If a yacht owner feels that the protest of a handicap has been wrongly resolved or that they were prejudiced by the correct procedures not being followed they may appeal to U S Sailing as specified in their handbook. In these cases a filing fee will be charged; no new data may be submitted and the appellant does not personally appear.

15.16 CRITICAL HANDICAPPING DATES FOR SECTION 15

September HRB starts Fall Review for upcoming year.

Handicapper training starts.

DRYA Executive Committee elects Chief and Assistant Chief Handicappers from nominations submitted by Vice Commodore.

Review completed season – develop a list of boats to review and discuss with the owners.

HRB recommends new or modified Section 15 changes, by Nov. 1, for approval at the

November DRYA Executive Board meeting.

Chief Handicapper-Administration sends list of appointees, to Executive Committee, by Oct. 1 for approval.

October Publish a schedule of Handicapping and HRB Meetings, by Oct. 15.

Preliminary Class Splits for next season are sent to the DRYA Executive Board. Handicapping review process continues for existing fleet and new boats.

November Any changes to Section 15 are submitted for Executive Committee approval at their November meeting.

Proposed handicaps, for the fleet, are published and a email/letter sent to the boat owners by approximately November 10. They will be posted on the DRYA website and available from the DRYA Office.

Boat owners submit written Handicap Review form by December 1 to appear before Handicap Review Board for review of proposed rating changes or recommend other yachts for change.

December December 1st is a firm deadline for a rating review.

January General Review Process - Schedule and start Review presentations.

Reviews are heard and resolved, with final vote by February 1.

February Publish Preliminary Fleet Handicaps (Valid List) by February 1 on the DRYA website and available from the DRYA Office.

Deadline for submitting the Handicap Appeal form with a \$35 check for the Handicap Appeal Review process is February 15.

Handicap Appeal presentations heard and resolved, with final vote by March 1.

March Take final Appeal vote by March 1st. Publish results on DRYA website and member mailing.

Recommended Class Splits by March 1 for concurrence at the March DRYA Executive Board Meeting and the approval of the Club Race Committee Chairs.

April Final Valid List for the racing season is published on the DRYA website by April 1st and mailed upon request.

May Revised Valid List published by May 1st.

June-August Review handicaps after third scheduled DRYA regatta to the extent necessary and publish revised Valid Lists.

BY-LAWS ARTICLE V - RATINGS, HANDICAPPING & HANDICAP REVIEW BOARDS

SECTION 5.1. PHRF HANDICAP REVIEW BOARD

The PHRF Handicap Review Board shall periodically review all PHRF handicaps and subject to any appeal

procedure shall be the final regional authority for resolving all questions relating to PHRF handicaps. It shall

review and approve all handicapping procedures and guidelines developed by the Chief Handicapper-

Administration. It shall confirm or recommend changes in PHRF class splits to the Executive Committee by May

1 of each Year.

(a) The members of the PHRF Handicap Review Board shall be as follows:

Chief Handicapper-Administration One Vote

Assistant Chief Handicapper-Admin. One Vote

Chief Handicapper-Ratings One Vote

Assistant Chief Handicapper-Ratings One Vote

Secretary of HRB One Vote

Handicappers

Captain of each rating group One Vote

Fleet Representatives (3) Non Voting

Vice Commodore Non Voting, except to break a tie

(b) No member of the Handicap Review Board shall vote on the handicap for any boat in their rating group or a class in which that member participates in races on the approved schedule of regattas for

the Association's season. Two-thirds of the members eligible to vote shall constitute a quorum of the Handicap Review Board on any matter put to a vote, and the affirmative vote of a majority of those eligible to vote on a matter shall be required for approval of the matter. Voting on handicaps shall be done in executive session with only the voting members of the Handicap Review Board and the Vice Commodore and Fleet Representatives present.

SECTION 5.2. DUTIES OF CHIEF HANDICAPPER-ADMINISTRATION.

The Chief Handicapper-Administration shall preside at all meetings of the Handicap Review Board. In

addition, the Chief Handicapper-Administration shall:

- (a) Divide the racing fleet into no more than five or no less than four groups for purposes of handicapping. These groups shall be approved by the Handicap Review Board.*
- (b) Choose the group Handicappers.*
- (c) Chair the Committee appointed to select the nominees for Fleet Representatives*
- (d) Appoint a secretary for the Handicap Review Board*
- (e) Submit, by December 1 of each year, a list of all appointees for approval of the Executive Committee*
- (f) Publish, by January 15 of each year, a schedule for the year of general meetings of handicappers, meetings of the Handicap Review Board and the deadlines for handicapping protests.*
- (g) Provide the Secretary of the D.R.Y.A. with a list of all valid (i.e. approved) PHRF handicaps by May 1 of each year and with all changes to the list during the season, and the Chief Handicapper shall be responsible for distribution of the list and such changes to the United States Sailing Association ("USSA"), yacht racing associations, the affected sailors and other organizations and individuals as appropriate.*
- (h) Assign temporary handicaps as required.*
- (i) Call special meetings of the Handicappers to assign handicaps for the Bayview Yacht Club Mackinac Race upon request of the Bayview Mackinac Race Committee and work with the Bayview Mackinac Race Committee to assure that all PHRF handicaps are correct.*
- (j) Lead the Handicapping Review Board in developing DRYA handicapping procedures and guidelines to be in effect for the following year (which shall be approved by the DRYA Executive Committee) publish and disseminate same by November 1 of each year (dissemination to DRYA members shall be by mail) and be responsible for the prompt and fair enforcement of the handicapping and review process.*
- (k) Call special meetings as needed of the Handicappers to assign handicaps for the new boats joining DRYA during the season.*
- (l) Participate in the Association's budgeting process by forecasting revenues and expenditures related to the activities for which the Chief Handicapper is responsible and operate within the approved budget.*

SECTION 5.3. DUTIES OF ASSISTANT CHIEF HANDICAPPER-ADMINISTRATION.

The Assistant Chief Handicapper-Administration shall assist the Chief Handicapper-Administration in the performance of the Chief Handicapper-Administration's duties, preside at any meeting of the Handicap Review Board in the absence of the Chief Handicapper-Administration and, in the absence of the appointed secretary, serve as the recording secretary of the Handicap Review Board, keeping accurate and current records of all of its proceedings and decisions.

SECTION 5.4. DUTIES OF CHIEF HANDICAPPER - RATINGS

The Chief Handicapper-Ratings shall assist the Chief Handicapper-Administration in the performance of the Chief Handicapper-Administration's duties and be responsible for maintaining the DRYA Rating/Data Files necessary for the handicapping process.

SECTION 5.5. DUTIES OF ASSISTANT CHIEF HANDICAPPER - RATINGS

The Assistant Chief Handicapper-Ratings shall assist the Chief Handicapper-Ratings in the performance of the Chief Handicapper-Ratings's duties.

SECTION 5.6. DUTIES OF HANDICAPPERS

Each Handicapper shall be the principal contact for the sailors in the handicap group , for which the handicapper is responsible ,in all matters related to handicapping and ratings. Each group Handicapper shall be responsible for gathering, analyzing and interpreting race results and other data required in the handicapping and review process. They shall make documented handicap recommendations to the Handicap Review Board supported by all pertinent data. The Handicappers of each group shall select one of their number, and an alternate, to lead their group and to represent the group on the Handicap Review Board. Each experienced Handicapper shall assist in training new handicappers.

SECTION 5.7. QUALIFICATIONS OF HANDICAPPERS.

(a) The person chosen as a Chief Handicapper should have served for at least three years as Assistant Chief Handicapper and/or as a Handicapper before he or she is first chosen as a Chief Handicapper and shall have the handicapping experience, organizational skills and temperament necessary to carry out the duties of a Chief Handicapper efficiently and harmoniously. The person chosen as Assistant Chief Handicapper shall be similarly qualified and be chosen as the potential successor to the Chief Handicapper.
(b) Qualifications for a handicapper are: experience, active interest in handicap racing, knowledgeable in boat performance and design, judicial temperament, and demonstrated leadership in yacht racing. At the time they are chosen each Handicapper shall be an active racing participant in the rating group for which he or she will be responsible.

SECTION 5.8. SELECTION OF HANDICAPPERS.

The Chief Handicapper, the Assistant Chief Handicapper for Administration or Ratings and the Handicappers

shall be chosen as provided in this Section.

(a) The Chief Handicappers and Assistant Chief Handicappers shall be elected by secret ballot by the Executive Committee and chosen from six or more candidates submitted by the Vice Commodore.

The selection and approval of the Chief Handicappers and the Assistant Chief Handicappers for the season shall

be completed before November 1. A person may serve any number of consecutive one-year terms as Chief

Handicapper or Assistant Chief Handicapper.

(b) The Chief Handicapper-Administration shall choose not less than three nor more than five Handicappers for each PHRF rating group. No person may serve more than four consecutive one-year

terms as a Group Handicapper and may not be reappointed for at least two years.

When possible, the terms of all group handicappers should be staggered.

SECTION 5.9. OTHER HANDICAPPING AND RATING SYSTEMS.

Without amending these Bylaws, the Executive Committee may establish such other handicap or rating review

boards as it deems necessary to administer other handicapping or rating systems and may disband such boards

when they no longer are necessary. The selection of the members of any board so established, and the

authority and duties of the board and its members, shall correspond as nearly as practicable to those prescribed

in the preceding sections of this Article.

SECTION 5.10. BOAT, CREW AND OTHER LIMITATIONS.

All questions relating to hull, rigging, sail, crew and other limitations or restrictions shall be referred to and

decided by the Fleet Representatives acting as a special committee for that purpose. The Fleet Representatives

shall keep an accurate written record of all decisions on such matters and shall provide the Secretary with a copy

of each such decision. The Secretary shall be responsible for the distribution of such decisions to all affected sailors, other individuals and organizations.