

**PERFORMANCE HANDICAP RACING FLEET
of
SOUTHERN CALIFORNIA**



CLASS RULES and BY-LAWS

Revised November 21, 2023

INTRODUCTION

The Class Rules and By-Laws of the Performance Handicap Racing Fleet of Southern California (“PHRF”) have been developed to provide fair and equitable racing between dissimilar sailboats, through the management of a performance handicap rating system. PHRF Ratings are determined by members who volunteer to serve on Regional and local Area Handicap Review Boards. Board members are experienced sailors who participate in local PHRF racing and are cognizant of the challenge to avoid any conflict of personal interest in managing the PHRF Rating System. PHRF relies on the honesty, sportsmanship and Corinthian spirit of its members to ensure that accurate information about a boat’s configuration is made available to a Handicap Review Board, and that any modifications made to the rated configuration are reported, in writing, to the Fleet Administrator. PHRF establishes the Ratings, maintains online Rating Information, and manages the Rating System through a formal review process. Yacht Clubs organize, host, and conduct races, and are encouraged to divide classes by boat type, size and ability, rather than solely by PHRF rating. Yacht clubs and race organizers are also encouraged to provide venues for production cruising boats to compete with similar boats. Matters pertaining to Ratings should be directed to PHRF. Matters pertaining to race management or on-the-water racing should be directed to the host yacht club.

CLASS RULES

1. GENERAL

- 1.1 Performance Handicap Racing Fleet of Southern California (“PHRF of Southern California” or “SoCal PHRF” or “PHRF”) is an independent not-for-profit California Mutual Benefit Corporation chartered to establish and maintain Handicaps (Ratings) for sailboats which race in the Southern California region and within various racing areas within the region. “PHRF” is a registered trademark of United States Sailing Association, Inc. (US Sailing), and the term is used by SoCal PHRF with the permission of US Sailing. SoCal PHRF has established a set of Class Rules which define how the Ratings are administered. The organization maintains an online database of information (“Rating Information”) for each boat in the fleet, which includes certain hull, rig and sail specifications and configurations that are provided by or confirmed in good faith by the boat owner for each boat, as well as the Ratings for the boat. These Rules shall supplement and be deemed incorporated within the Bylaws of PHRF of Southern California. Any reference made within the Bylaws to the “Rules” or “Class Rules” shall be understood to refer to these Rules, and the defined terms in the Bylaws and these Rules shall be used interchangeably. In the event that any term or provision of the Bylaws amends, conflicts with, or contradicts any term of these Rules, the term or provision of the Bylaws shall be deemed to amend or supersede such other term to the extent necessary to effectuate the term of the Bylaws. These Rules incorporate the current edition of the US Sailing Racing Rules of Sailing, except where specifically noted.
- 1.2 Any Amendment or Addition to the Class Rules requires a 2/3’s majority approval by the Regional Handicap Board. Except as follows, when adopted, the Amendments or Additions become effective immediately. Any proposed Amendment or Addition to the Class Rules that could change the rating of any boat shall not be effective immediately. The proposed change(s) shall instead be posted on the SoCal PHRF website for consideration by the membership when approved by the regional board. Such proposed change shall then be presented to the membership at the Annual Meeting and approved subject to a majority vote of the members present. Upon approval, such Amendment or Addition shall be effective on January 1st following the Annual Meeting.
- 1.3 All communication between SoCal PHRF and its Members regarding Ratings or Rating Reviews or other business of SoCal PHRF shall be conducted through the SoCal PHRF website or via email to the email address provided to SoCal PHRF by each Member and notice to Members of any and all business conducted by SoCal PHRF shall be deemed effective upon the website posting or email transmission of such electronic notice. Each Member shall notify the Fleet Administrator promptly in the event of a change in email address, and it is the responsibility of each Member to confirm that the email address on file with SoCal PHRF is correct. All communication from Members to SoCal PHRF shall be directed to the Fleet Administrator, who shall promptly forward such

communication to the Chief Handicapper and the President. The email address of the Fleet Administrator is: fleetoffice@phrfsocal.org.

1.4 MEMBER CONDUCT.

- a. When dealing with race organizers, and with member boat owners and their crews, members of the PHRF Area Boards, Regional Board, and Executive Board, and boat owner Members of PHRF of Southern California and their crews and representatives shall at all times conduct themselves in a manner that is respectful, courteous, and consistent with the Corinthian spirit of yachting. Members and their representatives shall not disparage PHRF of Southern California or members of the PHRF Area Boards, Regional Board, or Executive Board.
- b. PHRF members are required to abide by the current version of the US Sailing Racing Rules of Sailing and by the current version of the PHRF Class Rules.
- c. PHRF members racing in violation of the current PHRF Class Rules are subject to protest by other PHRF members. Host yacht club and race organizer Protest Committees shall submit the protest to PHRF for verification that a Class Rule has actually been violated, whereupon the Chief Handicapper shall call a special meeting of the Executive Board, whose decision in such matters shall be final. The meeting of the Executive Board may be conducted in person, via email, or via telephone. If PHRF determines that a Class Rule has been violated, the Chief Handicapper will advise the Protest Committee. PHRF shall invalidate a boat's Rating if the Class Rule violation is due to an un-reported modification to the boat's Rated Configuration. The PHRF member shall submit a written request for re-validation of the Rating, which shall detail all of the modifications made, whereupon a Rating Review shall be conducted pursuant to Rules 4 and/or 5 of these Rules.
- d. The membership privileges and boat Rating(s) of any member of PHRF of Southern California may be suspended or terminated for conduct injurious to the welfare, reputation, and credibility of PHRF of Southern California and its purpose, including but not limited to misrepresentations to the Regional or Area Boards of boat performance and/or configuration information and violations of paragraph 1.4a (above) of these Class Rules. Upon written complaint of such misconduct by one (1) or more members of PHRF of Southern California, the President shall call a Special Meeting of the Executive Board of PHRF of Southern California to investigate the circumstances connected with such alleged misconduct. If, upon a majority vote of the Executive Board the charges are deemed substantiated, the Fleet Administrator shall furnish the Member whose conduct is in question with a written statement of the charges presented against him or her, and such Member shall submit a written response to the Executive Board within seven (7) days after such notice is given. The President shall thereupon call a special meeting of the Regional Handicap Review Board to be held one hour before the next regular meeting of the Regional Handicap Review Board, when the Member whose conduct is in question will be given an opportunity to be heard regarding said conduct. The Regional Handicap Review Board shall then determine, by majority vote, whether to suspend or expel said Member from the Organization. Such action shall be effective immediately upon the completion of such vote of the Regional Handicap Review Board

1.5 HANDICAP REVIEW BOARD QUORUM AND CONFLICT OF INTEREST.

- a. All official actions of the Regional or Area Handicap Review Boards which concern Ratings or Rating Reviews shall require a majority vote by the members who are present and who are not subject to the conflict of interest restrictions set forth below, provided there is a quorum at the time of the vote. A quorum shall be established pursuant to Rules 9.2b and 9.3b of the Bylaws. A Board Member may attend a meeting by telephonic conference call or other electronic means and thereby be deemed to be present at the meeting, provided that such electronic means must be of sufficient quality to allow for effective communication with all other members attending the meeting.
- b. Members of the Regional and Area Handicap Review Boards shall not vote on rating changes that affect their own boat. Changes that "affect" a Board Member's own boat shall be deemed to create a Conflict of Interest, and they include changes to the Rating(s) for the Board Member's own boat, as well as changes to the Rating(s) of any boat (a "Conflicting Boat") that the Board Member reasonably anticipates the he or she may sail aboard or against (in the same class) for more than three races or for one regatta (consisting of two or more days of racing) during any calendar year.
- c. Notwithstanding the provisions of Rule 1.5a, the Regional Handicap Review Board may conduct a vote via email under circumstances where a Rating Review decision or a decision regarding a modification to

these Rules cannot be delayed until the next scheduled monthly meeting, as determined jointly by the Chief Handicapper and President (or by the Judge Advocate and President in the event of a decision to modify these Rules). A vote conducted by email shall require all relevant information to be distributed by the Fleet Administrator to the entire Regional Board prior to voting, and votes shall be made via email response to the Fleet Administrator. Any action taken pursuant to an email vote shall require approval by a majority (or in the case of a modification to these Rules, a 2/3 majority) of the entire membership of the Regional Board, regardless of the number of email vote responses received by the Fleet Administrator. Such action shall be effective immediately upon approval, but it shall be subject to ratification by the Regional Board at the first meeting of the Regional Board after the email vote, and after adding such ratification review to the meeting agenda pursuant to Rule 4.2a. Failure by the Regional Board to ratify such action at the Regional Board meeting shall void the action that was taken via email vote.

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 Initial Ratings and Rating changes based upon performance reviews are three (3) seconds per mile. Increments used for rating changes made as a consequence of modifications to a boat are one (1) second per mile.
- 2.2 To more accurately reflect the speed potential of boats on different points of sail, PHRF uses a system of **THREE RATINGS**. The Ratings are designated as the “WINDWARD/LEEWARD COURSE RATING” (**W/L**), the “RANDOM LEG COURSE RATING” (**RLC**), and the “OFFWIND COURSE RATING” (**OWC**), each of which is defined below.
 - a. **W/L Ratings** are intended to be used when the course is expected to be primarily windward/leeward legs on courses set in relation to the wind.
 - b. **RLC Ratings** are intended to be used when the course type is neither **W/L** nor **OWC**.
 - c. **OWC Ratings** are intended to be used when at least 2/3 of the course distance is expected to be more than 135 degrees from true wind direction.
- 2.3 In the event that monohull and multihull boats are entered in the same race or regatta, monohull and multihull boats shall not be assigned the same class, and monohull boats shall start separately from multihull boats.
- 2.4 Only PHRF may issue Ratings to be used in a PHRF race.
- 2.5 Ratings shall be established and adjusted pursuant to Rules 3, 4 and 5. All boats that are scheduled for a Rating Review or Initial Rating under Rules 3, 4 or 5 shall be listed on the Agenda for the meeting(s) of the Regional and/or Area Handicap Review Boards, and such Agendas shall be distributed via email to all Members of SoCal PHRF at least seven (7) days prior to each such meeting.
- 2.6 **BOATS ELIGIBLE FOR RATINGS**. To be eligible for a Rating, a boat must qualify for a Rating and be:
 - a. Owned or chartered by either a Regular Member of PHRF of Southern California or a “Visiting Yachtsman” from outside the Southern California area (pursuant to Sections 3.2 and 3.4 of the Bylaws).
 - b. A multihull approved by the Chief Handicapper or a single-hulled, self-righting boat with a length overall (LOA) of 18.5 feet or more, and a US Sailing sail number or a sail number from an ISAF International or Recognized One-Design Class in compliance with the Racing Rules of Sailing, Appendix G.
 - c. Applications for Ratings will be accepted only for boats that are capable of being sailed in their Rated Configuration at the time of the Rating Review, or for new boats or for modifications to existing boats where construction of the new boat or the modification has started.

3. INITIAL RATINGS

- 3.1 Upon receipt of a completed “Application for Rating”, the Fleet Administrator and/or Chief Handicapper shall either assign a Rating to the boat as described in 3.2 or forward the application to the Chief handicapper, who shall review the Application so that the boat may be rated pursuant to sections 3.2, 3.3, 3.4 and/or 3.5.
- 3.2 Standard Production Model Boats. If the boat is a previously rated standard production model, the Fleet Administrator shall assign to the boat the Ratings that are currently assigned to the other boats of that standard production model. No hearing shall be necessary for said Rating assignment. The Fleet Administrator may confer with the Chief Handicapper to confirm that the boat is a standard production model. As used in these Rules, “standard production model” shall be understood to mean any boat for which one or more boats of the same make and model have current Ratings issued by PHRF of Southern California, and where all such boats have the same rig, sail, hull and equipment dimensions and configuration, or if the Chief Handicapper otherwise determines that the boats are substantially similar in rig, sail, hull and equipment dimensions and configuration. If the boat is **not** a standard production model or is a standard production model not previously rated by PHRF of Southern California, the Ratings shall be determined by the Regional Handicap Board upon application to the Regional Board by the owner of the boat, provided that the owner is a member in good standing of PHRF of Southern California. Ratings shall be determined pursuant to the procedures listed below in Rule 4. In the event that a Rating Review is to be conducted pursuant to Rule 4 for a boat that is a Standard Production Model or a one-design boat sailing in its standard one-design configuration, the owners of all such boats who are Members of SoCal PHRF shall be notified of the pending Rating Review pursuant to the notice provisions of Rule 4.2a..
- 3.3 Temporary Ratings. A boat owner may expedite the issuance of an Initial Rating by applying for a “Temporary Rating,” pursuant to the provisions of Rule 4.6..
- 3.4 A boat which would otherwise be a standard production model boat but which has been modified or does not otherwise fall within the definition of a standard production model may be designated as “Individually Rated Production Class” (**IRPC**) boats and shall be rated pursuant to Rule 4. Information indicating the boat is an IRPC will be noted in the “Remarks” section of the Rating Information..
- 3.5 One-Design type boats, and boats with established “IRC” or “ORR” ratings shall be rated with the standard PHRF configuration (See Section 7) unless requested in writing by the PHRF member to rate the boat in its One Design, IRC or ORR configuration. When a boat is rated in full compliance with its One-Design, IRC or ORR configuration, it will be noted in the Remarks section of the Rating Information and put into the Manufacturers List in the SoCal PHRF data base. When racing in its One-Design, IRC or ORR configuration, the boat shall comply with all its One-Design, IRC or ORR class rules, measurements, and equipment, hull and rig specifications (including sail buttons, crew weight, etc). Where One-Design class rules allow for the use of trapezes, SoCal PHRF boats may also use trapezes if they were declared and rated accordingly and documented on the boat’s PHRF Rating Information. Any modification to the One-Design class rules which might modify the boat’s PHRF One-Design rating shall be furnished to the PHRF Regional Board immediately after the rule change becomes effective. Members racing One-Design type boats must furnish a copy of the current Class Rules and advise SoCal PHRF whenever changes are made to the Class Rules that may impact performance.
- 3.6 IRC and ORR-Design Classes will be noted in the Remarks section of the Rating Information and put into the Manufacturers List in the data base. Boats shall be measured by official measurers certified by SAILING. Sails shall be measured by trained and certified sailmakers. Valid ORR or IRC certificates issued by US SAILING are required. Any modification to the hull, appendages, rig, sails and/or equipment carried on board, or to anything that might change the boat’s ORR or IRC rating invalidates the PHRF Rating and must be reported immediately to the PHRF Regional Board
- 3.7 Boats manufactured with either inboard or outboard engines shall be rated differently, with due consideration given to the additional weight of the inboard engine
- 3.8 The Initial Rating established by the Regional Handicap Board pursuant to this section shall be the rating for the Area in which the boat is usually raced.

4. CHANGES TO RATINGS

- 4.1 A formal process requiring a maximum of **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." During any twelve month period, Member's boats shall be subject to a maximum of one Rating Review requested by anyone other than the boat owner or owner's representative, and one Rating Review requested by the boat owner or owner's representative. The foregoing limitations shall not apply to or otherwise limit Rating Reviews initiated as a consequence of a change to the Boat's Rated Configuration.
- 4.2 A PHRF member may request a change to the Regional Ratings of the member's own boat, or of another Member's boat, by submitting a "Request for Rating Review" to the Regional Board by email. Any such request, whether by a Member for his or her own boat, or for a competitor's boat, must be accompanied by the completed rating review form or forms designated on the PHRF of Southern California web site at <http://www.phrfsocal.org>. The Fleet Administrator shall reject any request for a rating review that is not accompanied by such completed form(s). Upon receipt of said written request:
- a. The Regional Board shall conduct a "FIRST READING" of the Boat's Rating, to be held at a regularly scheduled meeting of the Regional Board as soon as is practical after the receipt of such Request. Requests for Rating Review shall be processed and scheduled for Rating Review in the order that they are received, and depending upon the number and nature of requests received in a particular month, a Rating Review may not be heard in the month the request is submitted. The PHRF Fleet Administrator shall notify the PHRF Member / owner of the affected boat, by email, of the Board's "Intent to Review Rating(s)" at least seven (7) days prior to the scheduled date of the First Reading. The PHRF agenda shall be posted on the SoCal PHRF website or distributed to the membership via email to provide at least seven (7) days' notice to the boat's competitors so that they may appear to testify at the PHRF meeting. The boat owner may request a postponement of the First Reading for one month, to arrange for the Member or Member's representative to attend the First Reading..
 - b. At the First Reading, the PHRF member / owner (or designated representative) of the boat in question, and the Member, if any, who requested the rating review, as well as other PHRF members who have observed the performance of the boat in question, shall (subject to Rule 4.5) have the opportunity to present information which will assist in the Review. The PHRF Member / owner of the boat in question shall submit all information set forth on the PHRF of Southern California web site at <http://www.phrfsocal.org>. The Regional Board shall review the Request and the submitted information and make a determination by majority vote (a "Rating Decision") of a rating adjustment, if any, for the boat in question. Such Rating Decision shall be effective pursuant to the procedure described below in Rule 4.2c. .
 - c. After the conclusion of the First Reading, the Fleet Administrator shall post or distribute meeting minutes pursuant to Rule 1.3 which shall include the Rating Decision made by the Regional Board at the First Reading, thereby providing notice to all SoCal PHRF Members of such decision. Any Member, including the owner of the reviewed boat, may thereafter object to the Rating Decision by notifying the Fleet Administrator of their objection within seven (7) calendar days (the "Rating Objection Period") after the effective date of such notice. The Rating Decision shall be effective upon the expiration of the Rating Objection Period and notice to the Member as provided in section 4.2d, unless a Second Reading is necessary as provided below. In the event that a notice of a Member's objection is received prior to expiration of the Rating Objection Period, or if the Chief Handicapper otherwise determines that a Second Reading is necessary to effectively review the boat's Rating, the Regional Board shall hold a "SECOND READING" to further consider the Request for Rating Review. The boat owner / Member and other affected Members may submit additional information for review at the Second Reading as they see fit. Notice shall be given in the same manner as in the First Reading. After the information has been reviewed by the Regional Board at the Second Reading, a Rating Decision shall be made by majority vote of the Regional Board. Such decision shall thereupon be effective upon notice to the Member as provided in section 4.2d.
 - d. As soon as practical upon determination of a Rating Decision, the Fleet Administrator shall cause the Rating adjustment, if any, to be recorded on the SoCal PHRF database. Such rating adjustment shall be effective upon notice to the boat owner, to be sent via email from SoCal PHRF upon the recording of the new rating in the SoCal PHRF database.
 - e. Upon receipt and review of a Request for Rating Review, the Chief Handicapper may decline to submit the request to the Regional or Area Handicap Review Board if, at the discretion of the Chief Handicapper, the Request does not include sufficient data relating to race results and/or Rated Configuration to conduct a meaningful review of the boat's rating.

4.3 ANONYMOUS RATING REVIEW.

- a. The Regional Board may initiate a Rating Review of a boat owned by a PHRF Member without a request by the Member / owner or by an identified competitor as set forth above in section 4.2 if and only if three (3) PHRF members, within any twelve month period, submit requests that a specific boat be reviewed using the link on the SoCal PHRF website.
- b. In the event that three such requests are received within one year, the Fleet Administrator shall notify the Chief Handicapper of such requests and thereupon issue notice to the PHRF Member / owner of the boat in question as provided in Rule 4.2a above. The Rating Review shall be conducted pursuant to the provisions of Rule 4.2, except that the names of the three Members who requested the Rating Review shall be confidential and not be revealed except to members of the Executive Board.
- c. No boat shall be the subject of more than one Anonymous Rating Review within any twelve month period.

4.4 The Regional Board may, in response to a Rating Review conducted pursuant to Rules 4.2 or 4.3, direct the Area Handicap Board to initiate a Rating Review of the boat for consideration of an Area Adjustment. The Fleet Administrator shall thereupon promptly notify the Chairperson for the Area Handicap Review Board in question, who shall then conduct an Area Rating Review pursuant to the provisions of Rule 5.

4.5 CONDUCT OF RATING REVIEW. When conducting a First Reading or Second Reading in connection with any Rating Review, the Handicap Review Board shall:

- a. Allow the boat owner / member to present evidence and testimony, including witness testimony, in support of the decision (change or no-change to the Rating) proposed by the boat owner / member, and to answer questions that may be submitted by the Handicap Review Board, during an open discussion period;
- b. Allow a maximum three (3) witnesses to present evidence and testimony in opposition to the decision proposed by the boat owner / member, and to answer questions that may be submitted by the Handicap Review Board, during the open discussion period described in sec. 4.5a.
- c. After the completion of all testimony and the receipt of all evidence, the Handicap Review Board shall deliberate in private, during which time members of the Handicap Review Board shall offer information regarding observed performance of the subject boat to assist in the Chief Handicapper's analysis, and the Chief Handicapper and/or fleet advisors shall offer their recommendation for a change in Rating, if any. Members of the Handicap Review Board who have a Conflict of Interest pursuant to Rule 1.5b shall not, upon request from the Owner or Representative of the Conflicting Boat after inquiring, participate in the private deliberation described above concerning the Conflicting Boat. Such conflicted Board Member must instead offer all observations and opinions while the Owner or Representative of the Conflicting Boat is present during the open discussion time of the Rating Review.
- d. Immediately upon the conclusion of the Handicap Review Board's deliberation period the President shall call for a vote.
- e. The results of the vote shall be communicated to the boat owner / member in person immediately, if possible, or otherwise by email, and the Fleet Administrator shall promptly update the online Rating Information for the boat accordingly.
- f. The Chief Handicapper or President (or Area Chairman during a meeting of an Area Board) may, at their discretion, establish rules which limit the time period during which evidence and testimony may be presented during the open discussion period described in sec. 4.5a, and which limit the time period for deliberation by the Handicap Review Board.
- g. The Regional or Area Board may vote to table (postpone) or to continue a First or Second Reading to a future meeting of the Board if necessary, to receive or evaluate information relevant to the Rating Review.

4.6 Temporary Ratings

- a. A Regular Member or Visiting Yachtsman, may expedite the issuance of 1an Initial Rating or of a Rating review for significant modifications 2to the boat or to its configuration by applying for a "Temporary Rating," which may be issued upon application to the Fleet Administrator and payment of a Temporary Rating Fee, in an amount that shall be established and reviewed as necessary by the Executive Board. The Temporary Rating Fee shall be paid in addition to the regular dues and other fees owed by the Member, including the fee, if any, charged for a rating change due to a modification to a boat's configuration.

Promptly upon receipt of an application for Temporary Rating, the Fleet Administrator shall submit such application to the Chief Handicapper.

- b. Temporary Ratings for modifications shall not be issued unless the boat has undergone or is in the process of undergoing significant modifications to the structure, rig, rigging, sail plan, or other feature that, in the sole discretion of the Chief Handicapper, will materially change the boat's sailing characteristics.
- c. Temporary Ratings for modifications shall not be issued under circumstances where, in the sole discretion of the Chief Handicapper, a boat owner had the time and opportunity to apply for a regular Rating Review pursuant to section 4.2.
- d. Except upon approval of the Regional Handicap Board, a Temporary Rating shall not be issued under circumstances where a First Reading has already been conducted for the requested review..
- e. An application for a Temporary Rating for a boat that has not been previously rated by SoCal PHRF shall be deemed an Application for an Initial Rating pursuant to Rule 3.1 and added to the agenda for such review by the Fleet Administrator accordingly.
- f. If the Chief Handicapper determines that a Temporary Rating may be issued for an Initial Rating or for reported modifications, the Chief Handicapper shall issue a Temporary Rating for the boat without a meeting of the Handicap Review Board and without undertaking the procedures described in Rules 4 and 5. Consideration and issuance of a Temporary Rating for a boat shall not be listed on an agenda of the Regional or Area Handicap Review Board as would otherwise be required by Rule 2.5
- g. The Temporary Rating shall expire upon the earlier of the date that is one hundred twenty (120) days after the date that it is issued, or the date that a Rating Review is completed pursuant to Rule 4. Notwithstanding the foregoing and subject to the sole discretion of the Chief Handicapper, a Temporary Rating may be renewed twice, upon or prior to the expiration of the first Temporary Rating.
- h. If the Chief Handicapper determines that a Temporary Rating will not be issued for the reported modifications, the Fleet Administrator shall promptly refund the Temporary Rating Fee to the boat owner.

4.7 Notwithstanding the provisions of Rule 4.3a, The Regional Board may initiate a Rating Review if, in the sole discretion of the Chief Handicapper, adjustments to Ratings for similar boats or for boats with similar Ratings require a boat's rating to also be adjusted to maintain parity within the fleet.

4.8 Any change to a Rating for a Standard Production Boat or for a one-design boat in its standard one-design class configuration shall cause all other member boats of that standard production model and configuration or of that one-design configuration to be changed in the same manner.

4.9 Correction of Mistakes and Clerical Errors. If the Chief Handicapper determines, in his or her sole discretion, that a boat's Rating and/or its reported configuration are incorrect due to a mistake or clerical error, the Chief Handicapper shall investigate the error, correct the error, advise the Fleet Administrator of such correction(s), and report such investigation and correction(s) at the next regular meeting of the Regional Handicap Review Board.

4.10 Notice of a modification or change to the Rated Configuration of a boat pursuant to Rule 6.2 shall be deemed a request to the Regional Handicap Board for a Rating Review and a review shall thereupon be conducted pursuant to the provisions of Rule 4 of these Rules.

5. AREA ADJUSTMENTS TO RATINGS

5.1 Area Rating(s) Adjustments shall be assigned by Area Handicap Boards to compensate for local conditions, which differ from the conditions that may exist in other areas of the Southern California region.. The term "Area Adjustment" refers to the difference, in seconds per mile, above or below the rating issued by the Regional Handicap Board (the "Regional Rating"). The term "Area Rating" refers to a boat's rating after adjusting the Regional Rating by the Area Adjustment. Rating Information shall list both the Regional Rating and the Area Rating

5.2 Area Adjustments are applied to the Rating(s), and are limited to +12 / -12 seconds per mile difference from the Ratings assigned by the Regional Handicap Board, unless otherwise approved by the Regional Board.

- 5.3 An Area Adjustment to one of the Ratings does not imply an Area Adjustment to the other Ratings.
- 5.4 A boat may have Area Adjustments in one or more Areas, which may be different in each Area.
- 5.5 Area Ratings and changes to Area Ratings shall be issued, requested and reviewed pursuant to the provisions of Rule 4 (including Rule 4.3), except that such procedures and Rating determinations shall be conducted by the Area Handicap Board rather than the Regional Board. An Area Handicap Board may not initiate a Rating Review without a Request for Rating Review submitted by a Member, except pursuant to Rule 4.3 or where the Area Handicap Board has been instructed by the Regional Board to initiate a Rating Review pursuant to Rule 4.4.
- 5.6 The PHRF member / owner of a Rated boat may **APPEAL** the Rating(s) action of a local Area Handicap Board by submitting a written Notice of Appeal to the Regional Handicap Board within thirty (30) days after notice of the Area Rating Adjustment is delivered to the Member. The Regional Handicap Board shall review the Appeal and the Area adjustment shall be delayed until completion of the appeal by the Regional Handicap Board as provided hereby. The PHRF member or the Member's representative shall have the opportunity to present information, which will assist the Regional Handicap Board. After a single majority vote, the Regional Handicap Board shall either affirm or deny the Appeal.
- 5.7 If the Regional Rating for a boat with an Area Adjustment is changed after following the process in Rule 4, and notwithstanding the provisions of Rule 5.5, the Regional Board shall also consider concurrent with the change to the Regional Rating, whether to keep the existing Area Adjustment for the boat or, alternatively, to temporarily eliminate the Area Adjustment and refer the boat to its Area Board to reconsider the Area Adjustment. Such Area Rating Review shall be conducted according to the procedures of Rules 4 and 5 and it shall take place as soon as is practical after receipt by the Area Board of notice of the Boat's new Regional Rating.
- 5.8 A Temporary Rating may be issued by the Chief Handicapper for an Area Rating pursuant to the procedures set forth in Rule 4.6.

6. RATING INFORMATION AND THE RATED CONFIGURATION

- 6.1 Every boat that is rated by PHRF of Southern California shall be listed on the "Fleet List" on SoCal PHRF's website by the PHRF Fleet Administrator under the direction of the Chief Handicapper. The boat's Rating shall be valid and the boat shall be listed on the Fleet List through December 31 of the year shown on the Fleet List. PHRF members shall review the information posted on the Fleet List ("Rating Information") and are responsible for the accuracy and completeness of all of the information related to their boat. A Rating Certificate may be printed from the Fleet List.
- 6.2 Rating Information listed for a boat on the SoCal PHRF website describes the configuration of the rated boat (the "Rated Configuration") using the data listed in Appendix "E" to these Rules. Any changes (modifications) to the Rated Configuration of a Member's boat must be reported immediately by the Member or Member's representative 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 Information for the boat. Participation in a race or regatta with a configuration that differs from the Rated Configuration shall be deemed a violation of these Class Rules and grounds for disqualification from such race or regatta. The Regional Board may require payment of a fee for the application for a Rating change due to a Modification, in an amount that shall be established and reviewed as necessary by the Executive Board. The Modification Fee shall be paid in addition to the regular dues and other fees owed by the Member.
- 6.3 Any member of PHRF may request that another PHRF member's boat be inspected to verify conformance to the Rated Configuration stated on the Rating Information for the boat. Subject to permission from the boat's owner, the inspection will be performed by a member of the Regional Handicap Board. If the inspected boat's configuration is found to be different than stated on the Rating Information for the boat or if the boat's owner refuses to permit an inspection, the Rating shall be immediately invalidated.

- 6.4 A boat may not participate in a PHRF race unless a current, valid Rating has been issued for that boat. Only the PHRF member(s) shown on the Rating Information for the boat (or designated representative) may enter the boat in PHRF races.
- 6.5 The Rating to be used in the PHRF race is the Rating shown on the Rating Information for the boat in effect the day of the PHRF race or a date specified by the Race Organizing Authority.
- 6.6 The issuance of a Rating shall not, under any circumstances, amend or abrogate any provision of the Racing Rules of Sailing.
- 6.7 A boat may have more than one valid Rating at a time. Upon submission of a rating application and payment of a fee in an amount equal to the annual membership dues of a Regular Member, additional PHRF Ratings may be issued for a boat sailing with a different Rated Configuration. Where multiple Ratings have been issued, a boat may not change Ratings during a regatta but must sail the complete regatta using the Rating under which it entered. For purposes of this paragraph a regatta is defined as a race or group of races where results are scored as a series.

7. STANDARD PHRF SPECIFICATIONS

Any deviations from the Standard PHRF Southern California Specifications shown below shall be included in the boat's rating information and must be immediately be reported in writing to the Fleet Administrator.

- SAILS** Headsail Luff Perpendicular **LP** shall not exceed the LP shown on the Certificate.
 The maximum LP is **1.55 x J**
 Symmetrical Spinnaker Luff **SL** shall not exceed **.95** times the square root of **(ISP² + SPL²)**
 Symmetrical Spinnaker Maximum Width **SMW** shall not exceed **1.8 x SPL**
 Asymmetrical Spinnaker Luff **ALU** shall not exceed
1.15 times the square root of **(ISP² + TPS²)**
 Asymmetrical Spinnaker Foot **ASF** shall not exceed **1.8 x TPS**
 Asymmetrical Spinnaker Mid Girth **AMG** shall not exceed **1.8 x TPS**
 Asymmetrical Spinnaker Mid Girth divided by Asymmetrical Foot **AMG/ASF** ratio shall be equal to or greater than **0.75**
- POLES** Spinnaker pole shall not exceed **100% of SPL**
 Extended "bow sprit pole" or bow sprit tack point (**TPS**) shall not exceed original manufacturer's designed length
 Whisker pole maximum length shall not exceed **1.4 x J**
 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.
 Where the Rated Configuration of a boat includes the use of a bowsprit, the use of a spinnaker pole is prohibited.
- 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. Cushions and galley or salon tables may be removed.
- 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. Outboard engines may be removed and stowed in

the boat's cabin when not in use. Kelp cutters in the form of a skeg or traveling blade on sail drives are permitted without penalty. Skeg depth not to exceed sail drive depth and leading edge of skeg not to exceed 45 degrees from vertical.

KEEL/ RUDDER Retractable keels and rudders shall be fully extended at all times while racing unless the Rating Information and the Rated Configuration of the boat provide otherwise. Kelp cutters in the form of skegs or traveling blades on keels and rudders are permitted without penalty

BALLAST Moveable ballast shall be kept stationary at all times while racing unless the Rating Information and the Rated Configuration of the boat provide otherwise

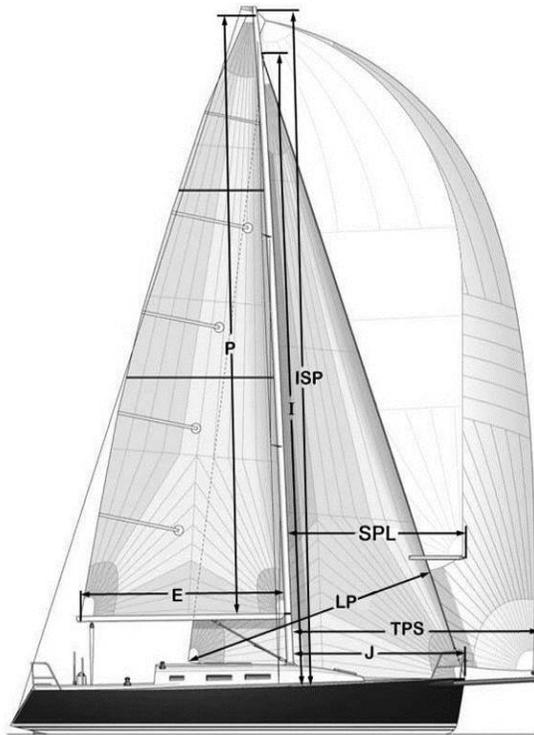
WINCHES Winches shall be manually operated at all times while racing unless the Rating Information and the Rated Configuration of the boat provide otherwise.

(Appendix A through F are set forth in the pages below, followed by the Bylaws of SoCal PHRF)

APPENDIX A RIG and SAIL SPECIFICATIONS

1.0 RIG DEFINITIONS

- J** This is the horizontal distance from the point where the forestay intersects with sheer line to the face of the mast. For boats that tack a headsail forward of the forestay, J will be the horizontal distance from the headsail tack point to the face of the mast.
- I** The vertical distance from the top of the Jib sheave to the shear line abeam of the mast.
- ISP** The vertical distance from the top of the highest Spinnaker sheave to the shear line abeam of the mast.
- P** The distance, measured along the aft edge of the mast, from the top edge of the boom to the highest point on the mast to which the head of the mainsail may be hoisted.. If the boom gooseneck is moveable, the “P” shall be measured with the boom in its lowest position.
- E** The distance, measured along the top edge of the boom, from the aft edge of the mast to the furthest aft point on the boom to which the clew of the mainsail may be extended. If there is an external track fitted on the mast, the measurement is taken to the surface of the track.
- LP** The perpendicular distance from the luff to the clew of the headsail.
- SPL** The length of the spinnaker pole when measured from the forward edge of the mast to the end of the pole or the length of a “bowsprit pole” used with asymmetrical spinnakers when measured from the forward edge of the mast to the tack point of the extended bowsprit pole..
- TPS** The horizontal distance from the face of the mast to the point of attachment at deck level for deck tacked spinnakers or the extreme forward end of any bowsprit when fully extended for sprit tacked spinnakers.



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 JIB & GENOA

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. The luff perpendicular (LP) is measured from the clew to outside edge of the sail including any luff tape.

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 headsails whose LP does not exceed 110%. . A maximum of four (4) battens equally spaced and up to full length is allowed without penalty.
- d. The distance measured on the surface of the sail between the midpoint of the foot and the midpoint of the luff shall not exceed 55% of the length of the leech.

4.0 SHOOTER/BLOOPER

4.1 A blooper is a free-flying headsail. The sail is tacked with or without a pennant that may not exceed 2.5 feet in length at the stemhead and is hoisted the same as a spinnaker.

4.2 A blooper flown with a spinnaker must be no longer on the luff than the headstay.

4.3 The midgirth measured between the midpoint of the luff and the leech shall not exceed 50% of the foot length, nor shall any intermediate girth exceed a value similarly proportional to its distance from the head of the sail.

4.4 The distance measured on the surface of the sail between the midpoint of the foot and the midpoint of the luff shall not exceed 55% of the length of the leech.

4.5 The **LP** can be no longer than the largest declared headsail.

5.0 SPINNAKERS

5.1 Boats may carry both a symmetrical spinnaker and an asymmetrical spinnaker, subject to the specifications in this Appendix A and in the Class Rules (including other Appendices).

5.2 Commencing October 25, 2003, boats designed to carry symmetrical spinnakers as the normal downwind sail may also, without an automatic rating penalty, carry asymmetrical spinnakers, so long as the sizes of the asymmetrical spinnakers do not exceed the dimensions detailed in PHRF Appendix A Rule 5.3.

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

individually rated unless and until they discontinue the use of such “oversized asymmetrical spinnakers.” The Rating Information for these boats will carry the notation “oversized spinnaker” in the comments section.

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

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

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

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

	SYMMETRICAL SPINNAKER	ASYMMETRICAL SPINNAKER
WHEN FLOWN FROM A SPINNAKER POLE	<p>SL shall not exceed .95 times the square root of (ISP² + SPL²)</p> <p>SMW shall not exceed 1.8*SPL</p>	<p>ALU shall not exceed 1.03 times the square root of (ISP² + SPL²)</p> <p>SF shall not exceed 1.8*SPL</p> <p>AMG shall not exceed 1.8*SPL</p>
WHEN FLOWN TACKED ON CENTERLINE OR FROM A BOWSPRIT		<p>ALU shall not exceed 1.15 times the square root of (ISP² + TPS²)</p> <p>ASF shall not exceed 1.8*TPS</p> <p>AMG shall not exceed 1.8*TPS</p>

5.4 SYMMETRICAL SPINNAKERS

5.4.1 Luffs must be equal length.

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

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

5.4.4 Symmetrical Spinnakers shall be measured with such tension as will remove wrinkles along the line of measurement. The sail maker or owner of the boat shall sign the sail indicating date of measurement, the maximum length of the luffs and maximum width, and his/her approval to all other requirements.

5.4.5 **SL** (Spinnaker Luff) shall be the greatest length of the sail’s luff and leech along the edges of the sail from head to foot. Where stiffening is used to extend the angles at the tack or clew of spinnakers beyond an included angle of 110%, the greatest length of any such stiffening in the foot of the sail measured from the clew shall be added to the luff length to determine **SL**.

5.4.6 **SF** (Spinnaker Foot) shall be the distance from the tack to the clew measured in the shortest path on the surface of the sail. The Spinnaker Luff (SL) is measured along the edges of the sail from the head to the foot. The Spinnaker Maximum Width (SMW) is measured between points on the luffs equidistant from the head.

5.4.7 LIMITATIONS

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

5.5 ASYMMETRICAL SPINNAKER

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

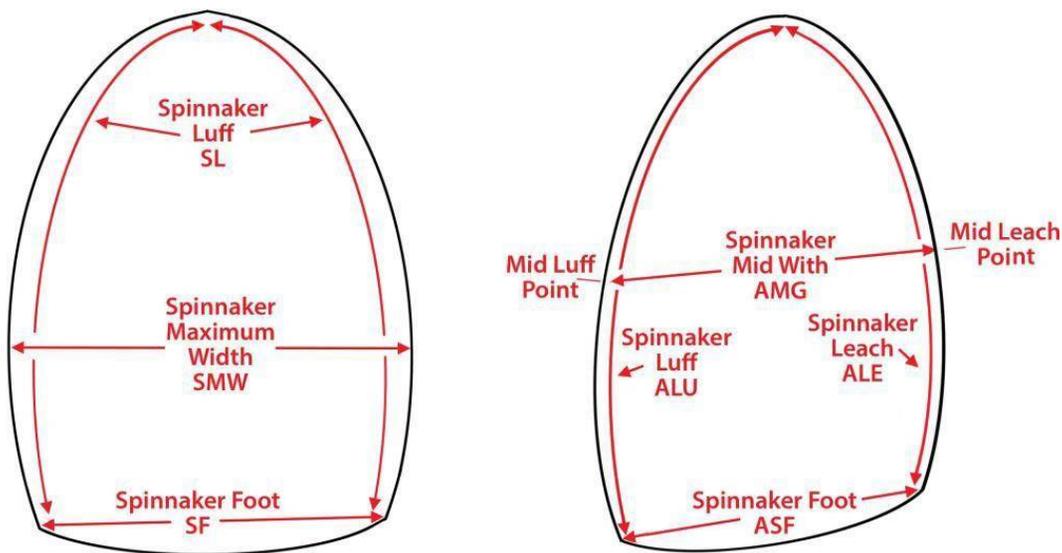
5.5.2 Asymmetrical Spinnakers shall be measured with such tension as will remove wrinkles along the line of measurement. The sailmaker or owner of the boat shall sign the sail indicating date of measurement, the length of the luff and leech, and girths, and his/her approval to all other requirements. Both the Spinnaker Luff and Leech (ALU and ALE) are measured from head to foot. The Asymmetric Mid Width (AMG) is measured by determining the mid points of the luff and leech and the width is the shortest path connecting those two points.

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

5.5.4 **ASF** (foot length) is the distance from the tack to the clew measured on the shortest path on the surface of the sail.

5.5.5 LIMITATIONS

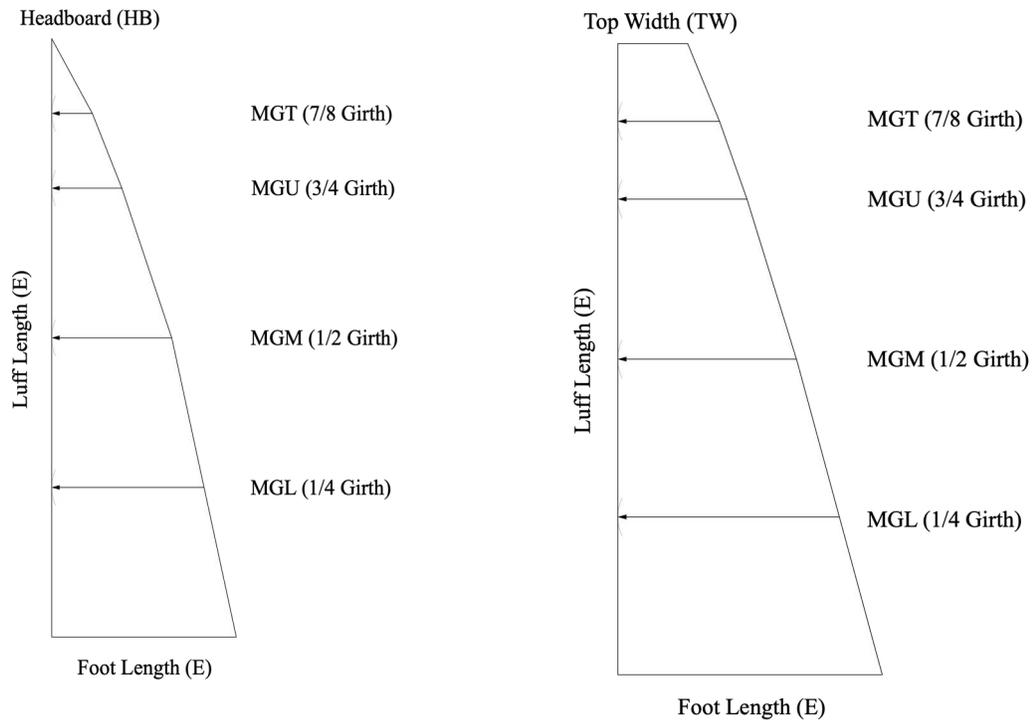
- a. The sail shall be sheeted from only one point on each side of the sail.
- b. Battens shall not be used.
- c. When flown from a spinnaker pole normally used with a symmetrical spinnaker, the pole shall not exceed "SPL" without a rating adjustment. When flown without a pole the tack of the sail will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



6.0 MAINSAIL

6.1 Mainsails are measured as follows:

- a. The foot of the mainsail (E) shall be the length measured along the boom, from the aft edge of the mast to the aftermost point to which the mainsail foot may extend.
- 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. If a sliding gooseneck is used, measurement is to be made with the boom at the extreme bottom of the slide.
- c. Mid girths are measured at the 1/4 (MQW), 1/2 (MHW), and 3/4 (MTW), upper width (MUW) and (MHB) Top Width.



Standard/Pinhead Mainsail

Square Top Mainsail

- d. Standard/Pinhead Main. The Mainsail Headboard Length (MHB) shall be the maximum fore and aft dimension from the luff of the main, projected if necessary, to the extreme edge of the leech of the main measured across the widest part of the headboard. HB is limited to the greater of .04*E or 0.5 feet.
- e. The Upper Width (Muw) mainsail dimension shall not exceed 0.22* E.
- f. The 3/4 girth shall measure no more than 0.38*E.
- g. The 1/2 girth shall measure no more than 0.65*E. Any greater dimensions shall be considered “Oversize Roach”.
- h. Square Top Main. The mainsail Top Width (MHB) 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 top of the mainsail (see diagram).

6.2 LIMITATIONS

- a. Spare mainsails are not permitted to be carried onboard with the expectation of improved performance, as for varying weather conditions or points of sail. A second mainsail may only be carried onboard as a spare for emergency use.
- b. Partial and full batten mainsails are allowed. Battens may not be adjusted while racing.

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.

9.0 FORMULAS

HEADSAIL	Area	$(I \cdot LP) \cdot .50$
MAINSAIL		
	In-Mast Furling Mainsail Area	$(P \cdot E) \cdot .50$
	Standard/Pinhead Mainsail Area	$(P \cdot E) \cdot .59$
	Square Top Mainsail Area	$\frac{P}{8} \cdot (E + 2 \cdot MQW + 2 \cdot MHW + 1.5 \cdot MTW + MUW + 0.5 \cdot MHB)$
SPINNAKER		
	Symmetrical Spinnaker Area	$SL \cdot (0.5 \cdot SF + 2 \cdot SMW) / 3$
	Asymmetrical Spinnaker Area	$(0.5 \cdot ALU + 0.5 \cdot ALE) \cdot (0.5 \cdot ASF + 2 \cdot AMG) / 3$
UPWIND SAIL AREA		Area of Headsail + Area of Mainsail
DOWNWIND SAIL AREA		Area of maximum Spinnaker or Jib (whichever is largest) + Area of Mainsail
PERFORMANCE FACTOR		$((0.67 \cdot LWL) + (0.34 \cdot LOA)) \cdot (SA/D)$ where $SA = ((MSP \cdot ISP) + (P \cdot E)) / 2$ and $MSP = \text{MAX}(J, SPL, TPS)$
ULDB STATUS		Performance Factor greater than 2.1

APPENDIX B

STANDARD EQUIPMENT

PHRF of Southern California is an organization established solely to determine and maintain Ratings for sailboats which race in the Southern California region. PHRF of Southern California is not a safety consulting agency and it has no expertise whatsoever in establishing or evaluating safety standards, procedures, or equipment for the boats that it rates under these rules. As such, PHRF of Southern California does not require or recommend safety equipment or standards other than those that are required by law or recommended by ISAF or US Sailing.

Consistent with the foregoing, all boats rated under these rules shall be equipped and maintained in accordance with all applicable Federal, State and local laws, including (but not limited to) all applicable regulations promulgated by the U.S. Coast Guard. All boats rated under these rules shall further comply with the safety and equipment rules set forth in the Racing Rules of Sailing and the safety and equipment rules promulgated by the United States Sailing Association (US Sailing) and, where not inconsistent, the International Sailing Federation (ISAF). A host yacht club or race organizer may have additional requirements, which shall be stated in the Sailing Instructions.

The safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge who must do his or her best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit. The person in charge must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He or she must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used. The responsibility for a yacht's decision to participate in a race or to continue racing rests solely with the person in charge. Nothing in these rules shall be deemed in any way to limit or reduce the complete and unlimited responsibility of the person in charge.

APPENDIX C

OFFSETS

1.0 PURPOSE

The purpose of an Offset is to further align the Ratings used for scoring when it is anticipated that conditions, race course type, or other factors will vary significantly from the assumptions used to determine the Ratings. An Offset is a time adjustment (positive or negative) computed onto existing Ratings. The minimum increment of change for an Offset is one second/mile.

2.0 AUTHORITY FOR USE

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

3.0 NOTICE OF USE

Once an Offset has been established by PHRF, host yacht clubs or race organizers shall authorize the use of the Offset in the published Notice of Race/Regatta and Sailing Instructions. When an Offset is authorized for use, all PHRF entries shall be scored with the Offset.

4.0 APPEAL

A PHRF member may appeal an Offset to the applicable Handicap Board pursuant to the Rating Review procedures set forth in Rules

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. For formula see 9.0 "Formulas".
- b. The Non-Spinnaker Offset does not apply to boats designed not to carry a spinnaker (for example, Star, Sparhawk 36, Freedom 30, boats with unstayed masts, etc.). The PHRF Ratings for these boats shall apply to either designated Non-Spinnaker or "mixed" Non-Spinnaker / Spinnaker classes.
- c. Non-Spin formula depends on the boat's set-up for a spinnaker:
 - for a boat rated with asymmetrical and symmetrical spinnakers
$$(.028 * (.95 \times \text{square root of } (ISP^2 + MSP^2)) * NSMSP * (\text{Buoy Rating} + 546)) / NSRSA$$
 - for a boat rated with asymmetrical spinnaker flown from a bowsprit only
$$(.028 * (1.15 \times \text{square root of } (ISP^2 + MSP^2)) * NSMSP * (\text{Buoy Rating} + 546)) / NSRSA$$

NSMSP = Max (J,SPL,TPS)
NSRSA = Non-Spin Rated Sail Area
$$NSRSA = (((J*1)/2)*1.55) + ((P*E)/2)$$

APPENDIX D

CRUISING CLASS RACING

Appendix D is the former Cruising Class Appendix for the conduct of races with a separate cruising class designated in the Notice of Race and/or Sailing Instructions. These Rules were modified in 2017 and 2018 to establish “Configuration Adjustments,” which allow for boats that are not optimized for racing to compete, regardless of whether a separate cruising class is established by the Race Organizers. The rules for calculation and application of the Configuration Adjustments are set forth in Appendix F of these Rules, and they are intended to replace the Cruising Class adjustments that were formerly set forth in Appendix D. The Configuration Adjustments established pursuant to Appendix F may be used, without further adjustment, in both cruising class and non-cruising class racing. Race Organizers and Competitors are directed to Appendix F for more information.

APPENDIX E

RATED CONFIGURATION

- 1.0 All boats handicapped by PHRF are issued a rating with a Rated Configuration which is listed on the Rating Information for the Boat. The Rated Configuration includes the information listed below..
- 2.0 It is the responsibility of the PHRF member to advise PHRF if the Rated Configuration shown on the Rating Information for the boat 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 Regional Board Adjustments](#).

APPENDIX F

CONFIGURATION ADJUSTMENTS

1.0 PURPOSE and EFFECTIVE DATE

- 1.1 The “Configuration Adjustments” set forth in this Appendix allow production boats that are not optimized for racing because they are equipped and always sailed with, for example, roller furling woven dacron headsails and/or mainsails, or fixed propellers, to compete in non-cruising classes or in a separate class by establishing adjustments from base ratings for these disadvantages. Guidelines for application of Configuration Adjustments for competitors and race organizers are posted on the SoCal PHRF website, at [http://www.phrfsocal.org/configuration-adjustments/.](http://www.phrfsocal.org/configuration-adjustments/)
- 1.2 The Rules in this Appendix shall be effective as of January 1, 2019.

2.0 ADMINISTRATION OF CONFIGURATION ADJUSTMENTS

- 2.1 Configuration Adjustments may be made to the Rating of any boat that has a current Rating issued by PHRF of Southern California and a performance factor less than or equal to 1.75.
- 2.2 Configuration Adjustments shall be made in seconds per mile from each of the three Base Ratings (Buoy, RLC, OWC) for the boat, for both the Region and Area Ratings. Adjustments shall be made in increments of one second per mile or more.
- 2.3 SoCal PHRF may establish a fee for the application and issuance of a Configuration Adjustment, in an amount that shall be established and reviewed as necessary by the Executive Board. The Configuration Fee shall be paid in addition to the regular dues and other fees owed by the Member. Upon the issuance of a Configuration Adjustment, the boat’s new and only Rating (the “Adjusted Rating”) shall be the previous Rating plus or minus the Configuration Adjustment, and the Boat must race under the Adjusted Rating.
- 2.4 *(removed 19Dec2022)*
- 2.5 The amount of the Configuration Adjustment shall be determined solely by the factors set forth below in Rule 3.0 of this Appendix. Applications for Configuration Adjustment shall be renewed annually using the same schedule as applications for membership.
- 2.6 *(removed 19Dec2022)*
- 2.7 The Standard Configuration Adjustments provided for in Section 3 of this Appendix may be revised upon a majority vote of the Regional Board at any Regular Meeting, provided that a quorum is present, and will become effective at the conclusion of the annual General Membership Meeting that follows the date of such vote of the Regional Board. A revision to a Standard Configuration Adjustment shall be effective regardless of whether consideration of the revision was listed on the agenda for the meeting pursuant to Rule 2.5 of the SoCal PHRF Rules.
- 2.8 A boat that enters a race with an Adjusted Rating must compete with the configuration represented on the Member’s Application for Configuration Adjustment. Any change to that configuration must be promptly reported to SoCal PHRF, and the boat’s Rating shall be invalid unless and until a new Rating is issued which considers such change(s) to the boat’s configuration.

3.0 CONFIGURATION ADJUSTMENT WORKSHEET

The adjustments listed below (“Standard Adjustments”) are in increments of seconds per mile applied to the base ratings.

- 3.1 Propellers
- 3.11 Fixed 3-Blade Prop +7
- 3.12 Fixed 2-Blade Prop +4
- 3.2 Anchor Chain
- Must be a deployable anchor and steel anchor and chain, stored in the bow and accessible from the foredeck.
- 3.21 At least 100 ft. +1
at least 5/16” chain size if Boat length is <35 feet,
at least 3/8” chain size if Boat length is >= 35 feet)
- 3.3 Sail Fabric
- Main and all upwind headsails are constructed of woven, +2
non-laminated 100% polyester fabric (Dacron).
- 3.4 Roller Furling Sails (usable during race)
- 3.41 Roller-Furling Headsail +3
Must be the boat’s only upwind headsail and constructed of woven,
non-laminated 100% polyester fabric (Dacron).
- 3.42 (removed 12/28/2022)
- 3.43 (removed 12/28/2022)
- 3.5 *(removed 19Dec2022)*
- 3.6 Maximum Adjustment.
Notwithstanding the Configuration Adjustments applicable to a particular boat pursuant to the provisions of Rules 3.1 through 3.5 as set forth above, each boat shall be limited to a maximum Configuration Adjustment of 20% (twenty percent) of its Regional RLC rating.
- 3.7 *(removed 19Dec2022)*

BYLAWS OF PERFORMANCE HANDICAP RACING FLEET OF SOUTHERN CALIFORNIA

PREAMBLE

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

ARTICLE I NAME and LOCATION

- 1.1 The name of the organization shall be the Performance Handicap Racing Fleet of Southern California (referred to herein as “PHRF of Southern California” or as “SoCal PHRF” or as “the Organization”).
- 1.2 PHRF of Southern California is an independent not-for-profit corporation and is not a parent or subsidiary of or otherwise legally affiliated with any national authority or rating organization. Information is exchanged with other PHRF organizations in other regions and with U.S. PHRF. The term “PHRF” is a registered trademark of U.S. PHRF and U.S. Sailing, and is used by SoCal PHRF with the permission of U.S. PHRF.
- 1.3 A physical office or headquarters for the Organization shall not be required. However, the mailing address for the Organization and headquarters for the Organization, if any, shall be centrally located in the Long Beach/Los Angeles area, as determined by the Executive Board.

ARTICLE II OBJECTIVE

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

ARTICLE III MEMBERSHIP and DUES

- 3.1 Members shall be classified as REGULAR or ASSOCIATE or VISITING YACHTSMAN.
- 3.2 A REGULAR member (1) owns or charters a boat which qualifies for a Rating, (2) pays the annual membership dues, and (3) is a member in good standing of clubs or organizations affiliated with and recognized by the Southern California Yachting Association (SCYA). REGULAR members shall be entitled to hold elected office and/or vote at PHRF meetings. A REGULAR member becomes an ASSOCIATE member when their boat ownership or term of the charter ends.
- 3.3 An ASSOCIATE member (1) is an active participant in PHRF racing (2) is approved for membership by the local Area Handicap Board (3) pays the annual membership dues, and (4) is a member in good standing of clubs or organizations affiliated with and recognized by SCYA. ASSOCIATE members shall be entitled to hold elected office and/or vote at PHRF meetings. An ASSOCIATE member becomes a REGULAR member after applying for and obtaining a Rating for a boat.
- 3.4 A VISITING YACHTSMAN member is an individual who is not a Regular or Associate Member who (1) owns or charters a boat which qualifies for a Rating, (2) is approved for membership by the Regional Handicap Board, and (3) pays the annual membership dues. These members may not hold elected office and may not vote at PHRF meeting.

- 3.5 Annual dues shall be determined by the Executive Board and shall be due on January 1 of each year. Annual dues are non-refundable upon payment and shall not be pro-rated for any partial calendar year. The Executive Board may, at its discretion, offer incentives and promotional discounts for different events or different classes of boats. Dues shall be waived for the following calendar year for each member of the Regional Handicap Review Board who is a member of such Board in good standing for an entire calendar year (as³ determined by the Treasurer, or by the President if the Treasurer is not available, at the end of each year after consultation with the Fleet Administrator),
- 3.6 All Members of PHRF of Southern California shall furnish the Fleet Administrator with a valid and current email address, and shall notify the Fleet Administrator promptly upon any change of email address. All notices to the Members of PHRF of Southern California shall be given by email, whether such notice is to the general membership or to one or more individual Members, and whether such notice is required by or pursuant to law, or to these Bylaws, or to the Class Rules. Membership in PHRF of Southern California shall be deemed acceptance of email as the sole form of communication from the Organization to each Member.

ARTICLE IV ELECTED OFFICERS and FUNCTIONS

- 4.1 The Elected Officers shall consist of a President, Vice President, Chief Handicapper, Vice Handicapper, Judge Advocate, Treasurer and a Data Systems Officer, and shall constitute the PHRF Executive Board. Subject to the provisions and limitations of the California Nonprofit Mutual Benefit Corporation law and any other applicable laws, and subject to any limitations of the articles of incorporation or bylaws regarding actions that require approval of the members, the corporation's activities and affairs shall be managed by the Executive Board, and all corporate powers, including but not limited to the power to propose changes or amendments to these Bylaws or the Class Rules, shall be exercised by or under the direction of the Executive Board.
- 4.2 The PRESIDENT shall be the chief executive officer of PHRF of Southern California, and shall, subject to the control of the Executive Board, supervise and control all of the business affairs of the organization including development and implementation of the annual operating budget. The President shall perform all duties incident to the office and other duties as may be required by law, or by these By-Laws, or which may be prescribed from time to time by the Executive Board. The President shall preside over all meetings of the membership and meetings of the Executive Board.
- 4.3 The VICE PRESIDENT shall, in the absence or disability of the President, or in the event of the President's refusal to act, perform all duties of the President subject to the control of the Executive Board. The Vice President shall perform all duties incident to the office and other duties as may be required by law, or by these By-Laws, or which may be prescribed from time to time by the Executive Board. The Vice President shall be responsible for selecting the Chairperson for the annual PHRF of Southern California Championship Regatta, and shall be responsible for obtaining advertisers and sponsors for the event as well as for PHRF publications.
- 4.4 The CHIEF HANDICAPPER shall be the Chairperson of the Regional Handicap Review Board and shall preside over the monthly Handicapper meeting, and shall render, when properly submitted, a final decision on handicapping issues not resolved by a majority vote of the Regional Handicap Review Board
- 4.5 VICE HANDICAPPER shall work with the Chief Handicapper to manage the process of rating boats. Rating boats is the primary function of PHRF SoCal. It was felt that PHRF SoCal could use additional resources to help the process and help the Chief Handicapper.
- 4.6 APPROPRIATE RACE RESULTS for Handicap Consideration; PHRF rating function relies primarily on observable performance, race results, among other factors. PHRF Handicappers may use any race results they deem appropriate.
- 4.7 The JUDGE ADVOCATE shall act as chief counsel for PHRF of Southern California and shall provide legal advice to thereto as required from time to time and when requested by the Executive Board or the Regional Handicap Review Board. The Judge Advocate shall interpret these By-Laws and the Class Rules as applicable to ensure their proper application, and shall be the sole arbiter of all legal or procedural questions that arise from or relate to the business of PHRF of Southern California.

- 4.8 The DATA SYSTEM OFFICER shall supervise the maintenance and further development of the Membership Database and the Race Results Database, and shall advise the Executive Board on necessary equipment and software. The Data Systems Officer shall be responsible for the distribution of accurate information, including, but not limited to, the Fleet Roster, revised Class Rules and By-Laws, the PHRF Web Site, and reports requested by the Executive Board, the Regional or Area Handicap Boards, and the US Sailing US-PHRF Information Center.
- 4.9 The TREASURER shall be custodian and take charge of and be responsible for all funds and securities of the Organization, supervise the receipt of money due and paid to the Organization from any source and the deposit of all monies paid to the Organization, arrange for payment of all financial obligations of the Organization, report regularly on the financial condition of the Organization to the Executive Board and report annually to the Membership, and perform all of the duties incidental to the office of Treasurer and such other duties as may be assigned to the Treasurer from time to time by the Board of Directors
- 4.10 The Executive Board shall meet regularly at all meetings of the Regional Handicap Review Board, and the Fleet Administrator shall take the minutes of all such meetings. Unless otherwise designated by the Executive Board, meetings of the Executive Board shall be open to all members of the Regional Handicap Review Board except under circumstances deemed by the President or Judge Advocate to require Executive Session. Special Meetings of the Executive Board may be called by the President, by written notice to the Fleet Administrator and the Members of the Executive Board, or by agreement of the Executive Board at any regular meeting, or by written notice provided by any two Members of the Executive Board. The date, time and place of such Special Meeting shall be determined upon a consensus of the members of the Executive Board, unless no consensus can be reached, in which case the President shall determine the date, time and place of such meeting. The purpose of such special meeting shall be disclosed with the notice of the meeting. A majority of the Executive Board members are required to form a quorum and to conduct business. All official actions of the Executive Board require a majority vote by the members who are present, provided there is a quorum at the time of the vote.

ARTICLE V RESIGNATIONS

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

ARTICLE VI FLEET ADMINISTRATOR, COMMITTEES, and ADVISORS

- 6.1 The President shall hire a Fleet Administrator to manage the PHRF office and perform such duties as the Elected Officers, by majority vote, may assign. The Fleet Administrator shall have no vote.
- 6.2 The Chief Handicapper may appoint a Race Results Committee, which, if appointed, shall be responsible for obtaining race results, summarizing trends, and furnishing statistical data to the Regional Handicap Review Board.
- 6.3 The Elected Officers shall provide for other committees or assistants, as they deem appropriate.
- 6.4 The Chief Handicapper may appoint ADVISORS to assist the Regional Handicap Review Board in resolving handicapping questions. Advisors may vote on handicapping issues provided they are a member of PHRF of Southern California.

ARTICLE VII GENERAL MEMBERSHIP MEETINGS and QUORUM

- 7.1 There shall be an Annual Meeting of the Membership during the month of October or November at a time and place selected by the President.
- 7.2 At the Annual Meeting, officers for the following year shall be elected and installed.

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

ARTICLE VIII NOMINATIONS and ELECTIONS

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

ARTICLE IX HANDICAP REVIEW BOARDS

- 9.1 PHRF shall utilize two (2) levels of handicap review to provide both local Area and Region-wide management of the PHRF handicap system.
- 9.2 REGIONAL HANDICAP REVIEW BOARD
 - a. The Regional Handicap Review Board (the “Regional Board”) shall include the current Elected Officers and the current Chairperson or designate from each local Area Handicap Review Board.
 - b. A majority of the Regional Board members are required to form a quorum and to conduct business. All official actions of the Regional Board which concern Ratings or Rating Reviews of individual boats or classes of boats shall be conducted pursuant to Rules 1.5 and 4.5 of the Rules. All other official actions of the Regional Board require a majority vote by the members who are present, provided there is a quorum at the time of the vote, or alternatively via email vote, provided that email responses are received from a majority of the Regional Board members.

9.3 AREA HANDICAP REVIEW BOARD

- a. Area Handicap Review Board (“Area Board”) Membership.
 - (1) Each Area Board shall consist of no fewer than three (3) members and no more than nine (9) members.
 - (2) Area Boards shall be comprised of Regular and/or Associate Members of SoCal PHRF whose boats are based in the subject Area and who have been Regular or Associate Members of SoCal PHRF for at least twelve (12) months prior to their application for Area Board membership as provided below. The 12-month membership requirement may be waived upon representation by the Area Chairperson that no candidate who is otherwise qualified is willing and able to fill a vacancy on the Area Board, followed by the nomination by the Area Chairperson of a candidate who fails to meet the 12-month membership requirement but is otherwise qualified to serve, and approval of such candidate by majority vote of the Regional Board, whereupon such candidate shall serve as an interim member of the Area Board. Such service shall continue until the interim Area Board member meets the requisite 12-month SoCal PHRF membership requirement, at which time their term as interim member shall expire. The Area Board Chairperson shall then fill the resulting vacancy by nominating a candidate for approval by majority vote of the Regional Board. The vacancy may, but need not be filled by the by re-nomination of the interim Area Board member.
 - (3) Selection of Area Board members shall be made upon notification by Area members to the Fleet Administrator that said members wish to apply to serve on their local Area Board. Such application for Area Board membership shall thereupon be submitted to the Regional Board for approval at its next regularly scheduled meeting, and upon such approval, said members shall serve on their Area Board subject to the provisions of this section 9.3 of the Bylaws.
 - (4) In the event that a member’s application for Area Board membership cannot be granted because the Area Board would thereby have too few or too many members as provided above in section 9.3a(1), said member shall be placed on a waiting list maintained by the Fleet Administrator, and shall thereafter be eligible for Area Board membership when a seat is open pursuant to such Bylaw provision.
 - (5) The Fleet Administrator shall maintain a list of the names and contact information for all Area Board members. The names of all Area Board members shall be published on the SoCal PHRF website,
 - (6) An Area Board Member who misses more than three (3) regularly scheduled meetings of their Area Board during any calendar year shall be dismissed from the Area Board, but such dismissal may be reversed by a majority vote of the Regional Board.
- b. A majority of the Area Board members are required to form a quorum and to conduct business. All official actions of the Area Board which concern Ratings or Rating Reviews shall be conducted pursuant to Rules 1.5 and 4.5 of the Rules. All other official actions of the Area Board require a majority vote by the members who are present, provided there is a quorum at the time of the vote.
- c. The Chairperson for the Area Handicap Review Board shall be elected pursuant to the voting procedures set forth in section 9.3b above. Upon such election, the previous Chairperson, or if that person is not available, another designated member of the Area Board, shall notify the Fleet Administrator of the name and contact information of the Chairperson. The name and email address of each Area Board Chairperson shall be published on the SoCal PHRF website. The Chairperson shall be the Area representative on the Regional Handicap Review Board.
- d. In the event that an Area Board is unable to conduct business because it has less than the minimum number of Area Board members as provided above in section 9.3a(1), or because it is unable to elect a Chairperson, the Regional Board shall conduct the business of that Area Board, and it shall reach out to the sailing community in the subject Area to recruit Area Board members, until such time as the minimum number of Board members are recruited and approved for Area Board membership.
- e. Membership on the Area Board is further limited to a four (4) year term with a two (2) year period required between terms. However, if upon the expiration of the term of an Area Handicap Board member a replacement member cannot be recruited and appointed notwithstanding the diligent efforts of the members of the Area and Regional Boards to do so, subject to the approval of the Regional Board, the member whose term is expiring may continue to serve on the Area Board for an extended term of up to one year,

until such replacement is recruited and appointed. During such extended term the members of the Area and Regional Boards shall continue their diligent search for a replacement member.

- f. The Area Board may utilize representatives from yacht clubs to assist the Board, but these representatives may not vote.
- g. The Area Board shall document all official actions and provide the Fleet Administrator with the Area Handicap Board Meeting Minutes in writing promptly after each meeting, and the Fleet Administrator shall thereupon submit the minutes to the Data Systems Officer for publication on the SoCal PHRF website. The Area Board shall prepare an Agenda prior to each meeting and submit such Agenda to the Fleet Administrator at least ten (10) days prior to the date of each such meeting to allow for the Fleet Administrator, and the Fleet Administrator shall thereupon submit the Agenda to the Data Systems Officer for publication on the SoCal PHRF website.
- h. The following Area Boards shall exist within SoCal PHRF:
 - (1) Area A: Oxnard / Ventura
 - (2) Area B: Marina Del Rey / Redondo Beach
 - (3) Area C: Long Beach / San Pedro
 - (4) Area D: Newport Beach
 - (5) Area E: Dana Point
 - (6) Area F: Oceanside
 - (7) Area G: San Diego
 - (8) Area H: Other
 - (9) Area I: Santa Barbara
- i. The Regional Board may vote from time to time to combine one or more of the designated Areas listed above into one Area.

9.4 DISCIPLINE OF BOARD MEMBERS

- a. When dealing with current, prospective and past boat owner members of PHRF of Southern California and their representatives, and when dealing with race organizers and yacht clubs, Members of the Regional Board and Area Boards (collectively, the “Boards”), shall at all times conduct themselves in a manner that is respectful, courteous, and consistent with the Corinthian spirit of yachting. Members of the Boards shall further at all times where such members’ affiliation with the Boards may be relevant, conduct themselves in a manner which advances the credibility and impartiality of PHRF of Southern California. Members of the Boards shall not represent that their statements or opinions reflect the opinions or official positions of the Boards or of the other members of the Boards on any matter that is or may be before the Boards, and members of the Boards shall not disclose nor discuss their membership on or affiliation with the Boards to further or advance their position in any discussion that arises from or is or may be related to the business of PHRF of Southern California, including issues relating to Rating Reviews or procedures, except at meetings of the Boards or with other members of the Boards.
- b. Any member of the Regional Board or Area Boards may be suspended or removed by the Executive Board for conduct injurious to the welfare of the PHRF of Southern California, including but not limited to violations of the preceding paragraph. Upon written complaint of one (1) or more members of PHRF of Southern California, the President shall call a Special Meeting of the Executive Board to investigate the circumstances connected with such alleged misconduct. If, upon a majority vote of the Executive Board the charges are deemed substantiated, the Fleet Administrator shall furnish the Board member whose conduct is in question with a written statement of the charges preferred against him or her, and such member shall submit a written response to the Executive Board within seven (7) days after such notice is given. The President shall thereupon call a special meeting of the Executive Board to be held one hour before the next regular meeting of the Regional Handicap Review Board, when the Board member whose conduct is in question will be given an opportunity to be heard regarding said conduct. The Executive Board shall then determine, by majority vote, whether to suspend or remove said Board member from his or her position. Such action shall be effective immediately upon the completion of such vote of the Executive Board.

ARTICLE X AMENDMENTS

10.1 SoCal PHRF Class Rules may be amended pursuant to the procedure set forth in Rule 1.2 of the Rules.

10.2 Amendments to these By-Laws shall be enacted according to the following procedure:

- a. Proposals for changes or amendments shall be initiated by or presented to the Executive Board for consideration. Upon consideration, the Executive Board shall determine by majority vote whether to present such changes or amendments to the Regional Handicap Review Board for consideration.
- b. In the event that the Executive Board votes to present proposed changes or amendments to the Regional Board, the Regional Board shall consider such changes or amendments, and thereupon determine, by majority vote, whether to adopt such changes or amendments.
- c. In the event that the Regional Board votes to adopt such changes or amendments, a. Notice of proposed changes shall be presented to all Regular and Associate members of PHRF of Southern California at the Annual Meeting of the general membership or at a Special Meeting of the membership of PHRF of Southern California, with such meeting called pursuant to section 7.5 of these Bylaws.
- c. Upon presentation of proposed changes pursuant to section 10.2c above, the Regional Board shall allow each member of PHRF of Southern California who is present at such meeting to be heard regarding the proposed amendments to these Bylaws for a period not to exceed five (5) minutes for each member. Upon consideration of such discussion, the Presiding Officer shall call for a vote of the Regular and Associate Members present to adopt or reject the proposed changes or amendments, in part or in their entirety, or a modified version of such changes or amendments provided such modified version was discussed and considered at said meeting. All changes and amendments thereupon approved by a majority vote of the Regular and Associate Members present shall be deemed enacted immediately upon the completion of such vote.

ARTICLE XI RULES

11.1 Questions, issues, or appeals from protests arising from the PHRF Class Rules, policies, or handicaps, shall be resolved by the Regional Handicap Review Board in accordance with the By-Laws and/or the Class Rules.

11.2 Any questions not covered by these By-Laws or the PHRF Class Rules shall be resolved by Regional Handicap Review Board action in accordance with Roberts' Rules of Order, Revised.

THIS CONCLUDES THE PHRF OF SOUTHERN CALIFORNIA BY-LAWS, ARTICLE I THROUGH ARTICLE XI, AS ADOPTED.

Revision January 18, 2022

Added the position of Vice Handicapper in Article 4.5 to the Rules under **Article IV- Elected Officers and Functions**, per 2021 General Membership vote.

Revision April 19, 2022

Changed “Fleet Secretary” to “Fleet Administrator” in all text.

Revision June 30, 2022

Added section 4.6 to ARTICLE IV, ELECTED OFFICERS and FUNCTIONS:
APPROPRIATE RACE RESULTS
for Handicap Consideration; PHRF rating function relies primarily on observable performance, race results, among other factors. PHRF Handicappers may use any race results they deem appropriate.

Revision December 28, 2022

CLASS RULES:

7. STANDARD PHRF SPECIFICATIONS: sails, engine, keel/rudder

APPENDIX A RIG and SAIL SPECIFICATIONS

sail plan and mainsail figures

5.0 SPINNAKERS: table under 5.3; 5.5.5.e;

6.0 MAINSAIL: 6.1.c through h

6.2 LIMITATIONS: 6.2.b

9.0 FORMULAS: replace table

APPENDIX C OFFSETS

5.0 NON-SPINNAKER OFFSET: 5.0.a; 5.0.c

APPENDIX F CONFIGURATION ADJUSTMENTS

2.0 ADMINISTRATION OF CONFIGURATION ADJUSTMENTS: 2.1; 2.4 through 2.6

3.0 CONFIGURATION ADJUSTMENT WORKSHEET: 3.1 through 3.5 and 3.7

3.0 CONFIGURATION ADJUSTMENT WORKSHEET: 3.42 & 3.43 removed

Revision March 6, 2023

Added “sail” to description of a boat’s configuration for a production boat.

Revision November 21, 2023

Added “Vice Handicapper” to section 4.1 to ARTICLE IV, ELECTED OFFICERS and FUNCTIONS.