

**PHRF OF E.L.I.**  
**THE PERFORMANCE HANDICAP RACING FLEET OF EASTERN LONG ISLAND**  
POST OFFICE BOX 82, NEW SUFFOLK, NEW YORK 11956

April, 2015

Dear Fellow Sailor,

In past years we have included with this letter a Rating Application Form as well as several sheets of containing our local PHRF fleet regulations, rating adjustment tables and formulae. This year the Handicap Council along with the ELIYA Board of Directors have decided to bring our old ways more in line with current digital practices. Accordingly, all the material usually included with this mailing is now posted on the ELIYA website ([www.elisailing.org](http://www.elisailing.org)). To obtain hard copy of any of these documents, you must now download them from the website.

The new process for obtaining or renewing your 2015 PHRF Handicap Rating requires you first to download the Rating Application Form from the website. Then fill it out by hand. After that, there are two alternatives you can follow; you can make use of our new digital submission process or you can continue to submit via the conventional process.

To make use of the digital process, you must first make your fee payment via the PayPal link on the ELIYA website. Following that you may submit your completed application via e-mail to the Chief Handicapper at [www.bunnywold@aol.com](mailto:www.bunnywold@aol.com). Upon receipt he will complete your application and return it to you via e-mail. If you choose to employ this method, please be sure to include your e-mail address in the appropriate block on the Application Form.

If you prefer to use the established method, simply mail your completed form (via USPS) to one of the Handicappers listed on the website. Once received, your application will be processed as always and a copy returned to you by regular postal service mail.

In either case the completed rating form you receive should be retained for your records because it verifies your rating and provides proof that rating is current and valid. Please remember that most handicap racing at the club level as well as the handicap racing program coordinated by the Eastern Long Island Yachting Association utilize these ratings. Remember that all rating certificates are only valid for one year and automatically expire on April 30 of the following year. Even if you held a certificate last year, it must be renewed for your rating to be valid for the upcoming season.

Additionally ELIYA will, as a convenience, be posting a "Data Base" of currently rated PHRF yachts. The data will be drawn from official PHRF Rating Forms but both the form and content will be administered and controlled by ELIYA. It is NOT an official data base and should not be utilized as such.

## **PHRF OF ELI**

The Performance Handicap Racing Fleet is composed of a group of monohull sailboats of varying performance characteristics that are handicapped for racing on the basis of observed performance rather than measured dimensions. It is the purpose of the PHRF system to handicap yachts of various classes or types on the basis of the potential speed of a well sailed, well maintained, and well equipped specimen of each type.

PHRF of ELI is administered by a Handicap Council composed of local sailors whose names are listed on the back of the Rating Application Form. The Council meets bi-monthly at 7:30 pm at the Shelter Island Yacht Club. Meetings are scheduled for the second Monday of a month and afford a public forum to hear appeals and review general regulations and individual ratings. Our goal is to increase the overall effectiveness and fairness of the performance handicapping system. All meetings are open to the public and we encourage your attendance and active participation.

The Council is firmly committed to establishing handicap ratings that are as fair and objective as possible. Ratings are based on demonstrated performance or, in the absence of local or regional race data, the projected performance of a well sailed boat, properly equipped for racing, sailing a circular random course (i.e. all points of sail) in 8 knots of true wind speed. On this basis, a single, all purpose base rating is generated for each boat type. Separate base ratings or adjustments based upon the use of other wind strengths or course types are not developed.

It must be noted, however, that any handicap system has inherent limits of applicability and, when the system is applied beyond those limits, it will begin to yield race results of questionable fairness. By itself, no single rating system can ever compensate for inadequate or inappropriate course selections or division assignments.

## **PHRF OF ELI RATING BASIS**

In order to qualify for a handicap rating from PHRF of ELI, a boat must be a self-righting monohull sailed without the use of a trapeze, hiking boards or any other equipment specifically intended to support a body outboard of the sheerline. Wings that are a permanent and standard component of a boat's design are permitted. For purposes of handicapping, our ratings assume a boat is fully prepared and equipped for competitive racing (i.e. good sail inventory, clean bottom, etc.). Rating credits are not given for inadequate boat preparation nor are credits extended for the carrying of excessive or oversized cruising equipment or gear. Furthermore a boat's rating does not include a factor to account for the experience level of either skipper or crew. We handicap only the boat, assuming it to be sailed competitively.

**Base Boat Ratings** have been established for over 200 popular production models. All boats of a specific model are given the same Base Boat Rating. That rating assumes the boat has a standard (unmodified) hull, keel, rudder and rig and is equipped to the degree intended by its manufacturer (such as joiner work, bunks, galley, etc.) A Base Boat is also assumed to carry sails of a particular size and a minimum drag engine/propeller installation. To the extent an individual boat varies from any of these base assumptions, adjustments are applied to the Base Boat Rating to arrive at a specific rating for that boat.

**One Design Ratings (ODR)** are a refinement of Base Boat Ratings and have been established for boats of an organized one design class with published class rules. Boats that hold ODR ratings must carry only class legal sails and equipment. Class designated weight limits do not apply for PHRF racing. The One Design Rating incorporates any penalties or credits that would otherwise arise from adherence to the class rules.

**Non-Spinnaker Ratings** adjust a boat's base rating to compensate for the expected loss of performance when not flying a spinnaker. Each PHRF/ELI Certificate contains both spinnaker and non-spinnaker ratings. Non-spinnaker ratings are only intended to be used in races against other boats racing without spinnakers, not in classes that mix spinnaker and non-spinnaker boats.

The intent of non-spinnaker ratings is that boats sail off the wind with the same sails they use when sailing upwind. Therefore, yawls and ketches may not fly staysails off the wind unless such sails are used sailing upwind. When racing in the non-spinnaker classes, all jibs must be attached along their luff to the forestay.

**Proper Racing Trim** Yachts shall race as rated with at least all the equipment and furnishings supplied as standard by the manufacturer. Production boats with modifications to the standard hull, appendages, rig or interior as well as custom designed boats must be reported to the Handicap Council and will be rated on an individual basis. When racing, yachts not fitted with auxiliary power must carry aboard an outboard or other mechanical means of propulsion. Failure to do so will incur a six second per mile penalty.

It is the obligation of the owner or master of any production boat that has been modified to provide details of all changes made to the boat on the rating application. Examples of such changes would include any of the following:

- Keel Modifications (depth, shape, section, material, weight)
- Weight Change (relocation or elimination of bulkheads and joinerwork, reduction of standard equipment, etc.)
- Rudder modifications (type, shape, depth, etc.)
- Hull modifications (other than normal fairing)
- Rig Changes (sail plan changes, rig size, rig material, rigging material, chainplate locations, etc.)

PHRF ratings are based on the information supplied to the Handicap Council by the boat owner. In signing an application for a rating, or for the renewal of a rating, the owner attests to the completeness and accuracy of the information supplied.

### **APPEALS**

The PHRF ratings of all currently active boats are reviewed annually by the Handicap Council and adjusted where appropriate in light of new performance data and additional observation and experience. Additionally any PHRF member can appeal the current rating of any boat (including his own) to have it raised or lowered. Appeals must be submitted in writing and are heard by the Council as soon as possible at a regular meeting. Appeal decisions are voted upon at the meeting in which they were heard and become effective the following Saturday. Please contact the handicapper serving your local area to guide you through the appeal process.

### **SAIL MEASUREMENT LIMITATIONS**

PHRF/ELI regulations allow the base jib size to vary, generally following the designer's or manufacturer's intent. For boats designed to carry overlapping genoas, the base size is between 148% and 151% of J. For boats designed to carry non-overlapping or one-design sails, the base size is that specified by either the designer or the one-design class.

In the case of yachts not sailing with a one-design class rating (ODR), attention is directed to the following sail measurement limitations:

Mainsail headboards may not exceed in width the greater of 6 inches or 4% of E.

Mainsail girth limits are: upper girth (MGU) cannot exceed 38% of E and the mid-girth (MGM) cannot exceed 65% of E. Increases above these limits shall be stated as a percentage. This data can usually be obtained from your sailmaker.

Full batten mainsails are allowed without penalty so long as the roach of the sail has not been increased from the above limits.

A sail may not be measured or used as a jib unless its mid-girth does not exceed 50% of its foot length and the length of any intermediate girth does not exceed a value similarly proportionate to its distance from the head of the sail.

Best wishes for a successful and enjoyable season.

THE HANDICAP COUNCIL of PHRF/ELI